

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March-April 1989

Issue Number 119

EDITORIAL COMMENT

Our members are a clairvoyant lot. My introductory editorial for *SAH Journal* No. 118 had hardly been dispatched for typesetting before I started getting comments and suggestions in the mail. I had asked you for your likes and dislikes, to tell me what you found useful and what you didn't; many of you have already responded, and I expect that more of you will do so in the coming months. At this juncture, though, I'd like to share with you some of these ideas and comments, and offer you my own perspective.

"More European cars," said a British member, "I like American cars, but not in preference to those from other parts of the world." Yes, our focus tends to be on products of the western hemisphere, for most of us live in the United States, but the member is right: it does us no harm to have our horizons broadened a bit. Specialists on un-American automobiles take note, and favor us with the fruits of your labors. Another member from the United Kingdom took another view. He sees SAH as essential for people with a serious interest in US cars, but not so useful for others. It's well and good that we have that constituency, but if we seek to increase membership world-wide we must offer material that appeals to historians on all continents. An antipodean member laments our categorization of members as "US," "Canadian," and "foreign." While allowing that the terminology probably derives from the varying amounts of postage which must be affixed to Society mailings, he goes on to say "my understanding is that the SAH is a world-wide body, and members are members regardless of address." Indeed they are, so while we once decided not to label ourselves "International" with a capital I, let us not forget that we are, as our member so aptly put it, "world-wide."

Others had ideas on the period of history we should emphasize. "We should" wrote a New England member, "be a forum for original material that is not likely to appeal to 'club publications'", a sentiment with which I heartily agree, but he went on to say "there is so much worthy work to be exposed regarding the cars, the industry, and social consequences that resulted from the development of the automobile age pre-WWII that we should be more oriented toward that period than to the events of the past forty years." Perhaps, but I have just recalled Walter Gosden's rejoinder (*SAH Newsletter* No. 75) to a disgruntled member complaining that our publications contained nothing but material on obscure cars of the pre-1920 era. We must seek to cover the interests of all members at one time or another, but we must also rely on those same members to share with us their work on their own periods of interest. So it's a two way street: give of your best in your own area of expertise, but be also a receptive (though not uncritical) audience for the work of others which may stretch your horizons considerably.

One member quite sincerely sent a list of suggested titles for articles he would like to read. Unfortunately, any of them is much easier suggested than written, and mere suggestion doesn't get the job done. But each was an intriguing title on a topic begging to be examined, and I see a good part of my job as nurturing projects that could result in interesting treatises in *SAH Journal* and *Automotive History Review*. Needless to say, that goodhearted member has received his first assignment.

Still others have held off on their own comments until later, and have instead contributed some fine manuscripts that you will see in later *Journals* and the next issue of *Automotive History Review*. These people I thank most energetically, for without them my job would be all but impossible.

Some of you have toiled over labors of love, written and rewritten them only to have me ask for a revision emphasizing some very different avenue than one you had presented. I hate to acknowledge what is obviously the fruit of some very hard work only to say "thanks, but I just don't think it fits the interest span of our members," but I will inevitably do so from time to time. I hope that when I do you'll stick with me, and that together we can publish the manuscript that is correct but not timid, exhaustive but not trivial, and even controversial but not inflammatory.

We are a diverse group, but over the course of our twenty years together we have forged a valuable network and have produced some memorable and significant works of history. Judging from the enthusiasm that fills my mailbox, I think that will continue for many years to come.

— Kit Foster

NEWS

SAH SILENT AUCTION

Our silent auction was an enormously successful fund raiser last year, and many members acquired some very desirable material for their libraries in the process. We're hoping our 1989 auction will be equally so, but for that we need your help. Please check your files and shelves for duplicate automotive books, literature, etc. — or items you no longer need. Your donation will be tax deductible, and you will be helping the Society a lot. Please send contributions to Beverly Rae Kimes, % SMCW, 107 Avenue L, Matamoras, PA 18336. We need to have the items by June 30th in order to catalog them and prepare the bid sheets.

LITERATURE FAIR

The Southern California Chapter will hold their seventh annual Literature Fair and Exchange on Sunday, June 25, 1989, at Pasadena City College, Colorado Avenue at Hill Avenue, Pasadena, California. Parking and admission will be free to buyers; vendor spaces are available by advance reservation for \$15 per 20 by 20 foot space (no parts or non-automotive items, please). Vendors should contact Bill Lewis, 600 Kiama Street, Anaheim, CA 92802, telephone 714 - 776-8472.

CAMERON HISTORY TO DEBUT IN JUNE

SAH Director Bill Cameron, who has been working for many years on compiling the definitive history of the itinerant Cameron motor car, reports that his book *The Cameron Story* should be available in June of this year. For information on ordering and prices, contact ISVP, 1126 North 6th Avenue, Tucson, AZ 85705-6604.

AUTOMOTIVE LITERATURE INDEX

Member Angelo Wallace has announced the publication of a new volume in his literature index series. This third volume covers the years 1982-86 for eighteen US automotive journals. Earlier volumes covered 1947-76 and 1977-81. For ordering information and prices on all three volumes, contact Wallace Publishing, 2307 Shoreland Avenue, Toledo, OH 43611.

The *SAH Journal* is published six times a year by the Society of Automotive Historians, Inc. Copyright 1989.

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SAH DIRECTORS TO MEET IN DETROIT, APRIL

The Society officers and directors will depart from recent tradition this year, and accept the invitation of the Henry Leland Chapter to meet in the Motor City. The board meeting will take place on Friday, April 14, 1989 at our home of record, the National Automotive History Collection at the Detroit Public Library. A full weekend of activity is planned by organizers Tom Deptulski and Helen Earley of the Leland Chapter, to include a tour of the NAHC, visits to the Detroit Historical Museum (home of the Scripps-Booth BiAutogo) and the Henry Ford Museum, and dinner with the host chapter at Jack Miller's last Hudson dealership in Ypsilanti.

In recent years, the winter board meeting has been held in February in Philadelphia. The autumn board meeting in 1989 will, as in the past, be held in the Hershey, Pennsylvania, area, prior to the annual Society meeting in October. A full report on the April meeting will appear in the May-June issue of *SAH Journal*.

MERCEDES-BENZ HISTORY WANTED

The Mercedes-Benz Star, magazine of the Mercedes-Benz Club of America, is seeking previously unpublished, high quality articles on Mercedes-Benz history.

The Star, published since 1955, is an 88 page, four color bimonthly magazine, each issue featuring a particular Mercedes-Benz model. Historical articles on personalities involved with the marque, unique cars, and the like also appear on a regular basis. Such feature articles usually involve 2,000 to 5,000 words plus historic and/or contemporary photographs as applicable. Payment is made for suitable material.

Since many of the familiar stories have been told and retold, *The Star* is especially seeking unusual original work, including first-hand experiences, interviews, photographs, and other unique material. The goal is to leave something behind for future historians.

The January-February issue of *The Star* contains an article by Beverly Rae Kimes on Ralph dePalma, who piloted a Mercedes to the firm's solitary Indianapolis victory.

Historians with an idea or proposal for an article are invited to write to Frank Barrett, Editor/Publisher, 1235 Pierce St., Lakewood, CO 80214 or telephone (303) 235-0116.

A-C-D MUSEUM RECEIVES GRANT FROM CORD FOUNDATION

The Auburn-Cord-Duesenberg Museum of Auburn, Indiana, has received a \$55,000 grant from the Cord Foundation of Reno, Nevada. The grant will enable the museum to acquire bookshelves, counter space, tables, chairs, typewriters, copying machines and storage materials, thereby equipping it as a premier conservation and research facility. A large computer system is also slated for installation, to assist with access to materials on file.

The A-C-D archives represent the largest holding of materials covering the Auburn, Cord, and Duesenberg marques. The Cord Foundation, established from funds willed by Errett Lobban Cord, notified the museum of its grant award in December 1988.

SAH STATIONERY & DECALS

SAH stationery on heavy stock with our Society logo embossed and "The Society of Automotive Historians Inc." printed in blue at the top is now available to members. The envelope carries the Society name in blue as well. Packet of 25 letterheads/envelopes is \$5.00 plus \$2.00 for shipping. Send check (U.S. funds) made out to the Society of Automotive Historians to Shelby C. Applegate, P.O. Box 501, Mt. Gretna, PA 17064.



SAH decals are available in either inside or outside mounting format – for car window, briefcase, car bumper or wherever. Three inches round, with the SAH Cugnot logo printed in black on a background of gold. Decals are \$2.00 each, plus \$.25 postage per order. (UK members inquire about special Sterling rates.) Specify how many of each type (inside or outside mounting). Send check (U.S. funds) made out to the Society of Automotive Historians to Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335.

COMPLETE YOUR FILES FROM OUR SUPPLY OF BACK ISSUES

AUTOMOTIVE HISTORY REVIEW

Any single issue *except* numbers 2, 9, 17, 18, 19, 20, 21: \$3.50 each

Set, numbers 1-18 *except* number 2; 17 copies \$55.00

Photocopies only of numbers 2, 19, 20, 21 \$5.50 each

All prices include shipping in US.

There are so few remaining originals of 9, 17 and 18 that for the immediate future we are holding them to sell only with complete sets.

SAH NEWSLETTER and JOURNAL

Except as noted below, all available issues are \$1.25 each for single copies including postage. For quantities of ten or more \$0.80 each plus \$2.50 per order shipping.

Special price for full set *except* for numbers listed below, thru #117, 86 issues, \$60.00 including shipping in US.

OUT OF PRINT: Numbers 3, 4, 5, 6, 7, 23, 33, 34, 39, 43, 62, 63, 100, 101, 116.

VERY LIMITED SUPPLIES: Numbers 1, 2, 8, 20, 25, 27, 28, 40, 47, 65, 68, 70, 94, 96, 97, 98, 99.

Do not send money for any of these very limited issues but ask me for a list of what is left for sale at single copy price.

Make checks payable to The Society of Automotive Historians, Inc., and mail to Fred Roe, 837 Winter Street, Holliston MA 01746-1129.

EARLY CALIFORNIA VEHICLES

by J.H. Valentine

A couple of years ago, SAH member Jeff Minard kindly lent me a book issued by the California Motor Vehicle Department listing the first 200,000 vehicle registrations for the state as of November 1917. Registrations reached the number 306,916 that year, some of which were reissues of the 232,440 numbers used in 1916. Some numbers were not reissued, due to non-renewals or other reasons, so I would estimate that total 1917 registrations were about 272,000. About 170,000 of those were listed in the book. The list was sequenced by license number, presumably in the approximate sequence in which the plates were applied for, and contained the make, serial number, type of vehicle, and city of registration.

Because of my interest in California-built vehicles, I searched the list for all known makes from our state, no small job due to the book's 2200 pages and small size (about six by nine inches).

Known brands I found from the southern area included 50 BEARDSLEY ELECTRIC autos and one truck. Three CALIFORNIA touring cars and one CALIFORNIA TOURIST by the Auto Vehicle Company were there. Five CULVER autos were shown, four roadsters and a racer. The prototype DAISY cyclecar of 1914 was listed, bearing factory serial number 1, probably the only car built. 67 autos and four trucks labeled DURO or DUROCAR were shown. Most autos were the touring cars but 10 roadsters and one surrey were included. Three ELECTRA light trucks were listed. There was one GAGE cyclecar, serial V10768 (probably an engine number). KENEN trucks had 22 entries; KIMBALL trucks 11. One L & B truck was shown, by LeMunyon & Bidelman, Inc., circa 1916. A LOUGHEAD SPECIAL roadster by Malcolm Loughead of Santa Barbara appeared, by the man who perfected the Lockheed four-wheel brakes. One MACOMBER touring car was listed, bearing serial number D8.

The MISSION brand showed one touring car and 13 trucks. The local MOORE trucks had 163 entries. The MORELAND brand was quite popular with 673 trucks and four autos. Two touring cars and two broughams by the firm were some of their rarely-built autos. One PACIFIC truck appeared, presumably by the local Pacific Auto Truck Manufacturing Co. The PERFEX brand had 23 autos and 13 trucks, with one touring car and 22 roadsters included. TOURIST showed 106 autos and 9 trucks, built from 1902 through 1910. The bodies included 77 touring cars and 28 roadsters. One TOURIST-COLUMBIA delivery truck was shown, presumably a mis-named product of the California Automobile Co., which produced the last TOURIST vehicles while also selling the products of the Midwest COLUMBIA firm.

Northern California products included some pleasant surprises. One AMERICAN and one ARTANA truck were listed, bearing serial numbers 1173 and 396 respectively. One BLUE AND GOLD roadster was shown, serial 10028. One CHRISTMAN roadster by Charles Christman would be a very early vehicle. 3 DeMartini trucks were listed, and 6 DOANE lowbeds. Bodybuilder Leo Gillig's prototype 1913 delivery truck was listed, serial number 1. The name GILLIG still exists in today's transit and school buses. A HEINE VELOX roadster, serial A141, would have predated the 1906 San Francisco earthquake. 56 HEWITT-LUDLOW trucks were listed and 85 KLEIBER trucks. One HOLT truck was shown, serial number 10, built by the Stockton tractor manufacturer for their own use.

Fourteen LEWIS and LEWIS-KNIGHT trucks were shown. One PACIFIC roadster could have been any of several brands from the northern Pacific Coast. Two PACIFIC SPECIAL autos were included, one a touring car with serial number 111, the other a roadster numbered 160. SUNSET autos had 37 entries, with 24 roadsters and 13 touring cars.

Quite a few unknown-brand registrations showed up, on which any information or comments would be appreciated. First is the ANGEL CITY roadster of Ernest Clyde Low of Los Angeles, serial number E1396. The ART SMITH racer of Al Maggini, San Francisco, was numbered 900K. The CHAMPION roadster, serial number 1, was owned by the Champion Auto Equipment Co., Hearst Building, city not listed. The DANVILLE roadster, serial number 43,

was owned by J.P. Pedersen of Oakland. The BEVERLY truck was operated by the Beverly Garage of Beverly Hills, serial C564. The D V SPECIAL of Percy S. Simms, Los Angeles, was serialized A111. The FITCH was owned by William H. H. Fitch of the Pico Heights Garage, Los Angeles. The GILROY touring car of Clara M. Ousley of Gilroy bore serial number 70356. Helen M. Alling of San Francisco owned a HELEN torpedo-bodied auto, serial number 1. The H & S SPECIAL of W.J. Seaborn of Berkeley was serialized 741A. L. Krohn of Oakland had the KROHN roadster, serial number 107. The Krohn Kar shows up in the second edition of the *Standard Catalog of American Cars 1805-1942* which has just been published.

The MASTER DEMONSTRATION roadster, serial number 1, was registered to the Master Refining Co. of San Francisco. The MCKINLEY roadster, serial 38671, was named after A. J. McKinley of San Francisco. The intriguing O'COHEN cyclecar, serial 6209M, was owned by Ralph B. Montee of Los Angeles, who may have been honoring a neighbor, Jennie Cohen. An unknown-bodied vehicle was registered as the RAPID VACUUM CLEANER by John Osterdock of Alameda. The SCHELLING touring car, serial number 3, was owned by A. Schelling of Santa Rosa. J.W. Stringer of Long Beach had the STRINGER coupe. The YALE ENGINE racer, serial 2621, was registered to Marcel Laurent of San Francisco. This may have been one of the motorcycle-engined cyclecar racers popular in this area in the mid-teens.

It should be noted that "Schelling" is not a misspelling of "Schilling," the name of the manufacturers of the Golden Gate gas engine (see *SAH Journal* numbers 117 and 118). The 1917 register lists both "A. Schelling" in Santa Rosa, as above, and "A. Schilling" in Oakland owning a Cadillac and a Packard. The state archives reflect three persons named Schelling residing in Santa Rosa who held chauffeur's licenses early in the century.

There were 102 other homemade or one-only vehicles listed, lacking supposed brand names. The following appeared in the "make" column: ASSEMBLED, 9 autos and 5 trucks; CYCLECAR, 8 autos; HOME BUILT, one auto; HOMEMADE, 44 autos, 7 trucks and a bus; NONDESCRIPT, one auto; OWN MAKE, one auto; REBUILT, 10 autos, 4 trucks and a bus; and SPECIAL, 8 autos and 2 trucks.

Several other puzzlers, not necessarily of California origin showed up. These included a CHESTERFIELD touring car, serial number 48431; a CROSS COUNTRY touring car, serial 35A173; a GREY NUN touring; a LILLE roadster, number 204; a LIVINGSTON roadster, serial 8286; and nine called MEISTER, which showed five touring cars, two stages and two buses. These were spread among four owners in four cities. Serials were 876, 6441, 6443, 6444, 6491, 7442, 7451, 7452 and 7453. None of these makes appear in the *Standard Catalog of American Cars 1805-1942* or any of the other lists of US vehicles. Some of these "brands" may be model names, perhaps of European firms. The book does not give year of manufacture or registration, so we must rely upon serial numbers for guidance when possible.

In surveying the 1917 book, I kept an eye out for any persons I knew to be involved in the auto industry, whether they built vehicles in California or elsewhere. I found such as Charles Y. Knight in Pasadena with three Willys Knight autos, and also Jesse Wells who had migrated out here from Iowa with one of his cars.

There is much more work to do on the entries I have tabulated, when time permits. This summary should be of interest to many historians, and any feedback on the puzzles presented would be very helpful.

NEW ADDRESSES

Kelly, Prescott V.	916
16 Silver Ridge	
Weston, CT 06883	
Hopkins, Henry C.	60
VA 123	
03730 Javea Alicante	
Spain	

THE FAGEOL VICTORIA: L'ENVOI

by Keith Marvin

The photograph of the 1917 Fageol victoria on the cover of *SAH Journal* number 118 evokes some interest and begs a number of questions. Prime among these are the matters of price and production.

The caption states that the car had a price tag of \$17,000, but I believe this is too high. In the initial announcement of the car in *MoToR*'s March 1917 issue, (Pp. 102 and 180), although the same photograph is shown, only the chassis price of \$9,500 is listed. Other sketches of projected coachwork are shown there.

How many were made? In Fred Usher's excellent story, "Fageol's Folly: An Automotive Superlative," published in *Automobile Quarterly*'s First Quarter 1984 issue (Pp. 88-93), he also notes the \$9,500 chassis figure, adding that the engine alone represented \$5,400 of this. "The complete automobile, a gray-green Victoria built by C.P. Kimball Company in San Francisco, could be had for an even \$12,000." He further points out that although three cars were allegedly built, there is no proof of this although two cars – both Victorias – are known to exist, having been photographed together, a far cry from the 50 cars which were projected, according to the account in *MoToR*. Fred explains: "Alas, by 1919 the gesture had played out and one hears precious little more of the Fageol luxury automobile."

And this was undoubtedly the state of things – at least stateside.

But hold. There is a further chapter in the pattern of things surrounding this behemoth and, of all things, that chapter surfaced in Great Britain some two years later.

In 1921 there appeared an extraordinary hardbound book, *Automobiles of the World: An Encyclopedia of the Car*, edited by W.E. de B. Whittaker and Captain P.A. Barron, and published by The Aeroplane and General Publishing Co., of London, the 428-page volume listing and illustrating both passenger and commercial vehicles theoretically available on the British market. It represented not only those cars and trucks built on home turf but similarly covered products from Austria, Belgium, Czechoslovakia, Denmark, France, Germany, Holland, Italy, Spain, Sweden, Switzerland and the United States of America.

And what should crop up in the U.S. section but the Fageol, with a different photograph of the car, a three-quarter front view and showing a 1917 California Dealer's license plate 815.

Specifications are given, plus the following brief text which lists the product as being "Made by the Fageol Motors Company, Hollywood Boulevard at 107th Ave., Oakland, California." The text follows:

"The company was incorporated on November 20th, 1916, and the first car was produced on January 6th, 1917. It had a six-

cylinder engine, developing 125 b.h.p. at 1,300 r.p.m., and known as the Hall-Scott aviation motor. When the United States entered the war the entire production of Hall-Scott engines was required by the Government, and accordingly, the manufacture of this car ceased and the company turned their attention to the production of commercial trucks and farm tractors. They hope, however, to reintroduce the 125 h.p. pleasure car."

(Maybe its just how the phraseology of this paean struck me, but that first car being produced on January 6th, 1917, would be akin to the Lord's Creation of the World in six days, at least the way I'd interpret it!)

But here's the kicker. How much? "Chassis Price, \$12,000."

I would presume Fred Usher's 1917 figure of \$12,000 for the entire car to be correct and if this is so, why would the chassis price have jumped some \$2,500? It may have had something to do with the recession of 1921 but even so, such a jump is hardly commensurate with the rest of the industry.

Could it be that editors or the publisher misunderstood the figure? Possibly.

And I wonder what the attraction might have been to project the car abroad in this fashion? There were other American cars excluded from the book but presumably these were cars which were not involved in the export market. My guess is that there could be two answers, the first of which being that Fageol really had planned a post war renaissance of the passenger car line and submitted the only visual and factual evidence available which was four years old.

Or could it be that it had failed to market its two completed cars and was using Mr. Whittaker's and Capt. Barron's encyclopedia as a medium to get rid of them? After all, the car was so unusual in design that it was timeless and might have appealed to the 1921 market.

It would be interesting if this could be tracked down and a solution found. I wonder what ever happened to the two Fageols? As for *Automobiles of the World: An Encyclopedia of the Car*, this magnificent volume died on the vine with its lone 1921 issue, a formidable loss to the automotive researchers, historians and writers of the years ahead.

The Fageol effort to enter the passenger car market: Sic transit gloria mundi.

For more on the fate of the two Fageols, see Fred Usher's letter below. – Editor.

LETTERS

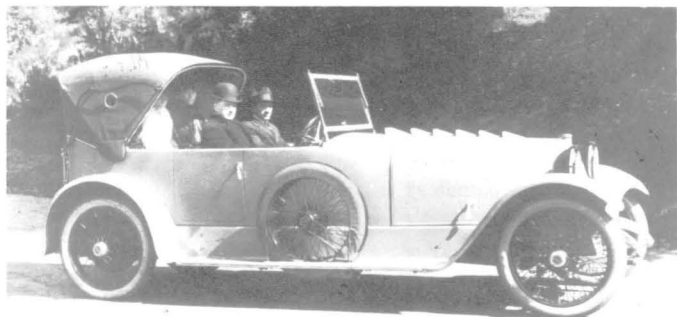
THE FAGEOL AUTOMOBILE

Regarding the FAGEOL automobile, fortunately we have evidence giving greater precision than was indicated in the caption of the photo presented in the recent *SAH Journal* (no. 118). It seems almost certain that only two examples were produced.

In a 1984 article (*Automobile Quarterly*, Vol. 22, No. 1) I referred to a rumored production of three and that two had been photographed together. As a result of my article more data came to light; the product of researches almost 40 years ago by F.H. Bradford of Berkeley, CA. Bradford was a former employee of the Hall-Scott Company which produced the (aviation-type) engine employed in the Fageol automobile. Bradford produced a letter from F.R. Fageol which rather clearly states that two automobiles were produced and which also gave the name of one of the buyers. Bradford contacted that owner, who responded, "I sold the Fageol car many years ago to a friend of mine, who after using it some time, dismantled it and it is my impression that he used the engine for a motor boat."

Bradford also had circumstantial evidence that the other (or second) Fageol automobile had been acquired by William Andrews Clark, Jr., son of onetime California Senator W.A. Clark, Sr., but his inquiries in the early 1950's and my more recent efforts have produced no further tangible evidence.

Frederick A. Usher, 1066 Mission Canyon Rd., Santa Barbara, CA 93105 U.S.A.



FAGEOL REDUX: Fred Usher tells us the identity of the people seen on the cover of *SAH Journal* Number 118. Frank R. Fageol is at the wheel of one of the Fageol victorias, and beside him is L.L. Bill, a major stockholder. Mrs. Bill sits behind Fageol, and Mrs. Fageol behind Mr. Bill. Henry Austin Clark, Jr. Collection.

THOUGHTS ON MUSEUMS

In regards to the interesting point that Deane R. Fountain brought up, namely a national automotive museum, I have a few thoughts to pass along.

Being in the automotive museum business, and one that is currently pursuing its accreditation from the Association of American Museums, I feel I may have a few viewpoints from an insider. First of all, the term "museum" is loosely used among many institutions. According to the AAM, a museum not only collects historical artifacts, but also actively conserves them for future generations. Another aspect of a "museum" is its educational activities. The AAM feels that merely rolling or placing artifacts out on display, with possibly a label stating what the artifact is, does not constitute a legitimate educational role. The artifacts must be interpreted, what they represented at the time and what they represent to us today. A museum should also have an ongoing, active seminar program, presenting aspects of the museum's specialization to a public that is increasingly looking for ways to pursue more education beyond formal learning institutions. The list can go on.

To collect cars merely for the sake of collecting cars is not a museum. Makes and models should be carefully reviewed and researched for its significance, and what the particular car can bring or offer to the public. This does not necessitate the need to retain every make and model ever made. Collecting cars for the sake of collecting represents a "car collection," but not a museum.

Don't misread me, there is nothing wrong with car collections. However, private, non-profit museums such as ours have been forced to increase our avenues of fund raising. The largest avenue holding the most promise is to attain accreditation, which makes a museum even more attractive to potential donors, especially private foundations. Increasingly, the private foundations will be the only source of funds for museums in the future. Hence, not having accreditation in the next five or so years will spell financial death for many museums in the non-profit sector.

The AAM holds some sway over the Institute of Museum Services, the government body that overlooks the vast array of museums in this country. Therefore, if the government ever would express interest in an automotive museum, it would be in light of the above definition. It's doubtful the U.S. Government would be interested in a car collection. Of course, in this day and age of budget deficits, no amount of song and dance could convince the Washington folks of letting go of money for such an endeavor.

The reasonable answer is for automotive enthusiasts to continue supporting such museums as ours. No matter what happens, the museum remains intact as long as the funds continue to come in. Non-profits have their drawbacks, such as the lack of funds to do everything we would like to, but they are not susceptible to being dismantled a la Harrah's.

Lee Beck, Auburn-Cord-Duesenberg Museum, P.O. Box 271, Auburn, IN 46706

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Elliott, Vernon F.	568
#46 - 4410 52 Avenue Wetaskiwin, Alberta T9A 3L2 Canada	
Brooks, Robert	781
8 King Street London SW14 6QT England	
Balfour, Arthur J.	1262
Clark Components Korea, Inc. 7th Floor - Royal Building #5, Dangju-dong, Chongro-ku Seoul 110-071 KOREA	
Bausch, David K.	506
246 North 7th Street Allentown, PA 18102	
DECEASED	
Gauthier, Donat A.	362

LETTERS

MORE ON CROMPTON AND FOUR WHEEL STEERING

Upon this occasion of Dick Brigham's retirement from front-line duty I would like to express my appreciation of his long period of significant contribution to the Society. The publications are the very life-blood of such an organization and his untiring work in this area has been of immense benefit in maintaining the circulation. I have a personal insight into his thoroughgoing ways as, when I submitted the text of Colonel Crompton's experiences with the early rubber-tired road tractors of Robert Thomson, it consisted of nothing more than the report of his lecture. Due to lots of Brigham leg-work, however, it appeared in *Automotive History Review* No. 15 as a most comprehensive work replete with many photographs and much supplementary information.

Further information on Crompton has been recently sighted which indicates his technical competence. Born Rookes Evelyn Bell Crompton at Thirsk, Yorkshire, in 1845 he built a model road steam vehicle with oscillating cylinders in 1858 which led to the full-sized road engine "Blue Bell". Apart from his military service he had founded his own electrical firm at Chelmsford by 1878 which, in 1927, merged with F. & A. Parkinson of Leeds. In Australia, at least, Crompton-Parkinson electric motors and Crompton brand electric lamp globes are still current. He died in Yorkshire in 1940 at the age of 94 years.

A further point emerging from that feature is that the rubber manufacturer, MacIntosh, of Thomson's time would have been the same whose name became the common term, often abbreviated to "mac", for a waterproof raincoat, made from rubberized fabric.

A final connection with Thomson, by way of light relief, is that his daughter, Elspeth, married that writer of celebrated children's literature, Kenneth Grahame. The automotive connection? Why, that obsession with motors which so possessed Toad of Toad Hall in *The Wind in the Willows*.



Arising from the 1936 Ford patent on a vehicle featuring, in part, four-wheel-steering is the prior use of this facility on the 4-w.-d. 30 hp. Caldwell-Vale car from 1913. Made at Auburn, N.S.W., Australia, by the Caldwell-Vale Motor & Tractor Construction Co. Ltd., better known for the heavy 4-w.-d. commercial vehicles with power steering. The photograph shows the car on trial in sand at Botany Bay and the perfect tracking of the rear wheels in the wake of the fronts is evident as is the angle of the visible rear wheel. Only one example of the car, with a 4-cyl. L-head engine and 4-speed transmission, was made and it was sold to the Australian Pastoral Co. of Queensland for £750. (£A then at parity with the English £stg.).

Max Gregory, "Beltana", RMB 8825, Drouin South, 3818, Victoria, Australia.

THE TRAILMOBILE MYSTERY

I've enclosed a copy of a page from *Commercial Car Journal*, 50th Anniversary Special, 1961, titled "The Golden Year of Highway Transportation," which uses the same picture submitted by Max Gregory (*SAH Journal* number 118, page 5). The *CCJ* picture caption indicates the origins of this vehicle; however, I cannot confirm their statement. Maybe SAH members C.B. Rawson (editor of *CCJ* when the Anniversary issue was published) or John Montville can add some information.

"IN THE BEGINNING...Nowhere is the theory of truck evolution more apparent than in this early shot from Trailmobile's 'tin-type' file. At the turn of the century, J.W. Walters produced this motor wheel, made it work briefly on the streets of New York, then quietly folded his tent. Debatable point: Did he have a truck or a truck-trailer?"

Commercial Car Journal, 50th Anniversary Special, 1961.

James B. Bibb, 26239 Cecile, Dearborn Heights, MI 48127

CARS IN JOURNAL NO. 118

Notice the similarity between the Aero 50 in *SAH Journal* number 118 and the 1939 Hudson, Model 93, 95, or 97. There is an Aero Minor, no relation to the Aero 50, owned by an individual near Washington, DC. I have the hubcap from one once located in Wilmington, DE.

I believe the mystery commercial submitted by Max Gregory also appears in Hiscox's 1900 book, but my copy is at my Pennsylvania home at present.

The prototype 1928 Packard speedster looks very similar to the one Briggs Cunningham had built in 1929. I recently saw it in the newly opened Collier Museum in Naples, FL.

When I was in France in 1966, I saw a Cyklonette in the car museum at Lyons.

Hayden Shepley, P.O. Box 41, Port Orange, FL 32029

THE CARS OF HENRY M. CRANE

One of my ongoing projects in automotive history is the continuous, if sporadic, search for additional information on the cars that were built by Henry M. Crane. Within the past year, thanks to loan of registration material by Marshall Naul, I have been able to determine to my own satisfaction that there were no more than thirty-eight cars built bearing the Crane name before the purchase of the business by Simplex and to identify by serial number and owner name and address several more of these cars so that I have now some record of about half of them. In the near future I am going to be able to examine the records that still remain from Henry Crane's personal papers and I hope that I will be able to add more to my knowledge from this research. On the horizon is another investigation into Brewster body material that should reinforce the data already known and perhaps add more.

With Stephen Dean and Warren Kraft I am attempting to assemble a listing of the remaining Simplex Crane Model 5 cars based on data we have collected over many years which needs to be updated and augmented. Since the preservation of old automobiles and automotive history has now extended actively over more than half a century, the tracking of existing examples of rare makes has become a form of automotive history in its own right, requiring constant attention as individual cars change hands and are sometimes modified and once in a while vanish or are destroyed. I would welcome correspondence from anyone who has knowledge and/or photos that could help us in maintaining this file. I am also always on the lookout for photos and details on Simplex-Crane cars that no longer exist.

While it is probable that eventually we will see some of this material published, in the meantime I am prepared to furnish to SAH members interim listings and details of known cars as desired for the cost of postage and photocopying only.

Fred Roe, 837 Winter St., Holliston, MA 01746



STANDARD CATALOG OF AMERICAN CARS 1805-1942 (Second Edition), by Beverly Rae Kimes and Henry Austin Clark Jr. 1,568 pages. More than 5,000 B&W illustrations. Soft covers. 8½" x 11". ISBN 0-87341-111-0. Krause Publications, Iola, Wis., 54990. \$39.95.

This is the second edition of what is, without any doubt, the most comprehensive treatise on American automobiles ever published. It is an admirable successor to its predecessor of four years ago, but with even more going for it. The format remains the same and the coverage likewise – from Oliver Evans' Steam Amphibian of 1805 to the last American cars built following Pearl Harbor – but there has been a considerable change in the contents.

Like any new model of a car, there are always bugs to be ironed out, the bugs in this case being errors which crept out of the woodwork and which have largely been eliminated. Many of the illustrations have been replaced by better ones and a number of new biographies, which surfaced after the original edition had gone to press, have been included, many of them also with illustrations of their own. Additional material has been added where and as required and the quality of the paper stock has been improved so there is less "burning through" to the reverse side of a page with some of the darker pictures. By the same token, some of the photographs are too light and hard to see, but a magnifying glass will solve this problem which occurs largely because of the quality of the original print. Too, one must remember that *any* picture, no matter how hard to see at the outset, is better than no picture at all.

Like the earlier volume, there are such extras as special listings of steamers, electrics, and compressed-air cars, as well as cycle cars and highwheelers, and a complete geographical breakdown to show what was built where in a state-to-state listing.

This huge and valuable volume was a major undertaking both in its first and the present editions and anyone even remotely interested in automotive history will realize the tremendous contribution of the Kimes-Clark-Krause team. They have advanced the cause of knowledgeable material surrounding our cars, those who designed and built them, and various mergers and accomplishments which kept them in the limelight, and all the rest of it. This volume is truly a must for all.

– Keith Marvin



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 welcome, both for sale and wanted. Ads for automobiles or parts are not accepted.

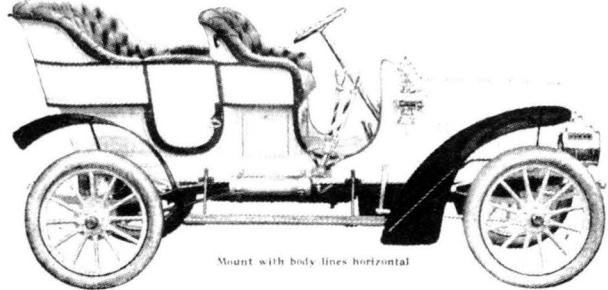
WANTED: For a feature article on the 1953/54 Packard Clipper Sportster, need photocopies of relevant text and photos from brochures, books, articles, and/or press releases (or leads to sources). **John R. Chevedden, 2215 Nelson Ave., No. 205, Redondo Beach, CA 90278**

WANTED: Photocopies of Graham Confidential Service Bulletins and Confidential Sales Bulletins, especially 1930 and later. Am compiling a library under the auspices of the Graham Owners Club International to enable reproductions of these bulletins for use by owners, restorers, and historians. **Michael Keller, 2909 - 13th Street, Wausau, WI 54401**

WANTED: Automobile Salon catalogues, 1928-1932, all cities. **Matthew C. Sonfield, 20 Hilltop Drive, Syosset, NY 11791.**

MYSTERY MARMON

THE MARMON *A Mechanical Masterpiece*



TAKES THE JOLTS OUT OF ROUGH ROADS

Have you ever taken a long ride in an automobile? At the end of the run were you shaken, lashed, vibrated until you were nearly exhausted? If so, wouldn't you appreciate a car that would carry you any distance over any kind of road, through ruts, over rocks and bumps, with the easy, gentle sway of a sailboat, and still go at good speed? It is safe to say that no one ever rode in a Marmon over a rough road without realizing that its positive luxury of motion is not only unequalled, but absolutely unknown in other cars, regardless of price or prestige.

THIS PICTURE SHOWS WHY

All roads present this condition in small or large degrees: here a bump and there a rut. Unless the automobile possesses flexibility to meet these varying conditions, it means constant, ruinous strain for the mechanism and constant wear to the passengers. In any other car, tilting one axle tends to tilt the other axle, and the result is a twisting strain, which is not remedied by any combination of springs not by trying to insert it a liability into the driving mechanism. The Marmon does not depend upon its excellent springs for stability. It possesses an exclusive patented feature.

DOUBLE THREE-POINT SUSPENSION

Cast aluminum body on one frame, power plant on another frame, each frame suspended on three pivotal points. Lower pivot and rear axle are practically a unit, always in alignment. Rigid shaft drive without universal couplings. Wheels adjust themselves to the roughest road condition. This elimination of bending and twisting strains means perfect power transmission, greater mileage with less wear for all parts, tires included. *Available in 17" diameter tires. Values for the asking.*

Four Cylinders, Air cooled, Perfect Lubrication	Model C, 24 H. P. \$2,500 Model D, 30 H. P. \$3,000
--	--

Nordyke & Marmon Co. (Established 1851) Indianapolis, Ind.

What's the mystery about this, you say? Isn't it identified clearly enough? Well yes, but it isn't what it seems. Marmon authority George Hanley sent in this ad from a 1906 issue of *Country Life in America*, cautioning us that "the car in the ad is not a Marmon! Marmons had splash pans to conceal the double frame construction evident in the lower illustration. Note also that the printer wasn't smart enough to remove the mounting instructions from the photographs. Obviously the ad was not proofread by Marmon."

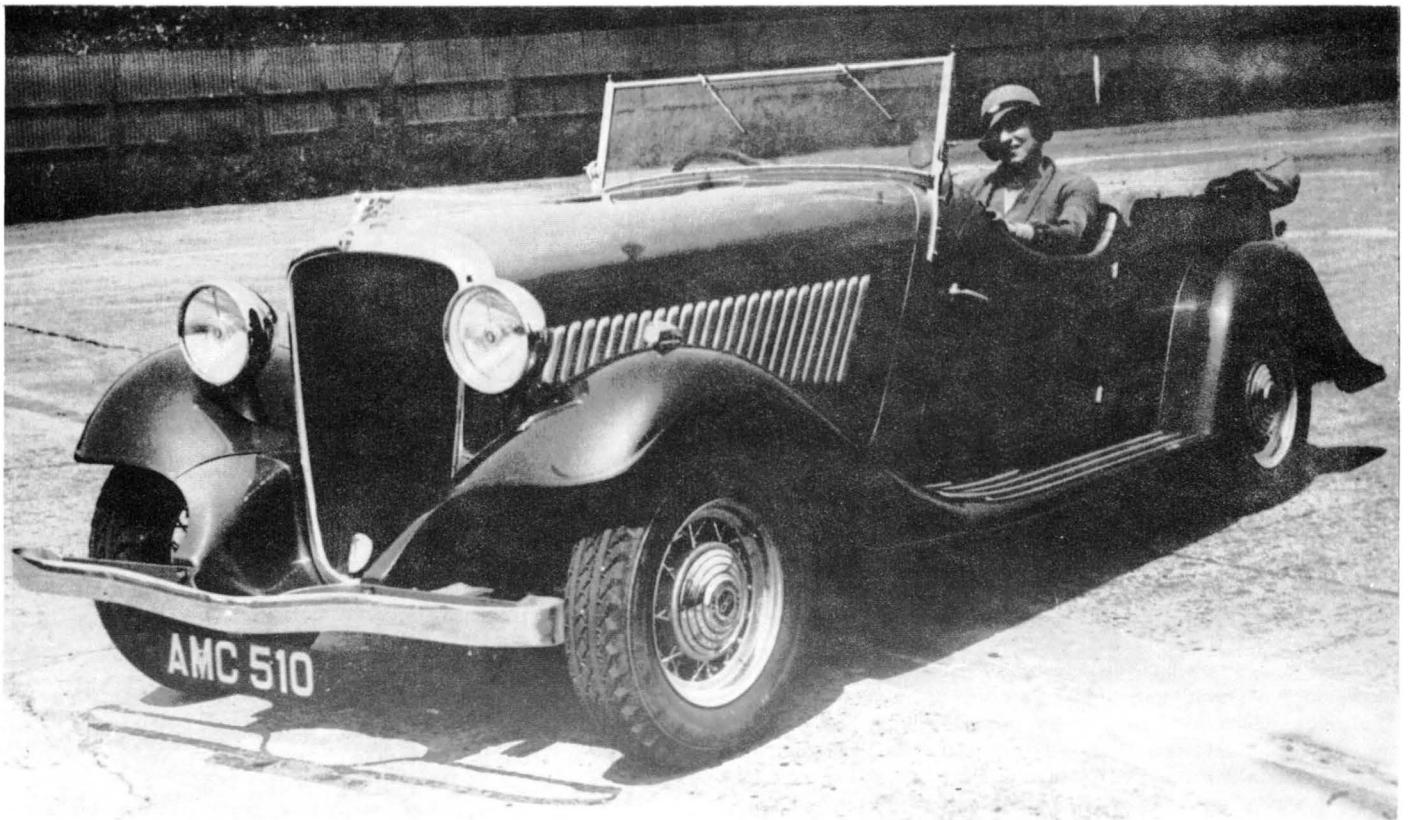
Which leaves us to wonder: what *is* the car at the top of this ad? Send us your ideas and we'll report in the next *SAH Journal*.

WANTED: Writing a definitive history of non-traditional uses of all types of vehicles used for sales, training, research, recruiting, entertainment, religion, etc. Need data and photos of commercial and industrial applications in the US and abroad, whether currently in use or not. **George W. Green, 3421 Detroit Street, Dearborn, MI 48124**

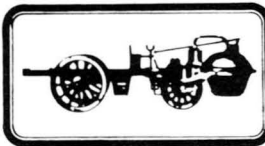
FOR SALE: VOLVO factory magazine "Rattan." Fifty issues, lots of pictures, 1951-58. About 6" x 9". Summary in English of the important points. \$30.00 including shipping in the US. **Fred Roe, 837 Winter Street, Holliston, MA 01746**

WANTED: Two photographs of the Ford Museum/Weinberger Bugatti Royale, the first taken in a scrapyard circa 1941 prior to its purchase by Charles Chayne, the second during the 1947 VMCCA Glidden Tour, the car's first outing following Chayne's restoration. I've seen these photos somewhere, but where I remember not. **Beverly Rae Kimes, 215 East 80th Street, New York, NY 10021**

WANTED: Some help in sprucing up *SAH Journal*. Could use the assistance of a graphic artist in our midst in developing some new column heads for an editor with more ideas than artistic talent. **Kit Foster, Editor, 1102 Long Cove Road, Gales Ferry, CT 06335**



Mrs. Violet Hindmarsh (nee Cordery) in a 1933 Terraplane eight cylinder tourer with British body by R.E.A.L. of Pope's Lane, Ealing, West London. Mrs. Hindmarsh was the sister-in-law of Noel Macklin, builder of the Railton which used the Terraplane (and later Hudson eight) chassis, and piloted this car to 11th place in the 1933 Scottish Rally. This photo, taken at Britain's famed Brooklands circuit, is from the collection of the editor.



THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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

FIRST CLASS

PRINTED BY:

Brigham Press, Inc.
1950 Canton Road
Marietta, Georgia 30066
U.S.A.

March-April 1989

Issue No. 119

FIRST CLASS MAIL

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