

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September-October 1989

Issue Number 122

EDITORIAL COMMENT

And now we are twenty. Collectively that is. October 11, 1969 was the date of the first meeting of the Society of Automotive Historians, and can be considered the day on which the Society formally commenced to exist. But most of us are individually a good deal older than that, and given to reflection all too often. We pause in this issue, and refrain from advancing the cause of history, to consider where we've been, to sum up what we've accomplished in twenty years, and just plain reminisce.

Marshall Naul and Dick Brigham, whose friendship and correspondence sparked the formation of the Society, have put together their recollections and reflections, and you will find them farther on in this issue. For my part, being a card-carrying historian of a mere eight years standing (although I suspect that my automobile and history genes were at work even before birth), I have delved into the early *Newsletter* reports to see how we thought of ourselves then, and what we thought our direction was. My reports and commentary can be found following the messages from our founders.

This outpouring of soul-searching and nostalgia will, no doubt, engender some comment from many of you: the recall of anecdotes many of us have forgotten, or additional perspectives on the past. I'll be glad to share them with the membership in future *SAH Journals*. But lest we get transfixed with our past and neglect our collective mission, let us remember that despite the fact that we have moved mountains of information in twenty years, there remains at least another nine-tenths of the iceberg to be exposed. To borrow from Robert Frost: "But I have promises to keep, and miles to go before I sleep....And miles to go before I sleep."

— Kit Foster

ANNUAL MEETING AND BANQUET

The SAH Annual Meeting and Banquet will be held on Friday evening, October 6, 1989, at the Harrisburg Marriott Inn, 4650 Lindle Road, Harrisburg, Pennsylvania. Just a few minutes ride from the Hershey festivities, the Marriott is located at the intersection of Interstate 283 and Route 441, and is the same location used for the last several years.

There will be a reception with cash bar beginning at 6:30 PM; dinner, offering an extensive buffet menu, will be served at 7:30. The Society's Cugnot, Benz, Friend of Automotive History, and James J. Bradley awards will be presented, and results of the silent auction will be posted. As always, this will be an excellent opportunity to visit with old friends and meet new ones.

Tickets for the banquet are \$16.00 per person, and reservations should be made by September 25th. Make checks payable to Society of Automotive Historians and mail to Robert J. Gary, Treasurer, 1316 Fourth Avenue, Stevens Point, WI 54481. Should you let this slip beyond September 25th for any reason, please call Bob at (715) 341-1085 at the earliest possible moment.

HERSHEY HOSPITALITY

The Society will offer the customary Hospitality Tent for members and their guests at Hershey, Thursday, October 5th through Saturday, October 7th. The tent will be at spaces BV 43-45 on the Blue Field (same location as last year) and will offer shade, seating, and light refreshment. SAH publications, stationery, and decals will be on sale, and there will be the opportunity for enrolling new members. All members are encouraged to stop by during the weekend.

SILENT AUCTION

Bid forms for this year's silent auction of automotive literature and memorabilia should have been postmarked no later than September 18th in order to insure inclusion in the bidding. Final, in person or hand-delivered bids will be accepted at the Hershey Hospitality Tent, Spaces BV 43-45 on the Blue Field, until **4:00 PM on Thursday, October 5th**. The list of winners will be posted at the annual meeting and banquet on Friday night, and winners may pick up their purchases at the Hospitality Tent on Saturday. Winners not at Hershey will be notified by mail, and items will be shipped upon receipt of the purchase price plus postage.

Bid on as many items as you choose, and the highest bid will win, with drawing of the winner to take place in case of tie. All bids should be in US dollars. This was a major fund raiser for the Society last year, and we expect it to be even bigger this year.

AUTO HISTORY SEMINARS AT HERSHEY

Last year's automotive history seminars were very successful, so the feature will be repeated this year. There will be seminars on both Thursday and Friday afternoons, at 2:00 PM at the Hospitality Tent. Thursday's seminar, a question-and-answer session on the hows, whys, and wheres of researching automotive history will be entitled "Automotive History: Where to Find It and How to Get It." Friday's confab will be all fun, featuring a learned trivia game inspired by Dick Brigham's occasional feature in *SAH Journal*. Borrowing Dick's title "Who's on First?", the program will draw on years of meticulous research by Hayden Shepley to offer documented answers to participants' recollections of who was first with what. Seminar leaders both days will be Beverly Rae Kimes and Kit Foster; join us.

NEWS

MICHAEL SEDGWICK MEMORIAL TRUST

The Michael Sedgwick Memorial Trust was established in 1984 to honor the memory of the late motoring historian and former SAH director by sponsoring the publication of books on lesser known motor transport subjects. Since that time, four works have been published, *HRG - The Sportsman's Ideal* by Ian Dussek, *Malvernian*, the story of the Santler car by Dr. R.A. Sutton, *Armstrong Siddeley* by Robert Penn Bradley, and *MG Y-Type Saloon and Tourers* by John Lawson.

These works are to be followed by the *History of Humber* by Brian Demaus to be published this year. Researched by John Tarring, this history covers the company from its founding until its absorption by the Rootes Group in 1933.

Future projects under consideration include the marques of Voisin and Elva, a history of road signs, a book on the automobiles of Mother Russia, a history of wheeled transport from the beginning of time up to Carl Benz, and a history of the Crystal Palace motor racing circuit.

Contributions to the Trust are welcome and may be directed to the Honourable Secretary G.B. Heath at Spring Cottage, 20 High Street, Milford-on-Sea, Hampshire SO41 0QD ENGLAND.

AUTOMOTIVE LITERATURE CATALOG

Heritage Books, in association with Sindell and Company, are offering a catalog of rare automotive pamphlets and brochures which they are able to supply. The catalog may be obtained free by writing to Heritage Books, 866 Palmerston Avenue, Toronto, Ontario M6G 2S2 CANADA.



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Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$20.00 per year.

Membership inquiries and renewals should be sent to the Secretary at P.O. Box 501, Mt. Gretna, PA 17064.

PRESIDENT'S MESSAGE

I would suspect that the percentage of retiring presidents whose exeunt is accompanied by comments like "it's hard to believe ... the time went so fast" is appreciably high. I'm not fond of clichés. Still, it is hard to believe that my time as SAH president is nearing an end. Some sort of speed record must have been set.

Among the reasons my presidency has seemed so fleeting is all that has happened in SAH over the last two years. And for that I must extend my appreciation to all of you. Any organization is only as strong as its members. In that regard, we are very special. So many members have said to me that, of all the organizations to which they belong, SAH is the most supportive. We truly enjoy helping each other.

The help that I have had as president has been monumental. And we have accomplished a lot in just a short time. Our antiquated by-laws are now history, courtesy of Taylor Vinson who so arduously and expertly drafted new ones; Matt Joseph and his team, through their careful deliberations, have brought increasing renown to our Cugnot/Benz awards, which are the most coveted in the field. On the regional level, the Southern California and Wisconsin chapters are thriving, new vitality is being enjoyed by the Leland Chapter, the Pioneer Chapter has an exciting ongoing project on the history of Mid-Hudson-built cars and, across the Atlantic, Nick Baldwin is the superb coordinator of the United Kingdom Chapter.

Our finances, hard-working treasurer Bob Gary informs me, are salutary thanks to our annual Silent Auction, as well as the donation program which was Shelby Applegate's idea. To Shelby, who is retiring this year, go multitudinous thanks for her half decade of service. She moved our Society into the computer age, a gargantuan undertaking. Taking over membership now will be long-time SAH member David Babb of Belvidere, Illinois. We are most grateful to him for volunteering to assume this most vital post in our organization.

Volunteerism is the bedrock of the Society. To lead our important new program in the preservation of automobile history (both oral and written) is Howard Applegate. Coordinating the SAH National Conference to be held in Detroit in 1992 is Leland Chapter director Tom Deptulski. You'll be hearing lots more about these projects in the months ahead in this publication. And, on the subject of the *SAH Journal* (and our *Automotive History Review*), I have just two words for editor Kit Foster: great job! And I shall exercise presidential prerogative now and insist that he not edit them out.

Among the programs that our new president will be overseeing is one to advance the SAH cause on an international level. Specifically, we are trying for more awareness of our organization in Europe. SAH members Griff Borgeson in France and Raymond Vaes in Belgium have been assisting me in this regard, and we have established a dialogue with Alessandro Columbo and Vittorio Fano, president and secretary respectively, of the Associazione Italiana per la Storia dell'Automobile regarding a collaboration that would benefit both our organizations.

So, the state of SAH is really fine. For this, to all of the aforementioned, I add tribute to the board members who served with me, committee chairmen Bob Hall, Jim Wren and David Lewis, and to Austin Clark for his stalwart support as vice president. It's been an enormous privilege for me to serve the Society as president. But this is not a valedictory. To turn another farewell remark on its ear, I plan to be kicking around the SAH for a long time to come.

— Beverly Rae Kimes

THE ORIGINS OF THE SOCIETY

The beginning of the SAH is a date lost to history because of my inability to locate the carbon copy of the initial letter to Dick Brigham, and to his clean desk policy which precluded his retaining of the original letter. At any rate, it was an idea which was ripe in the spring of 1969: to establish a sort of clearinghouse for the many automotive historians with whom Dick and I independently maintained a rather steady correspondence. Dick immediately responded to my suggestion with the result that a questionnaire was sent to a large number of persons whom we both thought would be interested in a national or international organization devoted to maintaining interest in the history of the automobile. Response to this questionnaire was at least sixty percent, with most in favor of the proposed organization.

Somehow it was decided that an organizational meeting take place during the Antique Automobile meet in Hershey, Pennsylvania, in October 1969. Bill Jackson, then editor of *Antique Automobile* generously made available to us his office in the Hershey Museum, next to the coliseum. I, by default, was selected to chair this very informal get-together, on October 11, 1969. After the meeting, which was quite successful, a photograph was taken of the very distinguished group which attended that organizational meeting. Of the eleven persons shown, ten became SAH members and seven of these have continued as members. This I feel is an indication that the organization has over the years adequately fulfilled the needs and expectations of the members.

It was Dick Brigham, with much assistance from his wife Grace, who put the major effort into getting the SAH started through printing and mailing of the initial questionnaire and of the subsequent *Newsletter*. This in addition to being the editor of the *Newsletter*.

A mid-season meeting was held in February 1970 to coincide with the winter meeting of the AACA in Philadelphia. This February meeting was also held in February 1971 but rather poor attendance at both indicated that there was too much competition from concurrent AACA meetings to warrant scheduling another.

And so the SAH is about to begin its third decade with a very stable membership consisting in part of the better-known names in the automobile journal world, as well as the mass of interested amateurs. We should be satisfied that this endeavor has been so successful and there seem to be no reasons it should not continue to be a successful organization with international recognition.

— G. Marshall Naul

REFLECTIONS ON OUR PAST

It can be interesting to compare your preconceived notions of a new venture with the way it actually turns out. Some things seem to come about in precisely the way you thought they might, and some happen very much differently. So it is with the SAH.

In the beginning, I thought that the Society would be primarily a correspondence exchange, that there would be lots of letters changing hands, that virtually all members would be corresponding with each other and sharing those letters and finished projects in our publications. I was surprised on two counts. First, a good portion of our membership did not correspond at all. I presume they felt well served by the Society, because many of them are still members, but we seldom heard from them, then as now. But a significant minority *did* write, and they more than made up for the silence of the rest. The Australians, particularly, half a world away, kept in constant touch via the mail, and they're still at it. Even recent members are familiar with contact from that part of the world, for hardly an issue of the *Journal* goes by without some comment or question from Max Gregory.

I'm always amazed, too, by the subjects which generate the most response. A few years back, we had some controversy on the source of the Hupmobile bodies, and I was virtually deluged with mail. The one I least expected was the enlargement of a portion of the ten dollar bill I printed with a query as to which car was portrayed thereon. The mail came in for months, much of it contradictory, and I tried to print it all, though due to sheer volume I had to screen out some of the duplicate suggestions.

There are many friends in whose work I've shared over the years, who are no longer with us. Frank Snyder and Harry Pulfer immediately come to mind. They were continually sending me things, most of which I still have. But one thing did not surprise me, and that is that the Society has continued to grow and attract new generations of historians. It's difficult to predict now just how the Society will evolve over the *next* twenty years, or the twenty after that, but we can be sure that it will continue and it will grow. The past has demonstrated that.

— Richard B. Brigham

THE WAY WE WERE

Marshall and Dick have related for you how the Society came about, and how we have developed both in accordance with and apart from their visions. The early issues of the *Newsletter* also give much insight into those early days of our order, and I think it's worth extracting from them here.

Newsletter number 1 appeared in September 1969, and reported on the results of a questionnaire that Marshall and Dick had distributed. An enthusiastic response was indicated, and many of the comments were printed in that issue. Most of the original precepts laid down at that time endure to the present day: that the publications refrain from reporting social events and meetings of other clubs, that they not be used to advertise materials other than books, photos, catalogs, and other items having to do with automotive history. Dues were set at \$7.50 annually. Of particular interest are the stated objectives of the gestating Society: the preservation of automotive history; the rectification, as far as possible, of the errors in compilations existing at that time; the exploration and recording of the history of all types of automotive vehicles, especially the many obscure makes of which little or nothing was known; and the sharing of that information with all members.

Issue number 2 of the *Newsletter*, carrying an October date, announced the first meeting, which Marshall has described above. Of interest to us twenty years later are the precepts on which the organization was to be based: that membership would be open to anyone with a genuine interest in the history of automotive vehicles and a willingness to share information with others, that the scope of the Society's research should include self-propelled vehicles of any sort (from the origins of the species to the latest models), and that editorial

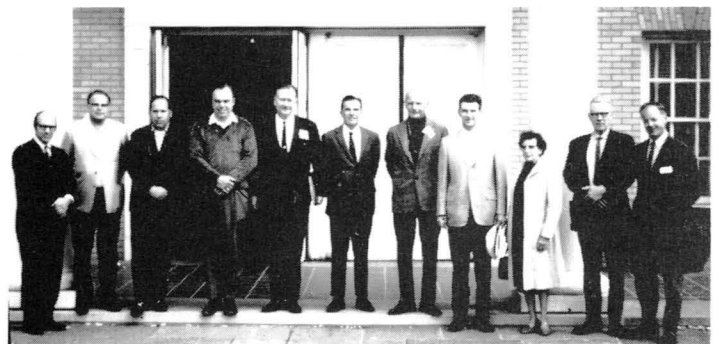
or advertising matter published by the Society should be limited to items of interest to the historian. Although we must occasionally remind ourselves, these precepts remain in force today.

There was a discussion on the definition of a "make" or "brand" of automobile, and what might constitute same, by Marshall Naul, concluding that "it would not be outside the purpose of the organization to form a set of rules to govern the acceptance of a brand of vehicle as a 'make'." That, to my knowledge, we've never been able to do. There began in that issue a checklist of US automobile periodicals, there were some research questions posed by Harry Pulfer and Marshall Naul, and the *Newsletter* concluded with its first full articles on automotive history, a short treatise on the GN by Irv Silverman and a somewhat weightier work by Dick Brigham entitled "The Shad-Wyck and the Shadburne Brothers."

By December, the Society was well and truly launched. The first meeting had been held, 53 members were enrolled, and the organization was considering the establishment of committees. The principal task undertaken at this time was the compilation and publishing of the "roster," not a membership list but a definitive listing of the world's automobiles from the very beginning. The humble beginnings in those early issues reached only to the middle of the As, but a trend had been started which would result in the publishing, years later, of the several editions of the *Standard Catalog of American Cars 1805-1942*. The *Standard Catalog* is, in spirit if not in fact, the lineal descendant of that early roster project of the Society, and one wonders if any of us ever envisioned that a single work could be so all-encompassing: not just a list but an encyclopedia with capsule histories of each of the cars, photos of most, and specifications of the more prominent. Some will say that the *Catalog* obviates the need for the Society's roster, but in many ways it *is* the roster, having been published (albeit commercially) by a Society member, compiled and written by two others, and researched by other members almost too numerous to count. And still the work goes on, for new information and corrections are already accumulating for the third edition of the catalog. Without a doubt, had there never been a network of historians like the Society, the *Catalog* would be nowhere near as complete or as valuable.

What might the next twenty years bring? Well, there's a world to cover, and although a fourth edition of Nick Georgano's encyclopedia is in the works, we have not collectively applied the same thoroughness to vehicles produced outside the United States. Can you envision an exhaustive world-wide encyclopedia found in three or more volumes, with extensive photo coverage of every significant model? And then, can we turn the same sort of attention and scrutiny to non-passenger vehicles? And no doubt there are some pre-war American machines which have, despite all our efforts, slipped through the nets, and will have to be found by tomorrow's historians. The lessons from our past will propel us to the future.

— Kit Foster



The first meeting of the Society of Automotive Historians: (Left to right) Bill Jackson, Austin Clark, John Peckham, Bruce Baldwin, Herman Smith, Marshall Naul, Charles Bishop, Guy Seeley, Grace Brigham, Dick Brigham, and Glenn Baechler.

NEWS

BEAUTIFUL WEATHER AT LITERATURE FAIR

The seventh annual Automotive Literature Fair & Exchange sponsored by The Southern California Chapter of The Society of Automotive Historians, Inc. was held June 25th on the grounds of Pasadena City College.

With over 90 vendors offering mountains of literature, art, and small collectibles of automotive motif (no car parts were permitted), it was easily the largest event of its kind ever held in the far west. In fact, this fair has been the only specialty event of its kind held west of the Great Divide for the past seven years.

The abundance of old black-and-white and color vehicle sales catalogs available this year was particularly noteworthy. All periods and types of cars and trucks from modern back through the classic and brass eras were represented. Books, periodicals and old automobile photographs were on hand with some dating to before the turn of the century. Vintage racing and sports car material, as well as sales, service and maintenance publications covering domestic and foreign automobiles from pre-first world war to modern time, were available from a number of vendors.

Original, period artwork, as well as current paintings reflecting many facets of automotive related history drew admirers and customers alike to a number of displays. Accurate, limited edition or singular hand crafted scaled models, along with vintage collectible toy vehicles, were observed changing ownership throughout the day. The only "life-sized vehicle items" permitted at this meet are radiator badges and mascots, license plates, and current and historic motoring club badges which complement the paper history of motor car.

Foreign and domestic motoring periodical titles spanning 90 years were observed in unusual quantity along with many hundreds of out-of-print motoring books. Vendors, hailing from 42 California cities between the Mexican border and San Francisco and six cities out of state, provided many tons of automotive-related printed matter. Collector acquisitions ran good to brisk throughout the day.

— Bill Lewis



A discerning buyer examines some of the offerings at the Southern California Chapter's seventh annual Literature Fair in June. Photo by Bobbie'dine Rodda.

BROWNELL NAMED CO-CORPORATOR

Former Society president David W. Brownell of North Bennington, Vermont, has been named a corporator of the Museum of Transportation in Brookline, Massachusetts. As reported in the last *SAH Journal*, Brownell joins SAH director Keith Marvin and 35 other individuals on the museum's body of corporators. He is also editor of *Special Interest Autos* magazine, and the other automotive titles published by the Hemmings Publishing firm.

EARLY AUTOMOBILING IN GEORGIA

SAH member Steve Gurr has been awarded a \$5,000 matching grant by the Georgia Humanities Council to be used to mount an exhibit and series of programs dealing with "Early Automobiling in Georgia." Co-sponsored by Gainesville College, Gainesville, Georgia, where Dr. Gurr serves as dean, the exhibit and programs will be held during September in Gainesville (50 miles north of Atlanta) and during November in Valdosta, Georgia, which is 30 miles north of Tallahassee, Florida.

The exhibit and programs will use graphics and objects along with interpretive narratives and panel presentations to highlight three aspects of early motoring in the Peach State: "The Machine," a look at the art, craft, and technology of the autos in pre-1930 America, "The Business of the Machine," a glimpse at the related industries and regulatory functions which grew up in the shadows of the automobile boom, and "People and the Machine," a view of the users and uses of early autos.

No individual automobiles will be included in the exhibit, but photos, photo murals, old advertising, and brass-era accessories will convey the themes. In each community, local antique automobile owners are being invited to "parade" to the programs. Those interested in details of the project are invited to contact Dr. Gurr at Gainesville College, P.O. Box 1358, Gainesville, Georgia 30503.

PACKARD BOOK PUBLISHED

Automobile Quarterly's book publishing division has just released *Packard: The Pride* by SAH member J.M. Fenster, an appreciation of America's luxury car. Presented as individual histories of 32 cars covering the era from the first 1899 model to 1956, the volume features color photography by Roy Query and is the first new book on Packard in a dozen years. The book may be ordered from *Automobile Quarterly* at P.O. Box 348, Kutztown, PA 19530 or found at better motoring bookstores everywhere.

LETTERS

THE FAGEOL SUPERSONIC

My current research project concerns the 1949 Fageol "Supersonic," a custom "Bonneville Racer" type streamliner. Originally a Joel Thorne (of Indy fame) dream car conception, it was refined and built by Lou Fageol (now deceased), president of the Twin Coach Company of Kent, Ohio, and shown at the 1949 Indianapolis "500." Wilbur Shaw drove the car around the track on May 16, 1949, and it was on display during the race.

We have now acquired this historic "Supersonic," a one-of-a-kind dream car, and are restoring it to its pure, original Indy showcar design, including reacquiring a Fageol "Twin Coach" engine. Research covers this streamliner (which was twice altered by Fageol, including modifying it into a dream car for Hudson in 1950), Lou Fageol's racing career, the Fageol brothers (Frank R. and William B.) history from their first hand-constructed automobile in 1900 (in Iowa) to the grand Fageol touring car of 1916 and 1917 (built right here in Oakland, California), and the Fageol and Fageol Products Truck and Bus Companies.

I recently visited the Indy Hall of Fame Museum, and Kent, Ohio (home of Twin Coach) and have interviewed some Fageol family members, including Ray Fageol, Lou's son, in San Diego. I especially seek early photographs of the "Supersonic" (exterior and interior) or magazine articles from 1948 to 1955 to help with the restoration.

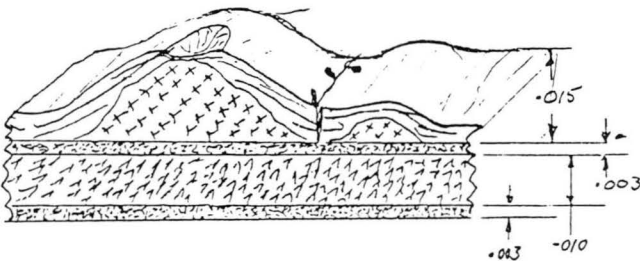
If any SAH historian can furnish information, it would be greatly appreciated. You may telephone me at (415) 655-8373 or (415) 655-7123, or FAX to (415) 655-0368. **Robert DeMars, 989 40th Street, Oakland, CA 94608.**

CONSERVING CANEWORK

At the Museum of Transportation, located in Larz Anderson Park, we have initiated a conservation program for the unrestored cars in the Anderson collection. Among the aims of the program is the duplication of materials and processes used at the time of manufacture, or the use of a method of repair appropriate to the period during which the car was operated.

We are working on a 1912 six cylinder Renault body by Vanden Plas, built for Larz and Isabel Anderson. The body panels have a cane pattern material which, in some cases, is in need of replacement. I am hoping that SAH members might help with some history about this type of body finishing process.

I am enclosing a sketch of a cross section of the material as observed through a 300 power microscope. A description of the layers is as follows:



First layer: Light grey, .003 in. thick, broken edge rough.

Second layer: Brown, .010 in. thick, broken edge rough.

Third layer: Grey, .003 in. thick, broken edge rough.

Mesh layer: (This is the layer that forms the cane pattern) Black, .003 to .010 in. thick, broken edge rough and appears to be carbon.

Top layer: Translucent amber, .005 to .01 in. thick, broken edge has smooth glassy appearance. This layer seems to have been poured over the rest of the composition as a heavy, slow flowing liquid.

Looking at the top surface, cracks can be seen forming, with crystallized amber material oozing out. The composite material is very brittle and breaks along the cracks quite easily. The top surface is glossy with shallow craters (dry spots) at the top of some of the pattern intersections. The three lower layers are evenly applied.

The sample was infrared-analyzed, with the following results: the mixture consisted of a phenolic resin similar to the type developed by Leo H. Baekeland in Belgium in 1909. The object of Baekeland's experiments was to obtain a shellac substitute. It seems fitting that it would find its way into an automotive finishing application.

A TGA analysis told us that it had 39.17% polymer, 14.78% carbon filler, and 46.05% inorganic residues. We suspect that the polymer was the phenolic resin, the carbon filler was the portion used for the cane pattern, and the inorganic residues may have been fillers to thicken the undercoat.

Our current scenario is that the second core layer was applied first. After that, a layer of adhesive was applied. Next, a mesh consisting of natural fiber string was pressed onto the adhesive. The Baekelite was poured over the mass. The bottom adhesive layer would have been applied for attaching to the panels.

This may or may not be the process involved. Certainly it is one of the first uses of Baekelite (plastics other than cellulose) in automotive body building. Union Carbide, who presently hold the manufacturing rights, inform us that at this time there is no compound that resembles the original coal tar mixture. They are, however, sending us product information on their modern petrochemical-based phenolic resins. We would appreciate any further information on the original material and process. **Richard T. Friedman, Head of Collections, Museum of Transportation, 15 Newton Street, Brookline, MA 02146**

A SOURCE OF PHOTOS

In *SAH Journal* No. 120 I read the letter by Mr. Walter Wray. Since I have written about 25 books on cars, I have come across his problem many times myself. For this reason I am quite willing to help my fellow authors in case they can use photographs from my files. At the moment I have approximately 100,000 factory black-and-whites, some 50,000 negatives, and about the same number of color slides. They are mostly of European cars; I never collected pictures of commercial vehicles or motorbikes.

Of course I am always trying to enlarge my collection through buying or exchanging. **Rob. de la Rive Box, Gersauerstrasse 78, CH-6440 Brunnen, Switzerland.**

THE ONE WHEEL TRUCK COMPANY

I read the items on the International Motor Wheel in *SAH Journal* numbers 118, 119, and 120. Not mentioned is the One Wheel Truck Company of St. Louis, Missouri, which built units pretty much amounting to the same thing, in design and construction, though at a later date. The One Wheel was primarily a device made by use of a one wheel power unit at the front of a vehicle to convert a formerly animal-hauled vehicle into a self powered one: things like old fire pumpers, ladder outfits, garbage wagons and such. The firm operated pretty much from 1907 to 1911 or so, and I understand it was a predecessor of the Trailmobile firm. Trailmobile was once part of Pullman-Standard Car Manufacturing Company, best known for its railroad cars but who also built some highway vehicles, self-propelled rail vehicles, steel (it was once owned by the Wisconsin Steel Company) and products such as the Standard motor car. In later years the firm built electric trolley buses in Massachusetts. This probably tells us the interest of Trailmobile in the International Motor Wheel, which no doubt led to the One Wheel design and production. More than one One Wheel was built, probably over a hundred. The unit was sometimes hooked up to what amounted to a trailer pulled by a swiveling One Wheel power unit, and the driver actually rode on the trailer portion. **Elliott Kahn, 58 Verbena Street, Clearwater Beach, FL 34630.**

LEVAVASSEUR NOT LEVASSEUR

I have just received *SAH Journal* number 121, and notice that you have included my letter. May I enter a correction (and the error was mine): Where I stated "The earlier engines of Mr. Levasseur did have individual fuel pumps..." I should have said "The earlier engines of Mr. Levavasseur..." (the first name of Mr. Levavasseur was Leon). These two gentlemen were indeed separate individuals. Also there is the name Levassor (as in Panhard-Levassor), but that is another matter entirely. So sorry, it was my mistake. **Tom Crotty, RR1 Box 61, Beecher, IL 60401.**



A period photograph of the 1912 Vanden Plas-bodied Renault of Larz and Isabel Anderson, now in the collection of the Museum of Transportation, Brookline, Massachusetts.

SAN DIEGO AUTOMOTIVE MUSEUM LIBRARY

The San Diego Automotive Museum, which opened to the public in December 1988, plans to open its library/research center in September of 1989. The library has already received several significant donations, including the entire collection of the Horseless Carriage Foundation, Inc., and the Mitchell Information Services collection. Mitchell is a publisher of automotive repair data, and the material features service and repair data on automobiles produced from 1912-1955. The library will be located in the Automotive Museum, which is adjacent to the Aerospace Historical Center in San Diego's Balboa Park.

The library committee would like to locate individuals who are qualified to appraise collections of literature and are familiar with the IRS guidelines covering donations of this type. SAH members having experience in this area are urged to contact library committee chairman Art Ballantyne at the San Diego Automotive Museum, P.O. Box 127088, San Diego, CA 92112. **David M. Woodhouse, 8898 Calliandra Rd., San Diego, CA 92126.**



SPORTING RILEYS: THE FORGOTTEN CHAMPIONS, by David G. Styles. 288 pages. 476 B&W illustrations. Hardbound, 8½" x 9½". ISBN 0-901564-70-2. Dalton Watson plc., London, and available in the US from Motorbooks International, P.O. 2, Osceola, Wis. 54020 (1-800-826-6600). \$59.95.

SAH Member David G. Styles is no stranger to anyone interested in British cars or racing machines. His previous book, *Old as the Industry: Riley 1898-1969*, won an SAH Cugnot Award a few years ago for his definitive treatise on the make which had a colorful career building power bikes, motorized tricycles and quadricycles before settling down into the business of building a very fine road car. The firm even ventured, unsuccessfully, into the luxury car market with its ill-fated Autovia in the 1930s.

Now, Styles gives us the account of the prowess shown by those Rileys built for the racing circuit, and an enviable record it is. Not the least of the pluses in this work is Styles' great talent as a line artist, and his skill in that field is evident here with many fine line drawings of the racing cars which carried the Riley badge over the years.

This book has been many years in preparation. It comes to the top Dalton Watson standard in printing and also shines as an in-depth study of a subject which otherwise mightn't have seen the light of day.

This is an excellent piece of racing history and is recommended without reservation. — Keith Marvin

SUNBEAM RACING CARS 1910-1930, by Anthony S. Heal. 384 gilt edged pages, over 500 illustrations, hardbound (with case), 11 x 9¼ inches (horiz.). ISBN 0-85429-773-1, a Foulis book published by Haynes, Somerset UK/Calif. USA, 1989. \$89.95, available from Albion Scott.

This magnificent book has been a long time coming but, as the saying goes, has definitely been worth the wait. For over half a century Anthony Heal has been the authority on Sunbeam racing and the cars this noted English firm produced for that purpose. Long before old racing cars were the "investments" they are today, a small, hard-core group appreciated them as works of art, but also to be enjoyed on the road and track. For some it was Bugatti, for others Bentley or Alfa Romeo; for Heal it was Sunbeam. He sought out surviving racing cars and owned several of them; he talked to the men who made them, collected old photographs and documents pertaining to Sunbeam's racing activities and, along the way, he wrote numerous articles and generously gave his knowledge to other historians.

All of this Heal has finally put together in this outstanding book. It is a volume international racing enthusiasts and historians will place on their bookshelf next to the half-dozen recognized "classic" works on the subject, being ever thankful that there is finally only one book to reach for when searching answers to Sunbeam questions.

While not intended to be a biography of Louis Coatalen, Heal's book gives many interesting insights on the man responsible for Sunbeam's competition efforts. As chief engineer for the firm since 1909, Coatalen was one of the true believers in the dictum "racing improves the breed." Before the term "industrial espionage" was coined, he finagled the most noted designers and engineers to produce "state-of-the-art" racing automobiles to represent Sunbeam in international competition. He had the further insight to send these cars across the Atlantic to events in the USA with far greater consistency than other European manufacturers. Thus there is much in the book directed to those only interested in the history of American racing. For instance, it is helpful to learn that there were three of the 1913 GP Sunbeams racing in the USA during the 1914 season. Also covered in detail are Sunbeam's Land Speed Record attempts at Daytona Beach. One could go on and on with praise.

Books such as this do not come around very often and seem to vanish quickly from seller's lists when they do. My advice is to grab one; you will be pleased and forever grateful that you have the "end all" Sunbeam racing book. And it's so beautifully presented, too.

— Frederick A. Usher

TANGLED WEB: THE LEGACY OF AUTO PIONEER JOHN F. DODGE, by Jean Maddern Pitrone. 320 pages. 29 B&W photographs. Hard covers, 6" x 9". ISBN 0-910977-05-4. Avenue Publishing Co., 11473 Soieski, Hamtramck, Michigan 48212. \$19.95.

The Dodge Brothers, John and Horace, were among the more interesting persons connected with the early automobile industry, and their deaths in 1920, (not coincidental but close together) and resulting wills opened a double Pandora's box of trouble. Family skeletons exist everywhere but the Dodge Brothers, it would appear, had far more than their share.

This isn't merely a run-of-the-mill account of a family and its foibles. It is a winner as in the "whodunit" variety of literature, in which it might well vie with Agatha Christie or Dorothy L. Sayers. Everything is going for it — marriage, marital bliss, family squabbles, separations, divorce, settlements, deaths, and resulting fights over the wills.

In *Tangled Web*, we have a sequel to the author's earlier 1981 book, *The Dodges: The Auto Family Fortune and Misfortune*, and here we have the unexpected. The unexpected appears to center on the first birth to John and Matilda Dodge, and this is the crux of the tale itself which rivals the Land of Oz.

It appears that there may have been a multiple birth the first time around and there are many esoteric and arcane aspects to the story, for example, falsified birth certificates, including the difficulty in obtaining access to them over the years.

But the claim (and with a capital C) is that the first child, Frances, just wasn't the *only* child born and there are the legal papers attesting to this. Based on the current litigation, which has been fought for the last four years in the Michigan courts, the birth involved twins, one of which was given away and duly raised in a lower middle class Detroit household. And if this isn't intriguing in itself, there is the claim that the two girls were Siamese twins, separated at birth, a possibility where vital organs aren't involved.

It isn't a pretty family story. Frankly, it's a mess of what a family can become with all the dirty linen exposed for all to see. This is the sort of book I hate to read and a review I hate to write.

But it could be so. The case has been pending, as yet undecided by the court, and one wonders about the outcome.

Jean Pitrone hasn't left a stone unturned in her quest for the answer. I doubt whether she's very popular with the Dodges. Do I want to know the answer? You bet I do and if you read it, I think you will too.

And then I want to forget all about it. — Keith Marvin

A PICTORIAL HISTORY OF AUSTRALIAN AMBULANCES SINCE 1880, by Brian Nelson. 97 pages. Profusely illustrated. Soft covers, 8½" x 11". The Motorists Bookshop, P.O. Box 383, Surfers Paradise, Queensland 4217, Australia. \$19.95 (Australian) plus \$4.80 (Australian) surface mail postage.

One of the interesting aspects in the study of automotive history is the tremendous variety of vehicles which one is likely to encounter from time to time. Notable examples in this regard are the professional vehicles: fire apparatus, hearses, ambulances and the like. A book on the ambulances of Australia certainly constitutes a departure from the more common type of vehicle, but they have their own interesting history, and this work should find favor with those whose interests fall in this specialty field.

The author, who has been associated with ambulance transport for the last 18 years, has produced, almost single handedly, this interesting survey of the Australian ambulances which takes the reader back to the horse-drawn days of the continent up to the present time, illustrating the various types and designs which have been used through the years. Australia is singular in that, like its passenger-cars, it knew an especially wide number of makes through the years including well-known and obscure ones imported both from Great Britain and the United States. A large number of them appear in the pages, including the highly attractive specialty line built by W. & G. Du Cros, Ltd., of Acton, England, which carried on its radiator badge the arms of the Metropolitan Asylums Board for which the first examples were built. One of these survives to this day. A particularly interesting aspect of most ambulances shown in Australia is the preference of using a Maltese cross as an insigne rather than the straight type.

Nine chapters review the ambulance history of Australia's six states - New South Wales, Queensland, South Australia, Tasmania, Victoria and Western Australia; its two territories - the Australian Capital Territory and the Northern Territory, plus one on The Order of the Hospital of St. John of Jerusalem.

This may be a highly specialized book in a limited field, but it is at once both informative and unusually well illustrated.

- Keith Marvin

OBITUARY

WILLIAM GOTTSCHALK

William Gottschalk of Parkton, Maryland passed away on July 3 after a lingering illness. He was the husband of Lillian Gottschalk, member number 925. Mrs. Gottschalk is the author of *American Toy Cars*. SAH Journal extends the deepest sympathy of the Society to Mrs. Gottschalk.

SAH DECALS

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.



AUTUMN MYSTERY

What can you tell us about the car in this photo? We know who the people are, for it says "Sadie and Ernest McNeiley, Ada in back seat with ?" on the back. It's actually a postcard produced by Drummond Photo in Norton, Kansas, and is further marked "about 1915" in pencil. So if you can furnish any information, the card's owner Taylor Vinson would like to hear about it and we would, too. Taylor didn't say whether he knew anything about the McNeileys.

At press time, the sole response to the mystery in the last issue was inconclusive, so get out that issue again, supersleuths, and give it another try.



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.

BILLBOARD

WANTED: Original Cadillac-LaSalle factory photographs of production models, mock-ups, styling models, etc. Also, any other manufacturer's photos of Cadillac-LaSalle cars. Am updating a collection which dates from 1902-70 inclusive. Have some duplicates for trading. Also want 24" x 36" color transparencies (as used in dealer showrooms) of Cadillacs from 1953-64 inclusive. **Grayson Nichols, 717 West Glenoaks Blvd., Glendale, CA 91202. (818) 242-6615.**

WANTED: *We Remember Rockne* by John McCallum & Paul Castner 1975. This book is about Notre Dame star Knute Rockne. Also wanted U.S. Postage stamps featuring Knute Rockne. **Asbjorn Rolseth, Rypesnaret 7, N-2044 Frogner, NORWAY.**

WANTED: *By Jupiter*, the biography of Sir Roy Fedden, Chief Engineer of the Bristol Aircraft Company who made the single sleeve valve engine such a success. *The Life of Sir Henry Royce* by Sir Max Pemberton, prefer deluxe first edition. **James D. Crank, 1621 Palm Ave., Redwood City, CA 94061, (415) 365-2005 Ans. Mach. 24 hrs.**

DIRECTORY UPDATE

NEW MEMBERS

Janicki, Gregory J. 1378
44151 Lantern Lane No. 4
Sterling Heights, MI 48078

Tulis, Jan, Dr. 1379
Svatopluka
Cecha 42
612 00 Brno
CZECHOSLOVAKIA

Jeal, Malcolm 1380
53 Oak Lane
Easternton, Devizes
Wiltshire SN10 4PD
ENGLAND

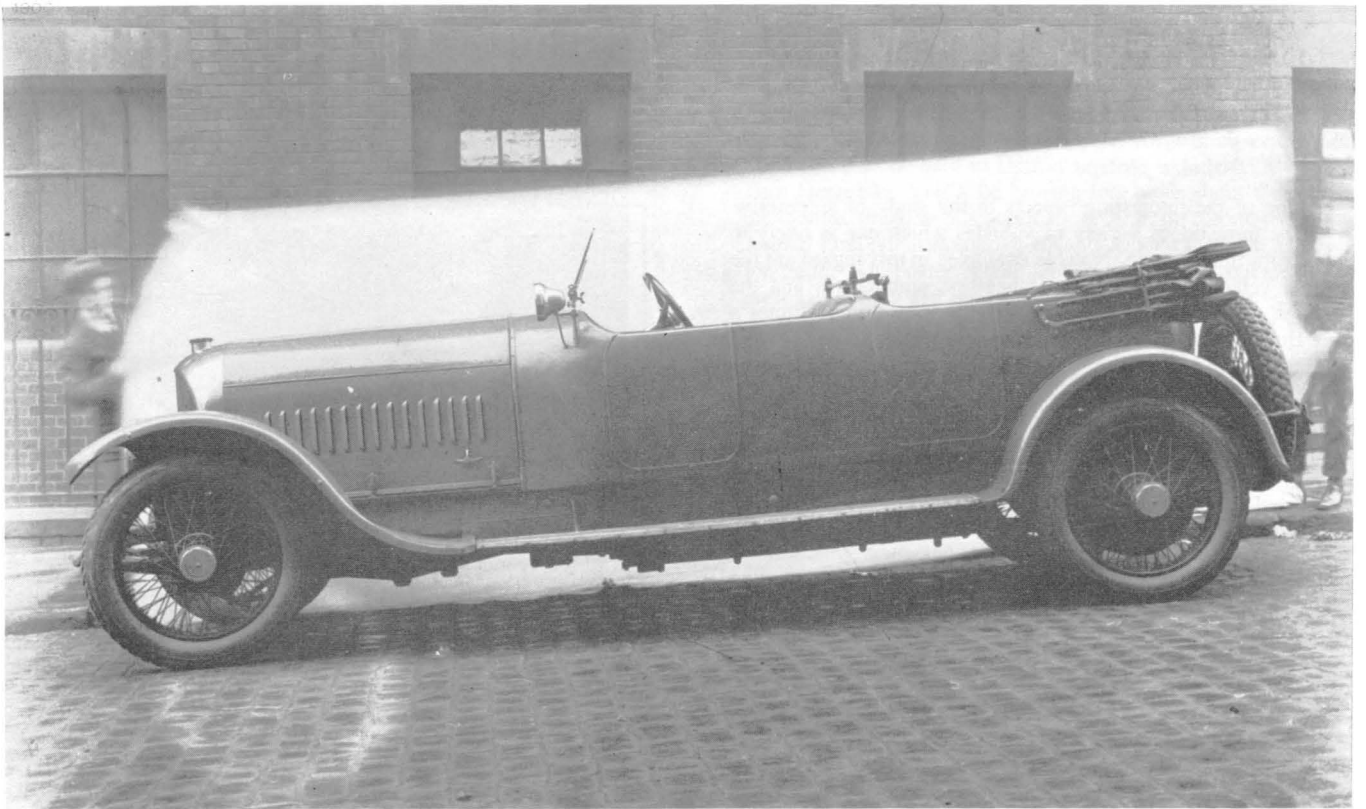
REINSTATED

DeMars, Robert T. 255
989 40th Street
North Oakland, CA 94608

NEW ADDRESSES

Kennard, Anthony 1249
471 Dubois
Beloeil, Quebec J3G 2K4
CANADA

Heitz, James A. 1279
% Import Consulting Services
7480 Reliance Street
Worthington, OH 43085



The British Ensign Six, with Torpedo dual cowl phaeton body by H.J. Mulliner. The British Ensign was built in many forms during the years 1913-23 by Ensign Motors Ltd., Willesden, London NW10. The Six, appearing here, was their top-of-the-line product in 1920-22, and boasted a 6.7 liter ohc engine. Ensign Motors later built cars using the Entz magnetic transmission, sold as Crown Magnetics and Crown Ensigns. But what, pray tell, is going on in the background of this photo from the Worthington-Williams Collection?



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