

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May-June 1991

Issue Number 132

EDITORIAL COMMENT

Suddenly archives are breaking out all over, or so it seems. Elsewhere in this issue you will read of the efforts of the Society's Archives Committee, Chaired by Taylor Vinson, in locating the remaining archives of motor vehicle companies and facilitating their preservation and accessibility to researchers. Of particular note are the pilot projects in Wisconsin, Indiana, and Pennsylvania, headed by Bill Cameron, Jack Martin, and Shelby Applegate. Shelby, in particular, should be commended for her systematic cataloging of all known Pennsylvania automobile companies, their locations, and a thorough list of libraries, historical societies and other institutions which might have or know of such records.

Since the publicity about the projects in *SAH Journal* No. 130, several members have written with leads on possible or known locations or archives. Ray Scroggins noted that an extensive collection of automotive documents had recently been acquired by the Indiana Historical Society, and Jim Laux and Jim Valentine each wrote to report that Crown Coach, Inc. of Chino, California, a specialty vehicle manufacturer, recently closed its doors after 87 years, and that the firm's records might be worth pursuing. Finally, if you've got a yen for archives of your own, this issue's "Billboard" advertises the opportunity to purchase an entire automobile company!

The point is that despite years of distressing losses to fires, floods, and dumpsters, there are still noteworthy caches of automotive archives around us. It becomes our responsibility to recognize them and do what we can to assure their preservation and accessibility. Who knows, there may be archives near you. Be on the lookout, and when you spot anything contact a member of the Archives Committee or write to *SAH Journal*. The records you save may be the missing link sought by tomorrow's researcher.

— Kit Foster

OFFICER AND DIRECTOR NOMINATIONS

This year, the Society will elect a complete slate of officers to two-year terms. Offices to be filled are president, vice-president, secretary, and treasurer. In addition, three directors will be elected to three-year terms, joining the six directors whose terms continue.

The Nominating Committee, chaired by George Ward, is currently assembling a slate of candidates for the officer and director vacancies. As the by-laws provide, any member has the right to petition for nomination. Petitions must be signed by at least ten members in current standing, and must be submitted to the secretary for inclusion on the ballot at least 90 days prior to the date of the annual meeting. This year's annual meeting will be held October 11th, so, to allow time for the committee to submit the slate to the secretary, petitions must be received by June 30th. Submit petitions to George B. P. Ward, Jr., 3125 Starboard Drive, Annapolis, MD 21403-4317

UK CHAPTER MEETS

United Kingdom Chapter secretary Peter Card reports that the Chapter held a highly successful meeting on March 17, 1991 at Brooklands Books. About one fourth the membership of the Chapter, which covers all of the United Kingdom, attended, and three new members were enrolled. Chapter members are making plans for an automotive history workshop to be held in summer or early autumn.

ARCHIVES COMMITTEE UPDATE

At the spring meeting of the Board of Directors, the chair of the Archives Committee, Taylor Vinson, provided an update on the pilot projects to locate archival materials of motor vehicles manufactured in Pennsylvania, Indiana, and Wisconsin.

The first phase, completed last October, involved identifying the categories of materials that form corporate records, ranging from legal materials reflecting the existence of a business enterprise to the day-to-day materials of that existence, such as payroll records and publicity files. The Committee also developed a form letter to be sent to state historical societies and other individuals or institutions who might be able to help.

The second phase, just completed, involved determining a practical way to implement the search, given the great number of vehicles that have been manufactured in each of the pilot states. Concluding that materials of interest were most likely to have remained where the vehicles were produced, the Committee decided to use the Kimes/Clark *Standard Catalog of American Cars 1805-1942* (second edition) as a targeting guide because it lists specific makes of passenger cars under specific cities in each state. Eventually, the Committee would like to identify makes of trucks and buses as well.

During the next phase, the Committee will identify, and begin to contact, local historical societies and provide a list of passenger cars known to have been made in the vicinity. It will also develop a form press release to appear in local newspapers at the time the contacts begin.

State pilot chairs Jack Martin (Indiana) and Bill Cameron (Wisconsin) intend to enlist the help of Members of their respective Chapters who live in cities where cars were made. Shelby Applegate (Pennsylvania) has already identified over 90 historical societies in her state, and developed a computer printout with many of the Keystone State cars. The board gave Shelby an ovation for her pioneering efforts.

Although the Committee's immediate concern is the pilot states, members who live in other states and who know of the existence and location of archival materials should inform Taylor Vinson.

1991 SILENT AUCTION

Paul Lashbrook will be heading this year's silent auction. The auction has been the major fund raising activity for the Society since its instigation in 1988, and it has the corollary benefit of recycling surplus or duplicate by giving them new homes.

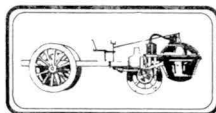
The Society welcomes gifts of automotive books, literature, photographs, artwork, and most any kind of (small) automobilia. As in the past, a catalog and bid sheet will be sent to each member, listing each item being put up for bid.

Please send all material to:

Paul Lashbrook
315 SE 7th St.
Suite 200
Fort Lauderdale, FL 33301

no later than July 15th.

Each year, the auction has netted the Society several thousand dollars. Help us fight inflation by contributing your excess literature and automobilia to this major fund raising effort.



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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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Through Oct. 1991	Through Oct. 1992	Through Oct. 1993
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William J. Lewis	Walter E. Gosden	Strother MacMinn
James K. Wagner	James A. Wren	Z. Taylor Vinson

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

Membership inquiries, renewals and changes of address should be sent to the Secretary at P.O. Box 339, Matamoras, PA 18336

PRESIDENT'S MESSAGE

Your board had what I considered to be a very significant and productive meeting in Indianapolis in early April. Vice-president Jack Martin, his wife Nan, and several other members of our new Hoosier Heritage Chapter arranged a terrific weekend for those attending the meeting. Jack showed extraordinary skill as a tour guide, as we viewed or toured many historic automotive sites in the Indianapolis area including the Cole factory, the Stutz complex, a Duesenberg building, and, of course, the Speedway Museum. Our visit to the Indianapolis Children's Museum did wonders for the child in each of us. To the collective satisfaction of all and the amazement of many, we discovered as Jack piloted us around Indy that he is a highly accomplished tour bus driver, in addition to his many other talents.

The minutes of our meeting in Indianapolis appear elsewhere in this *Journal*, but I would like to touch on some of its highlights, as it was a meeting that dealt effectively with a number of important issues.

Prior to the meeting, and in response to my call in this space for members' opinions, I received about a dozen letters regarding the proposed Audi sponsorship of our annual banquet. About 80 percent of these letters opposed Audi sponsorship, citing several different grounds for opposition.

Some members took the absolute position that any form of commercial involvement in underwriting SAH activities was necessarily a new and corrupting influence and should be avoided on that basis alone. The problem with that argument is that SAH's finances were literally bailed out and funded by a grant from the Franklin Mint many years ago. In past years, and until quite recently, Classic Motor Books and Krause Publications alternated as sponsors of a bar at our annual banquets. None of these instances of commercial support of our activities seems to have had any corrupting influence on SAH; at least no such criticism has ever come to my attention.

Most of the mail that I received opposed the Audi sponsorship proposal on grounds of a perceived *quid pro quo* of the cost of a meal being exchanged for a presence at our annual banquet.

A few members who wrote to me about this issue felt that commercial sponsorship would benefit SAH by publicizing its existence and activities in the automotive community. They also argued that the presentation that Audi proposed to make at our annual meeting — a short speech on the racing

history of Horch, Auto Union, and DKW, distribution at the banquet of a book on this topic, and a display of historic poster art of Horch — would be a desirable addition to the banquet program. And, of course, the point was made that commercial support for specific and general SAH activities could help to defray the constantly increasing printing and mailing costs of our publications, and thereby help us to put off or completely avoid a dues increase at some time in the future.

The resolution of this complex issue came after a discussion in which each element of the Audi proposal was examined on its own merits. Board members had no difficulty accepting the three elements of Audi's proposed presence at the meeting; in fact they welcomed it. It was the general sense of the board that if Audi wanted to give us financial support to further our programs and activities, there was no problem with this. The problem occurred when Audi's dinner presence was linked to a financial contribution from them that was directed at paying the cost of the banquet for those in attendance. This was objected to on the basis of the appearance of a *quid pro quo*, and because the Audi support would only benefit a minority of members — those in attendance at the annual banquet.

Perhaps somewhat in the spirit of a famous American slogan, "Millions for defense but not one cent for tribute," the board clearly was saying, "You can support our programs, but we don't want a free dinner." Secretary Jim Cox captured this sentiment in a motion which stated that any outside support of our activities will have to benefit all members and not some subset, such as those who happen to attend a banquet.

This is a good start at resolving this issue, and the board unanimously supported Jim's motion. We will probably need to do some more work on specifics, such as determining who decides whether or not to accept outside support: the president, the officers, or the full board.

In time, a policy will surely evolve that will allow us to accept the benefits of outside support without exposing ourselves to anything that could compromise our independence or integrity. Not everyone thinks that this is possible, but the board clearly felt that this can be done if adequate caution is exercised. I agree.

★ ★ ★ ★ ★

At the Indianapolis meeting Shelby Applegate made a very impressive presentation of work that she has done on the Pennsylvania pilot project undertaken by our Archives Committee. You will remember that this committee, under the direction of its chair, Taylor Vinson, selected a few "pilot" states for study, to determine the extent, condition, and accessibility of historic automotive records in them.

As is always the case with important historical research, every question that is answered opens up new areas of inquiry, and the scope of what is being attempted expands, sometimes uncontrollably. Shelby's work on the Pennsylvania field study is stunning in the simplicity, clarity, and in the effectiveness of its research design and organization. From the work that she has already done, we know more about the preservation of such records in Pennsylvania than was previously known. As this work progresses, our knowledge of this crucial access to history will continue to expand. Much of the work that Shelby is doing involves creating a methodology to service an inquiry. Much of what is created, in turn, can be applied to other field studies in other states. I think that every aspect of Shelby's work, from its use of a computer to its assumptions about archival records, will be valuable in itself, and as an example of how historians will best be able to work in this research area.

★ ★ ★ ★ ★

Jim Wren presented two very good ideas for SAH undertakings at our meeting. One involved the creation of an E. P. Ingersoll Award, to be underwritten by MVMA (Motor Vehicle Manufacturers Association). This award will be given in honor of the publisher of *The Horseless Age*, America's first successful solely automotive publication.

Jim's award proposal is not yet in final form, but the gist of it is that the award will be presented for works in automotive history that make presentations in formats other than traditional print. This will include a range of material, from exhibits and travelling exhibits to computerized data bases and analyses. It will include presentations made on paper, but not in traditional formats of printed books and articles. Historical presentations of automotive art will definitely qualify.

Like all of our awards, the E. P. Ingersoll award will not have to be made every year, but will be presented in years when a worthy recipient (or

recipients) is found. My guess is that this will be just about every year. It is important, as we move further into the electronic age, that we remain open to new ways of researching and expressing history. The E. P. Ingersoll Award will be an important step in that direction. The board unanimously endorsed this idea, and will undoubtedly approve a specific award at our fall meeting, when Jim presents the final details and specifications regarding it. The first E. P. Ingersoll will probably be presented at our fall meeting in 1992.

The other great idea that Jim Wren presented at the Indianapolis meeting involves having SAH publish a volume of essays on automotive history at the time of the 1996 industry celebration of the centennial of the American automobile. The idea is that we will set up a committee to "jury" submissions from our members — and possibly non-members — and that the best essays will be published under our aegis. As I think about this, I envision a volume somewhat similar in scope and coverage to the two excellent volumes published by Facts on File, *The Automobile Industry, 1896-1920*, and *The Automobile Industry, 1920-1980* in their *Encyclopedia of American Business History and Biography* series, and also to the seminal volume of the *Michigan Quarterly Review* edited by Professor David Lewis a decade ago, *The Automobile and American Culture*. The possibilities are enormous for a centennial volume of essays on varied topics in automobile history, under our direction and sponsorship.

Such a book could showcase the talents of our members, at the same time that it provides an important addition to the literature of American cultural, social, and economic history. Jim Wren will assume leadership in further refining this idea.

★ ★ ★ ★ ★

Many other issues were discussed and decisions made at the board meeting in Indianapolis. Two board members agreed to work with Frank Robinson on the Writing Standards Committee that he now heads. Stacey Hanley agreed to spearhead our efforts to improve the hospitality aspects of the annual banquet and meeting, and to work to upgrade some aspects of our tent on the field at the Hershey Car Show. She will head a committee to work on these functions and will be assisted by her husband, George, and by some board members. Other volunteers who wish to help with this important work should contact Stacey.

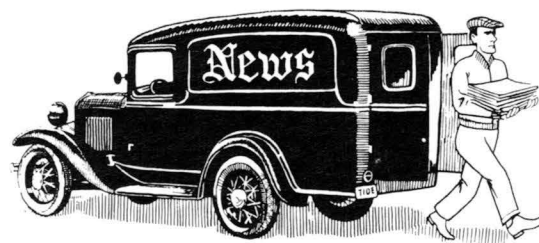
The minutes of this meeting also contain an outline of several project suggestions that Professor Carl Larson proposed and that he and I discussed several weeks ago when I had occasion to see him in Bismarck, North Dakota. These are all important suggestions and your board considered which ones we could pursue. Carl's input illustrates some of the kinds of issues that members can and should bring to the attention of the SAH board for discussion and consideration. I hope many members will come forward with ideas for the Society's future.

As I said, it was a very good and productive meeting that we had in Indianapolis.

— Matt Joseph

NOSTRA CULPA

Because of a neuro-technological disorder, last issue's "President's Message" contained an error that will bemuse some of the Society's committee chairs, if not the entire membership. The new chair of our Friend of Automotive History Award is director Bill Lewis, of Anaheim, California. Former president Frank Robinson chairs the Writing Standards Committee, as stated. *SAH Journal* apologizes to Bill and Frank, and regrets the anguish this has caused.



BOARD MEETS AT INDY

The Society's board of directors held its spring board meeting on Saturday, April 6, 1991 at Holiday Inn – Airport in Indianapolis, Indiana. A number of activities, organized by SAH vice president Jack Martin, his wife Nan, and other members of the new Hoosier Heritage Chapter, surrounded the meeting.

Board members arriving on Friday evening enjoyed dinner at the Blue Diamond Classics collection of Ken and Jackie Schmidt. Ken Schmidt is a connoisseur of Mustangs, and the collection reflects this personal interest. Blue Diamond also sells Mustangs and other collector cars. Jackie manages the business, and also directs an extensive operation of restoration and sales of vintage pedal cars.

Following Saturday's board meeting, members were given an extensive bus tour of the City of Speed's industrial archeological sites, including the Cole, Stutz, HCS, and Duesenberg factory buildings, and the restored Union Station. The party toured the Children's Museum, which houses, among extensive exhibits, a massive collection of model trains. The tour concluded with a visit to the Indianapolis Motor Speedway and the Speedway's Hall of Fame Museum.

Saturday evening, Louis Randle, Jr. hosted a reception at his eclectic car collection located at Royce Motors. The group dined among a collection of brass-era, Classic, Milestone, and contemporary special interest cars. Sterling Bartlett of Royce Motors welcomed the guests and acted as maître d' for the evening.

Local arrangements were superbly coordinated by the Martins with the cooperation of Hoosier Heritage members Jim Hoggatt, Joe Collins, and Mr. and Mrs. Henry Bommell, all of whom joined the board for dinner on Saturday. The evening meals were catered by Jug Eckert of Jug's Catering, and transportation was provided by Jack Martin, at the wheel of one of the shortest wheelbase Blue Bird buses known to exist, kindly provided by Buck Retmeir of Castleton Coach.

HANLEYS SPEAK ON MARMON

SAH members George and Stacey Hanley recently spoke at the monthly meeting of the Detroit Association of Retired School Personnel. Their talk, entitled "The Marmon - A Remarkable Car," covered the history of that marque, on which they are renowned authorities. Their book, *The Marmon Heritage*, won the Society's Cugnot Award for 1985, and has recently been released in a new edition.

BARNETT ELECTED TO HEAD AACA

SAH member Ronald V. Barnett of Union Grove, Alabama, has been elected president of the Antique Automobile Club of America. Active in AACA's North Alabama Region, he also belongs to the Veteran Motor Car Club of America, the Vintage Motor Bike Club, and several marque clubs. His historical interests center around brass-era vehicles, prewar motorcycles, and powered bicycles. He owns several collector cars.

Barnett was elected at AACA's annual meeting held February 9th in Philadelphia, Pennsylvania. He succeeds J. Stanley Stratton of Chambersburg, Pennsylvania.

MINUTES OF THE SAH BOARD MEETING APRIL 6, 1991

The winter meeting of the board of the Society of Automotive Historians was held at the Airport Holiday Inn in Indianapolis. Present were officers Matt L. Joseph (president), Jack L. Martin (vice-president), James H. Cox (secretary), Robert J. Gary (treasurer); directors Thomas M. Deptulski, Helen J. Earley, Walter E. Gosden, Stacey P. Hanley, Strother MacMinn, James K. Wagner, James A. Wren, Taylor Vinson; editor Christopher G. Foster and publications chairman Robert M. Hall III; Cugnot/Benz/Brigham Awards chairman Howard Applegate; guests Shelby Applegate, George Hanley, Gail Joseph, Nan Martin. Absent was director William J. Lewis.

The meeting was called to order by president Matt Joseph at 7:45 a.m. The minutes of the October 11, 1990 board meeting were approved as published. Officer and committee reports followed.

Proposed by-law amendments for "Article XI - Chapters of the Society" were presented by Jack Martin. These delineate the formation and conduct of SAH chapters. A brief discussion regarding chapter boundaries followed, but since there were no disputes at this time, that matter was set aside to be addressed as cases warrant. Motion that the revised Article XI be accepted as presented was made by Jack Martin, seconded by Jim Wagner, and passed unanimously by the board.

Secretary Jim Cox reported that approximately 600 renewal notices were mailed in October 1990 and that the percentage of members renewing was about 80%. Members failing to renew were offset by new members, so SAH membership remains at the same level. The timely processing of new memberships was hampered by a change of policy made by the president wherein packets from the NAHC, traditionally mailed to the office of the secretary, were instead mailed to the office of the treasurer. This policy will be reversed and future packets will again be mailed to the office of the secretary.

Treasurer Bob Gary passed out a typed financial report for 1990 to board members. Bob noted that the 1990 expenses of \$21,938.28 exceed the 1990 income of \$20,056.40 and stressed the need for fund raising to offset the difference. Walt Gosden made a motion that the report be accepted, which was seconded by Taylor Vinson and passed unanimously by the board.

Editor Kit Foster reported that SAH publications have been published in a timely fashion but the US Post Office does not always perform in like manner in delivery. Our printer Harry Brigham has enlarged the "First Class Mail" legend on the cover, which may help. Kit mentioned that his own copy of *Journal* No. 130 arrived in three days, but No. 129 had taken two and a half weeks. He asked that directors and members let him know how their service is.

Taylor Vinson reported that Phase 2 of the archives project is moving along well in developing the approaches to obtain sources of information. Shelby Applegate has made considerable progress in the State of Pennsylvania. Shelby expressed the need for a press release about the project and the SAH aims to be sent to local newspapers after each town librarian has been contacted. Taylor will develop a generic release for this purpose and will also prepare an update on the activity of the committee for the *Journal*.

Cugnot/Benz/Brigham Awards chairman Howard Applegate reported that a number of publications are under consideration at this time for all awards. He also noted that John Peckham is on the committee and Keith Marvin continues to provide input.

Bradley Award chairman Jim Wren reported that this year's winner has been chosen and will be notified. Matt Joseph reported for Bill Lewis on the Friend of Automotive History Award for 1991. A recipient was recommended. The board will be polled.

Matt Joseph also reported for George Ward, chairman of Nominations and Elections. Matt asked that directors and officers whose terms end this year get in touch with George about their intentions for the upcoming election. He also asked that nominations board members might have in mind be sent to George as well.

Professor Carl Larson has contacted the *Dictionary of American Biography* people. Matt reported that they are interested in interacting with the SAH but no final plan is in place at this time.

The Detroit Automotive History Conference, tentatively planned for 1992 as reported in previous board meeting minutes, has been withdrawn by Tom Deptulski at this time.

With regard to the recently published membership directory, Kit reported that a significant savings in size and weight had been achieved but that the overall cost of SAH's first computer-generated directory (\$2007.06) was not significantly less than the previous directory (\$2319.06). For this reason, Kit suggested that a 1991 edition not be issued and that instead some effort be devoted to finding a way to produce a 1992 directory with the geographical and interest cross indices published in previous editions of the directory but not in the current one.

It was determined that the fall board meeting will be held at the home of Howard and Shelby Applegate. A discussion on locations for the 1992 winter meeting produced two places for consideration: Chicago and Naples, Florida (home of the Collier Automotive Museum). A final decision will be made at the fall board meeting.

The board discussed Audi sponsorship of the 1991 Annual Banquet. SAH member input, which the board very much appreciated, was overwhelmingly against the idea. Discussion followed regarding a general policy to handle similar cases in the future. Motion was made by Jim Cox that, as in the past, the SAH might accept corporate donations, but only to further specific or general projects that would be of benefit to the SAH membership overall. The motion was seconded by Jim Wagner and passed unanimously by the board.

Taylor Vinson reported that the by-laws are now up-to-date and anyone desiring a copy should write to him for one.

Matt Joseph reported that George Cutlip was no longer able to handle the Society's public relations work. A discussion on the effectiveness of Cutlip's work followed, and one member commented that hiring a professional to do SAH PR work did not result in any more publicity for the Society than had been generated by SAH members doing the work in the past. Further, volunteers do not charge for their services. Bob Hall volunteered to take over the SAH general press release work.

Jim Wren reported on the 1996 Centenary of the American Automobile Industry. The Society of Automotive Engineers will be preparing a specific publication for this anniversary year. Following discussion, the board decided it would be a worthy project for the Society to publish something for the centenary as well. This will be further discussed at the fall board meeting. Jim noted that, to date, automobile manufacturers have not expressed any plans to participate in the anniversary celebration.

Jim Wren also proposed inauguration of an Ingersoll Award (named for E. P. Ingersoll, editor of *The Horseless Age*, the first successful publication devoted to the automobile in America). Together with a committee to be formed, Jim will work out a format and specification for the award and will report on the committee findings at the fall board meeting.

Matt Joseph reported that the change of the SAH official mailing address from the NAHC to the AACA has been completed.

Stacey Hanley will chair a committee to plan arrangements for the SAH Hospitality Tent and the Annual Banquet at Hershey this fall. Her committee members include Howard Applegate, Kit Foster, Bob Gary, Bob Hall, and George Hanley.

Announcement was made that the Wisconsin Chapter of the Society will be working with Krause Publications people on the Iola Old Car Show this year. Bob Gary asked for volunteers to assist for this event.

There was discussion on the subject of plagiarism in the field of automotive history. This subject was initially raised by Frank Robinson who proposed a Writing Standards Committee. Discussion did not clearly define either the extent or the nature of the purported plagiarism. In order that the board can make a careful decision on this matter, as well as to determine the extent to which the Society has the ability to police this area, Frank Robinson (chair), Jack Martin and Strother MacMinn will review the subject and report their findings at the fall board meeting.

Matt Joseph reported that Paul Lashbrook had volunteered to take complete charge of the 1991 silent auction and that Paul has been fully informed as to the nature of the project.

SAH member use of Society stationery to write "letters to the editor" was discussed. A publication's noting that the letter writer was from the Society of Automotive Historians might imply SAH endorsement of the writer's viewpoint. One member's opinion is not necessarily that of another member, nor certainly the Society as a whole. No decision was taken at this time as to what, if anything, could or should be done.

Prior to the meeting, Professor Carl Larson had submitted a list of proposed projects: 1. Project 2000 (transcribing early newspapers 1890-1900); 2. Endowment Fund (awards for research); 3. Auto Magazine Microfilm (deposit in circulating libraries); 4. Photo Coverage (all models year by year, of Crestline and the Kimes-Clark source); 5. Indexes (yearly books, *Argosy*, *True*, etc.); 6. Auto-Biographies (series, *SAH Journal*); 7. Oliver Evans Award (overlooked early articles); 8. Archives Project (microfilm early records, license, court, etc.) The list was discussed. No further action will be taken immediately.

New business considerations followed at this point. With regard to the proposed volume on automobile history for the 1996 Centenary of the American Automobile Industry, motion to proceed with the project was made by Jim Wren, seconded by Strother MacMinn and passed by the board. The board appointed Jim Wren to chair the committee, assisted by Jim Wagner. They will report back at the fall meeting.

Kit Foster reported that he had received some manuscripts of length too great for *Automotive History Review*. He proposed that the Society consider publishing occasional monographs or expanded issues of the *Review* in order that these works might be available to the membership and the general public. Kit will gather facts and figures on a specific proposal and report on this at the fall board meeting.

The board expressed its thanks to Jack and Nan Martin and the Hoosier Heritage Chapter for their efforts in hosting this meeting.

There being no further business, a motion to adjourn was made by Walt Gosden and seconded by Strother MacMinn. The meeting was adjourned at 11:45 a.m.

Respectfully submitted,
James H. Cox, secretary

OBITUARIES

LEDYARD HALE PFUND

Ledge Pfund died on February 4th, 1991 exactly the way he would have wished - suddenly, of a heart attack, while returning home from looking at an old car. A long-time member of the Society, (number 341), Ledge had long been interested in automobiles - since 1921 when he was four years old. His venerable vintage meant that he could be a member of the Automobile Racing Club of America and a spectator at the ARCA's famed Round the Houses road race at Alexandria Bay. Ledge had his own Ford Special ready to race "round the houses" in '41 but Pearl Harbor intervened.

Following the war, he joined the Sports Car Club of America, serving as race official, vice-president and editor. A mechanical engineering graduate, Ledge joined the national automotive department of United Parcel Service in 1956 and rose to become UPS chief automotive engineer, a position he held for twelve years. Historic cars consumed him avocationally, and his interest was eclectic. His collection ranged from a Scripps-Booth and a PB Plymouth to a Lotus Elan and four turbocharged Corvairs. He restored the Scripps-Booth himself, and wrote what was probably one of the most witty restoration stories ever about the experience. When he died, he had just put the finishing touches on his latest restoration project, a 1907 Vanderbilt Cup-type Renault racer.

- Beverly Rae Kimes

C. McCORD PURDY

We shall not hear again the familiar farewell of C. McCord Purdy: "Catch you on the rebound." Cordy, SAH member 899 of Indianapolis, Indiana, died on January 20, 1991 after a long battle with cancer.

His interests ran the entire gamut of automobiles, pioneer through Classics to Milestones, and he owned and enjoyed participating in events for all classes. The social activities were pleasing to Cordy, and his photo hobby led to his preserving on film the persons and places where cars were gathered.

A long-time member of AACA and VMCCA, Cordy was a charter member of the Indiana Region of CCCA in 1959, and served as their director and in many other capacities. Later, when a group was formed to appreciate the outstanding post-WWII cars he again was a charter member of the Indiana Chapter of the Milestone Car Society. Both Cordy and his wife Ruth devoted a great deal of time and energy toward the growth of MCS into a viable national club. He served on both chapter and national boards, and became national president while Ruth devoted herself to membership efforts.

Throughout his life, Cordy was especially interested in the cars built in Indiana. His accumulation of emblems, artifacts, and slides was substantial, and willingly exhibited whenever an audience materialized.

It was in his character, then, to be enthusiastic when Jack Martin organized the Hoosier Heritage Chapter of SAH, becoming a charter member and its first secretary. With his passing, a large void in the history of Indiana-built cars exists, and Cordy will be sorely missed.

- Jim Hoggatt

F. DONALD BUTLER

Don Butler, automotive designer, historian and SAH member number 149, died February 19, 1991 in a Detroit-area hospital following a lengthy battle with lung cancer. He was 79 years old, and is survived by his wife and two children.

Don was born in Ohio on March 11, 1911, but was raised in southern Michigan, where he developed his life-long interest in the automobile while watching the cars go by on US 12, then the main Detroit-Chicago route. Although he spent the first 14 years of his adult life as a factory worker, Don decided during his World War II Army days to pursue a career in automotive design. In 1946 he began by joining Hudson's small styling group where he worked on the final details of the step-down '48 Hudson. In 1947 he left to go with Willys-Overland, assisting in the design of Willys' stillborn postwar passenger car. He moved again in 1948, this time to Nash, participating in the design of the modern Rambler and the all-new '52 large Nashes. He joined Chrysler in 1956, where he worked usually in the Ornamentation Studio, until his retirement in 1975, whereupon he began his second career as an automotive historian.

Don became a prolific writer and historian, authoring many articles on the history of the various Chrysler makes, among others. He was a regular contributor to *Cars & Parts* magazine from 1975 to the mid-eighties and also contributed to *Special-Interest Autos* magazine. His greatest contributions to automotive history were his two books for Crestline Publishing, the 416-page *Plymouth and DeSoto Story* and the 336-page *History of Hudson*. A third book, on Auburn-Cord-Duesenberg, was Don's current project at the time of this death. Arrangements have been made to complete and publish the book by SAH members Bill Bailey, George Dammann, Jeff Godshall, and Jim Wagner.

As a meticulous historian, Don always took delight in unearthing some fact overlooked by others, or setting the record straight by puncturing some sacred cow. Yet he wasn't afraid of being corrected. "Do the best job you can researching an article," he'd often tell me, "then publish what you've found. Then if a reader 'corrects you' by sending you information you didn't have - and couldn't get any other way - you're still a winner because you end up with a greater knowledge of your subject."

That kind of self-effacing attitude, combined with a fierce pride in knowledge uncovered, made Don a good historian and treasured friend.

We'll miss him.

- Jeff Godshall

SOCAL CHAPTER TO HOLD NINTH LITERATURE FAIRE

The Southern California Chapter of SAH will hold its ninth annual Literature Faire and Exchange on Sunday, June 23rd at Pasadena City College in Pasadena, California.

Bill Lewis, faire chairman, reports that many of last year's vendors will return, and early vendor registrations have been so brisk that day-of-event sign-ups may not be possible.

The SoCal meet features automotive literature (books, magazines, pamphlets, leaflets, manuals, photos, and letters) as well as models, memorabilia, small collectibles, and original artwork. No cars, parts, or non-automotive materials are allowed. Vendors start to arrive at 6:00 a.m., at which time buyers are usually awaiting them.

Parking and admission, as usual, are free. Vendors should contact Bill Lewis as soon as possible to determine space availability. Bill may be reached at 600 Kiama Street, Anaheim, CA 92802, telephone (714) 776-8472.

AMENDMENTS TO SOCIETY BY-LAWS

As noted in the minutes of the April 6, 1991 board meeting, two amendments to the Society by-laws were adopted. The full text of these amendments appears here. In accordance with the current by-laws, they will become effective ninety days from the date on which this issue is mailed, unless the board receives a petition for modification or revocation signed by two percent of the membership (thirteen members).

ARTICLE II, Section 3: The last sentence is changed to read "Dues received from any person who becomes a member on or after October 1 of a year confer membership privileges for the remainder of that year and for the year following."

(The present "cutoff date" is November 1.)

ARTICLE XI – CHAPTERS OF THE SOCIETY is repealed in its entirety, and replaced with the following:

ARTICLE XI – CHAPTERS OF THE SOCIETY

Section 1 – Chapters

The Society may have Chapters for the furtherance of the purposes of the Society as set out in Article I Section 1, for the enhancement of membership in the Society, and for the promotion of social intercourse among its Members.

Section 2 – Petition for Establishment of a Chapter

A group of not less than three (3) Members may petition the Board in writing to establish a Chapter. The petition must contain the name of the proposed Chapter, the names and addresses of the Chapter's proposed Chapter President, Chapter Vice President, Chapter Secretary, and Chapter Treasurer (or Chapter Secretary-Treasurer), the names and addresses of Members who will comprise the Chapter, and a copy of the by-laws that the Chapter proposes to adopt.

Section 3 – Chapter By-Laws

(a) The by-laws that a Chapter adopts shall include the following specific requirements:

(1) Membership. Except as provided in this section, each Member of a Chapter shall also be a Member of the Society, and on ceasing to be a Member of the Society shall automatically cease to be a Member of the Chapter. However, this provision does not apply to any person not a Member of the Society who was a Member of a Chapter whose formation was approved by the Board on or before April 6, 1991.

(2) Terms of Office. The Chapter President, Chapter Vice President, Chapter Secretary, and Chapter Treasurer (or Chapter Secretary-Treasurer) are elected at the Annual Meeting of a Chapter for a term of one year. The term begins at the conclusion of the Annual Meeting and terminates at the conclusion of the next Annual Meeting. A Chapter may enact a by-law that states that no person shall be elected to the same Office for more than two consecutive one-year terms.

(3) Chapter Reports. On or before May 1st of each year, each Chapter Secretary shall submit to the Secretary a full and complete list of Chapter Members as of April 1st. If the Chapter Secretary is notified by the Secretary that any Chapter Member is no longer a Member of the Society, the Chapter Secretary shall immediately inform such person that (s)he is no longer a Chapter Member.

(b) Chapter by-laws shall also contain provisions relating to the annual meeting of the Chapter and the notice to be given of such meeting, the conditions under which membership in the Chapter terminates, and the payment of Chapter dues, if such are established. The provisions for notice of the annual meeting and payment of dues shall be consistent with the provisions of Article VII Section 3 and Article II Section 3, respectively, of these by-laws.

(c) There is no restriction upon the right of a Chapter to enact such further by-laws, or create additional offices or committees, provided that such by-laws, offices or committees, are not inconsistent with the by-laws, offices or committees of the Society.

Section 4 – Approval of a Chapter

A Chapter is created when the Board approves it, and when the President notifies the petitioners in writing. Such notification shall include the Society's disclaimer that the approval of a Chapter does not authorize the Chapter or any Chapter Member to act as an agent of the Society or to create any obligation, financial or otherwise, binding upon the Society or any of its Officers or Directors, or to issue any statement or publication in the name of, or purporting to emanate from, the Society, except as may otherwise have been expressly agreed to by the President in writing.

Section 5 – Revocation of Approval of a Chapter.

Upon written notice to a Chapter, and after affording it an opportunity to respond, in writing and/or by the appearance of one or more Chapter officers, the Board may withdraw its approval of the Chapter for conduct of the Chapter that is inconsistent with the purposes and conduct of the Society. Such conduct includes, but is not limited to, adoption of a by-law that is inconsistent with a by-law of the Society, affording membership to a person who is not a Member of the Society, failure to submit an annual list of Chapter Members, and failure to respond in full to any inquiry or directive by the Board or the President addressed to the Chapter. Upon its receipt of a Notice of Withdrawal of Approval, the Chapter Secretary shall immediately deliver to the Secretary all its records and files, and any monies that it has received from the Society in any way, including the presence of the Cugnot vehicle on its stationery, that it is a Chapter or former Chapter of the Society.

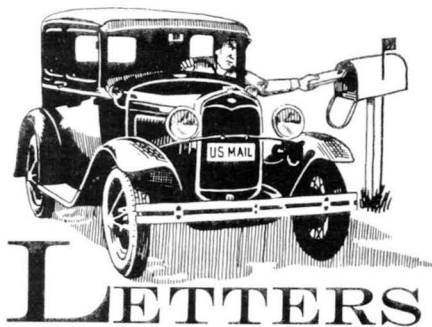
Two amendments to the by-laws were also adopted by the board at their October 11, 1990 meeting. Notice of these changes was given in meeting minutes published in the November-December 1990 issue of *SAH Journal* (mailed January 7, 1991). No petition was received to the contrary, so these amendments became effective on April 7, 1991. The full text of those amendments is repeated here for completeness.

ARTICLE I, Section 2 was amended to read: The Society has no fixed address or offices. Its permanent mailing address is c/o AACA Library and Research Center, 501 W. Governor Road, P.O. Box 417, Hershey, Pennsylvania 17033, but its principal mailing address is that of the Secretary, or such other address as the Board of Directors designates.

(This amendment changed the Society's permanent mailing address from the National Automotive History Collection at the Detroit Public Library to AACA L&RC.)

ARTICLE II, Section 2 was amended by adding the following sentence at the end of the existing paragraph: Only Active Members pay annual dues.

(This amendment has the effect of clarifying that Founding, Honorary, and Life Members are not required to pay annual dues.)



LETTERS

WHAT'S A SHAMBAUGH?

The Ford TT shown on the cover of *SAH Journal* No. 130 is something of an oddity. The truck does not seem to have the standard firewall, and it looks like the instrument panel is mounted independently. The gas tank is exposed, but would be too low for the standard driver to sit upon, and furthermore the Shambaugh is set well forward. The sheet metal casing over the dumbirons could well be the seat for the truck driver, and we would have the case of driving one vehicle from another!

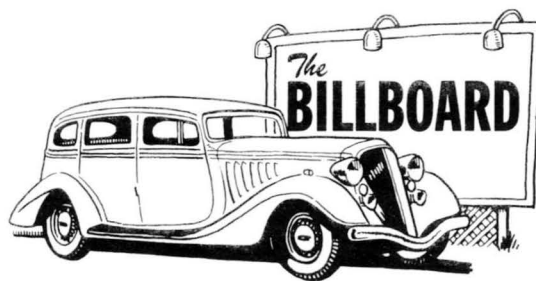
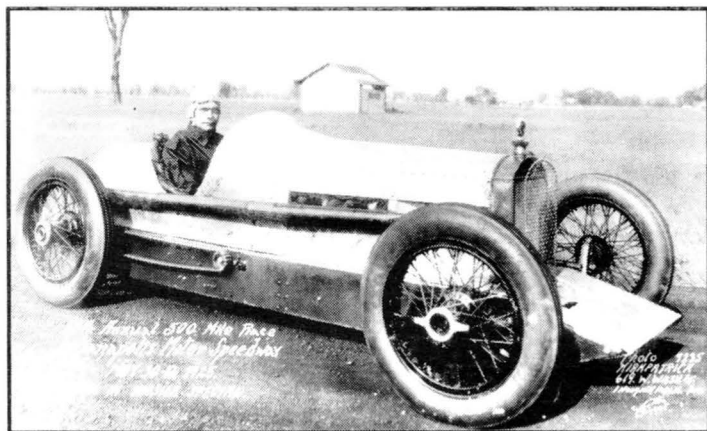
The Shambaugh quite obviously has differing treads at front and rear. With the narrow rear tread one must assume that the car had an inboard single chain drive and no differential. No chain is visible outside the vehicle, and one cannot help wondering where the chain was situated. **Clive T. Jones, 261 Heagle Crescent, Edmonton, Alberta T6R 1W2 CANADA.**

I have puzzled over that Ford truck, too. Clive Jones may be right in that the poor driver had to sit on the Shambaugh front apron, but in that case I think he would have needed extra-length legs.

This full view of the Shambaugh, also called the Hoosier Special, will answer Clive's question about the chain drive. What the Shambaugh really was is open to question. According to Jerry Gebby's note on one photo, Charles Shambaugh was a Lafayette, Indiana Buick dealer. He entered this thing several times in the 1920s, but either withdrew it or failed to qualify each time. Jerry implies that it had a Buick engine.

Frederick Usher has noticed that it "has the characteristic Hisso exhaust port spacing." This implies that maybe Shambaugh used a half-Hispano engine, which seems more practical than a Buick, but anyone who would drive a racing car with an apparent one-to-one chain ratio seems not to have been endowed with practical sense.

— Fred Roe



SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustrations, memorabilia, information, for sale, wanted, to trade. Ads for vehicles or parts are not accepted.

FOR SALE: Historic American motorcar manufacturer. Opportunity to purchase the Doble Steam Motors Corporation. Assets include the California corporation, title, and rights to same; the eight remaining engineering notebooks; approximately 250 4" x 5" negatives of the original and current vehicles, factory officials, and manufacturing scenes (largest Doble negative file extant); blueprints, original drawings, letters, tape interviews, copies of ads, company publicity; remaining manufacturing flow instruction books; daily cash books from 1913-18 Waltham, MA period; and other items too numerous to list. Limited organizational and identification assistance will be given the purchaser. Corporation and assets will not be sold separately. \$45,000.00. **James D. Crank, President, Doble Steam Motors Corporation, 1621 Palm Avenue, Redwood City, Ca 94061. Telephone (415) 365-2005 (Ans. mach. 24 hrs.)**

WANTED: Any information on Ghia L64 or potential information sources covering this car. **Richard Barnett, 6 The Precincts, Burnham, Buckinghamshire SL1 7HU GREAT BRITAIN.**

WANTED TO BUY: Brochures or any literature for the 1973-74 Aurenthetic electric motorcycle. Brochures or any literature for the 1970-72 Vanguard coupe. Brochures or any literature for the 1981 Free-way three-wheel car. Photographs of the 1932 Indian automobile. **Patrick R. Foster, 42 Buckingham Place, Milford, CT 06460.**

FOR SALE: 1910 wine and black bond of Compagnie Générale d'Omibus et d'Autobus de Constantinople, vignettes of motor coach and horse-drawn double-decker, French and Arabic, 16¼ x 20¾ inches, \$29.00. 1907 cream and brown bond of Société Générale d'Automobiles Électro-Mécaniques, Paris; ornate, scarce pioneer French electric auto, \$57.50. 1926 green bond of Automobiles Imperia-Excelsior; rare Belgian marque. Minor stain, \$90.00. C. 1924 chocolate and black bond of Autobus Belges, charming bus woodcut, \$24.50. All minor wear, good condition, satisfaction guaranteed. Postpaid in U.S. **Bob Snyder, Drawer 821, Yonkers, NY 10702. (914) 476-8500.**

WANTED: Any information concerning c. 1935-3(8) Pierce-Arrow sightseeing "Sedan-Bus." Model 204-J, used at Yosemite, Grand Canyon, and elsewhere. Do any survive? All mail answered. **Bob Snyder, Drawer 821, Yonkers, NY 10702. (914) 476-8500.**

FOR SALE: Automotive magazines, mostly for pre-war vehicles. *ATJ, Automotive Industries, CCJ, AA, BH, HCG, Car Collector & Car Classics, Thoroughbred & Classic Cars*, others. Sell by title only. No individual issues. Also a few books and 1916-31 Willys-Overland sales literature. SASE for list. **Duane Perrin, 11705 Bradley Forest Rd., Manassas, VA 22111.**

DIRECTORY UPDATE

NEW MEMBERS

HOPEMAN, Richard J. 1507
316 Highland Road
West Chester, PA 19382

CHILDERS, Bob 1508
709 Elkington Lane
St. Louis, MO 63132

SOMMER, Kenneth W. 1509
682 Day Road North, Rt. 2
St. Croix Falls, WI 54024

GILL, Keith R. 1510
Museum of Science & Industry
57th St. & Lake Shore Dr.
Chicago, IL 60637

PHENICIE, Daniel E. 1511
Route 1 Box 188A
Tipton, IN 46072

TURNER, Tim 1512
175 Cohen Dr.
Mooresville, IN 46158

VERNON, Marc C. 1513
527 Highland Road
Hinsdale, IL 60521-4798

TITLOW, Robert A. 1514
6635 Sunset Lane
Indianapolis, IN 46260

WHITE, Gary H. 1515
215 Church Lane
Pittsburgh, PA 15238

CHANGES OF ADDRESS

STEIN, Jonathan 1455
Automobile Quarterly
P.O. Box 348
Kutztown, PA 19530

STEPHENS, Robert L. 1386
7205 Mentor Ave. - B 106
Mentor, Ohio 44060

VEST, Eric M. 1370
2145-K Greenwood Blvd.
Marysville, OH 43040

REINSTATED

CONANT, Alan 1278
5865 Julian Avenue
Indianapolis, IN 46219

DECEASED

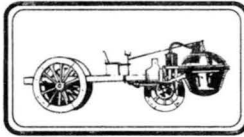
BUTLER, F. Donald 149

PFUND, Ledyard H. 341

PURDY, C. McCord 899



"MEIN GOTT, IT IS NO RACE, but an endurance test." So said Chicagoan O. W. Snyder, hired chauffeur of the German Protos, contender in the 1908 New York-to-Paris race. Beside him is Charles Owen Wheat, the local guide. This photo from the Robert Rampton Collection was taken at 10:00 a.m. on April 3, 1908 in Ogen, Utah, by an unidentified local photographer.



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