

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September - October 1991

Issue Number 134

EDITORIAL COMMENT

One thing I have learned from conversing with a substantial number of SAH members is that most of us date our infatuation with the automobile from a very early age. Not an insignificant number, myself among them, suspect we have a motor vehicle gene somewhere in our makeup, for we cannot ever remember *not* being consumed with interest in cars. This revelation probably does not come as a surprise to any of us.

Another thing I have concluded, after speaking with many of the same members, is that many of us also share an interest in trains, and this I had not expected. I might have thought, I suppose, that the love of the motor car might be so all-consuming that any other form of mechanized transport would be an unwelcome competitor. Some of us do feel that way. One member confided to me that he prefers sitting in his car in a traffic jam to being in any form of mass transit. It gives him time to think of things he might not otherwise have the leisure to consider, he said. No doubt it does, but I suspect his is a rare view. Much as I like cars, I have yet to discover any redeeming value, personal or social, in traffic jams. But I digress.

This "dual citizenship" of kinship for cars and trains became most apparent to me a couple of years ago when I discovered that almost a majority of us attending a winter directors' meeting had come by train. Some had elected rail travel because it was convenient or economic, but others told me they *always* make long distance trips by train, whenever they can.

A good friend of mine in the car fraternity, and a much more serious railfan than I (I have inherited my train interests, I must confess - from my youngest son. If he should go on to collect trains the way I collect cars, I'm afraid his family will be destined to live in a freight yard), makes a compelling argument for why the love of trains and the love of cars are not contradictory. Trains have a particular purpose in life, he tells me. They are for moving goods and large numbers of people over well-travelled routes. Cars, on the other hand, are for driving independently where the rails do not go, and are principally meant for pleasure. He lobbies extensively, then, for mass transit and rail freight service. He does this not to lessen the importance of his cars and trucks (and he has many). He does it in the hopes that by so doing the roads may become uncrowded, unpotholed, and pleasant, the better for him to drive his Cord, Pontiac GTO, or Model T. What better way, it seems to me, to promote the highest and best use of the automobile?

This issue of *SAH Journal*, then, is for the railfans among us, as you will have concluded from the cover. No doubt there are other common strains that run through the membership: an interest in aircraft, for example? Let us hear from you, then, and from time to time we may publish something of special interest to you, too. No doubt, a number of members have dual-purpose photo libraries that feature cars in other topical situations, and I'd be happy to consider a selection of these for the cover of *SAH Journal*. Not every *Journal* will be a special-interest theme issue, but from time to time we like to have something that appeals to just about everyone.

- Kit Foster

ANNUAL BANQUET OCTOBER 11TH AT HERSHEY COUNTRY CLUB

The Society's 1991 annual meeting and banquet will be held Friday evening, October 11, 1991, at the Hershey Country Club, the same location as last year's banquet. The event will convene with a cash bar at 6:30 PM; dinner will be served at 7:00 in the Candlelight Dining Room. The buffet menu includes soup, top round of beef, smoked ham, seafood Newburg with rice, assorted fresh vegetables, oven-browned potatoes, pasta primavera, and assorted desserts and beverages.

Highlight of the evening will be the presentation of the Cugnot, Carl Benz, and Brigham publications awards, the James J. Bradley Distinguished Service Award, and the naming of this year's Friend of Automotive History. Hospitality Committee Chair Stacey Hanley and her committee have been at work to make arrangements for this year's banquet even better than last year.

Cost of the banquet will be \$19.75 per person, and reservations with payment should be sent to Treasurer Bob Gary at 1316 Fourth Ave., Stevens Point, WI 54481 by October 5th.

The country club is located at 1000 East Derry Road in Hershey. To reach it, travel east on Hersheypark Drive (formerly Airport Road) to the end. Turn right, over the railroad bridge, and at the next stop turn left on East Derry Road, travelling through the golf course. The country club entrance is the first right; banquetgoers should use the upper entrance and ask directions to the SAH dinner.

HERSHEY HOSPITALITY TENT GM 59-64

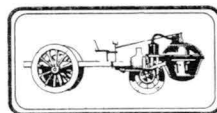
The SAH hospitality tent at this year's AACA National Fall Meet will again be at Green Field at spaces **GM 59-64**. The meet will be held October 10-12 at Hershey, Pennsylvania. Members, guests, and any persons interested in automotive history are invited to stop by anytime for camaraderie, light refreshment, or just to relax. Decals and back issues of Society publications will be on sale, and new members may be enrolled.

Hospitality Chair Stacey Hanley and her committee have enlisted the help of Society members to see that the tent is staffed with volunteers for the entire duration of the meet. However, there are still several periods for which no one is signed up, and others for which additional help is needed. Please contact Stacey today at (313) 375-0645, and tell her when you could be available to help. Everyone has hectic schedules at Hershey, but if 24 members each offer to help for a two hour period during the three-day event the burden will be equitably shared.

BIOGRAPHY MEETING AT HERSHEY

There will be a meeting of all interested parties on Friday, October 11, to discuss and plan the Society's participation in the upcoming revision of the *Dictionary of American Biography*. Member Carl Larson will explain his proposals for the Society to assist in selecting automotive figures whose biographies would appear in the new addition of the *Dictionary*, and in research for and writing of the entries.

The meeting will convene at 2:30 PM at the Society tent at spaces GM 59-64 in the Green Field.



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SAH Journal (ISSN 1057-1973) is published six times a year by the Society of Automotive Historians, Inc. Copyright 1991.

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

PRESIDENT'S MESSAGE

I have had a very interesting and generally rewarding term as president of SAH for the last two years. At times, when things went well, the two year term seemed to breeze by in a much shorter time. Of course, when things went wrong, it sometimes felt like a life sentence for no particular crime.

Some of the things that I had hoped SAH would accomplish in the last two years were realized, some were not. The officers, board members, and various people who did committee work can be proud of several positive achievements. In many ways, we have continued to build the Society on the work done by our predecessors. A great deal remains to be accomplished.

In a positive vein, our annual meeting and banquet have been improved, our publications continue to be strong, and our treasury is stable. We have added important activities and thrusts in such areas as our Archives Committee (Taylor Vinson), our Writing Standards Committee (Frank Robinson), our Hershey Hospitality Committee (Stacey Hanley), and our *Dictionary of American Biography* Coordinating Committee (Carl Larson) — to name some of our new thrusts. Howard Applegate (Publications Awards), Paul Lashbrook (Silent Auction), Jim Wren (James Bradley Distinguished Service Award) and Frank Robinson (Friend of Automotive History Award) have either carried on work that they previously performed, or taken on new work, in an exemplary manner. Bob Gary continued to oversee our treasury with care and attention to detail, and Jack Martin has skillfully worked in the thicket of regional relations and emerged with substantive accomplishments and with a minimum number of scars. David Babb, our tireless labelmaker, has brought computerization and a new level of organization to our membership mailing lists. Jim Cox has performed as our secretary. Kit Foster has maintained the high quality of our publications, and has brought imagination and innovation to editing them. A special thanks goes to Kit for helping to keep others with responsibilities up to speed as to our calendar. A gentle reminder from Kit that copy for an announcement for SAH Journal was needed often served as a reminder to "get on it." I know that it worked for me!

SAH is a great organization due to the collective efforts of individual volunteers. There have been many situations in the last two years that needed to be addressed by these efforts, and in every case, I have been able to find someone who took on the work that had to be done, and did so cheerfully and dependably. In other cases, people who proposed new programs, or improvements in old ones, were asked to undertake or pursue these improvements, and in every case they did so without hesitation. It is a good feeling to know that you can depend on our members to come through when things have to get done. In many cases, this involves contributing vast amounts of time, and I have heard very little complaint from anyone about contributing this valuable resource.

Inevitably, there were a few people who chose not to join in the spirit of improving our Society, and who seemed to operate on some other agenda. I am sure that they had their reasons, but I cannot imagine what they were. I would be less than honest if I did not acknowledge this fact, but I hasten to add that there were very few people who chose not to contribute to the welfare and progress of SAH in the two years that I have been president.

I had hoped to see a substantial increase in our membership in my term. While our membership has remained stable, it has not increased by the 100 per cent that I had hoped for. Perhaps this goal was unrealistically optimistic, but the actual result has been disappointing. The president who succeeds me — whose name I do not know at the time I write this — may have a better program than I did to realize this important goal. I hope so, and will do everything that I can to help recruit new members.

Another area of great concern to me has been forging stronger ties to the fields of academic history. While there has been some progress in this area, much remains to be done. Perhaps there is no specific program that will accomplish this, but the goal should always be kept in mind. I do not propose that SAH become an academic history society, but hope that it increases this component of its membership and outlook.

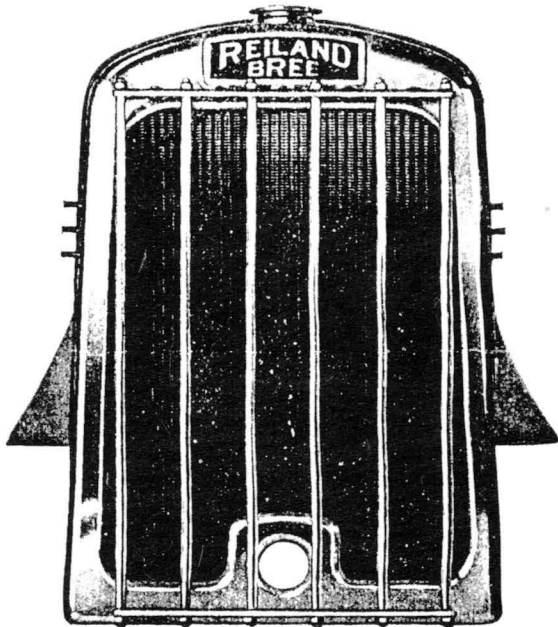
We must also seek to further public recognition of the many facets of automotive history. So much that is written about the automobile is either inaccurate or, perhaps worse, imperceptive. There seems to still be a feeling that "they're just cars so their history isn't that important." Members of SAH know otherwise. As well as having an important history in its own right, the automobile is vitally important to the history of virtually everything that has happened in the social, political, economic, and cultural history of the twentieth century. Somehow we must better inform other practitioners of history of this central importance of the automobile in history.

As I write this, I don't know the results of the election for new officers and board members. I do know that all of the candidates that George Ward recruited for these positions are strong candidates. Either Bob Hall or Jack Martin (listed alphabetically) will make a great president of SAH, and either Tom Bonsall or Taylor Vinson will make a fine vice president. All of the candidates for the board positions are excellent choices, and all of them would make great board members. George Ward has quietly and competently done a terrific job with the Nominating and Elections Committee. I know that the Society will benefit from great leadership and board guidance in the years to come.

As I suggested at the beginning of this message, there have been times that I have felt as if I have only "survived" as president of SAH, and there have been other times that I have felt that I have "prevailed," to use John Steinbeck's felicitous word. Others will have to make the judgment as to which was the case, or what mixture of the two was achieved. I do know that I have enormously enjoyed leading an organization that I believe in and cherish. I feel that way about the importance of its topical area, about its accomplishments, and about its members. You are the finest group of people I know in any organization, and I thank you for the opportunity that you have given me to serve the Society.

— Matt Joseph

Appearance



REILAND AND BREE trucks, built at Northbrook, Ill., are equipped with radiators designed and built by Young.

Appearance counts these days, and in addition to good looks, harmonious and correctly designed exterior, you get inbuilt stamina—a Young characteristic—in every Young radiator. New high standards of quality plus the desire and facilities to build *the best* result in a radiator which will stand up under severe service for the full life of the truck. Put your design or efficiency requirement up to Young engineers. It will be honestly solved. The Reiland and Bree plant is also heated with Young Unit Heaters, the advanced and economical means of providing for the comfort and health of the workman.

Fine quality radiators for coaches, trucks, tractors, power units, and all types of cooling installations; backed by a guarantee of satisfaction.

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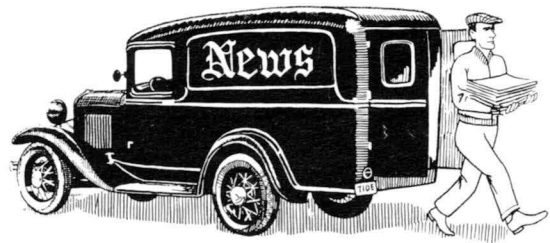


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YOUNG RADIATORS ARE USED WHERE THE GOING IS TOUGH

WHO WERE REILAND AND BREE?

These days, it seems, we have puzzles aplenty. This ad, sent by Bernie Weis via Keith Marvin, appeared in the July 20, 1929 issue of *Automotive Industries*, and is an early example of one advertiser plugging another. One wonders whether Reiland and Bree had to pay for the exposure afforded by this ad.

Bernie's question, though, is more basic than that: who *were* Reiland and Bree? The ad states that they built trucks at Northbrook, Illinois, and Bernie has since found another ad, one for Fuller transmissions, that mentions the Reiland & Bree Truck Mfg. Co. by name and corroborates the Illinois address. The badge shown is in the shape of the familiar US highway shield, and exhibits an intertwined monogram of RB at the top. Reiland and Bree do not appear in the Geogano commercial encyclopedia. Does anyone know anything about them?



PIONEER CHAPTER MEETS

The Pioneer Chapter's spring meeting was held at the home of Walter Gosden in Floral Park, New York, on Saturday, April 20, 1991. In attendance were nine members and friends of the Chapter. The Chapter's secretary/treasurer, John Montville, conducted the meeting. Those attending included Jim Cox, Bev Kimes, Austin Clark, Matt Sonfield, and Rande Bellman. Periods of open discussion preceded and followed a light luncheon provided by host Walt Gosden. A book containing reference material on Kingston-built vehicles was passed around during a discussion of the Chapter's current research project. It was reported that much additional reference material on Newburgh- and Poughkeepsie-built motor vehicles had been gathered, so that the research part of the project is almost finished. Also mentioned was that the Brooklyn-based Barbarino auto was found to have established a presence in Poughkeepsie during 1925.

Jim Cox, national SAH secretary, discussed activities of the Society as a whole. He indicated that the new annual meeting accommodations at Hershey have proven to be highly effective. Also, new candidates for national offices are being sought, as some members have served double terms and it is time for others to contribute their talents to the organization.

Before adjourning, discussion of the fall meeting centered on having it in New England. The city of Springfield, Massachusetts was suggested and agreed upon. It was further suggested that the first Saturday in November be selected so that some positive commitments can be made in the area.

— John B. Montville

UK WORKSHOP SEPTEMBER 29TH

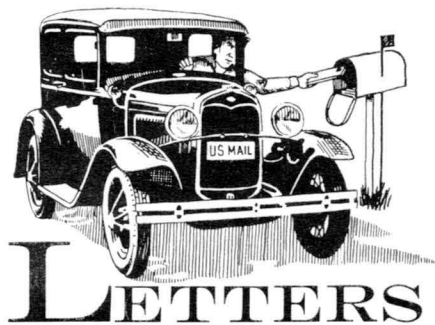
The Society's United Kingdom Chapter will hold a chapter meeting and history workshop on Sunday, September 29, 1991 at the National Motor Museum in Beaulieu, Hampshire, England. The meeting will feature displays of automobilia, including a gallery of photographs from Lucas Industries covering their Great King Street premises from 1895 to the present. In addition, members Jonathan Wood, Robin Barraclough, Mike Worthington-Williams, Cyril Posthumus, and Richard Waterhouse will speak on historical topics in their respective areas of expertise.

It is certain to be an exciting and informative event. UK members and others interested in attending may contact UK Chapter Secretary Peter Card for further information at 54 Willian Way, Letchworth, Hertfordshire SG6 2HL ENGLAND.

CARD PENS NEW SHIRE ALBUM

The latest automotive titles in the Shire Album series are *Motor-car Mascots and Badges* by UK Chapter Secretary Peter Card, *Motoring Specials* by Ian Dussek, and *The Land Speed Record* by David Tremayne. The volumes were released by Shire Publications of Buckinghamshire, England, at the end of June.

As described in the review of an earlier Shire Album title, Mike Worthington-Williams's *The Scottish Motor Industry* (SAH Journal no. 124), the series is a concise but informative treatment of various historical topics. Further, the books are very attractively priced. A review of *Motor-car Mascots and Badges* and the other new titles will appear in an upcoming SAH Journal. A complete catalogue of Shire Albums and information on ordering may be obtained from Shire Publications, Ltd., Cromwell House, Church Street, Princes Risborough, Buckinghamshire, HP17 9AJ ENGLAND.



THE PENNSYLVANIA TURNPIKE

Regarding the article on the Pennsylvania Turnpike in *AHR* no. 26, the 35 mph limit placed on all vehicles in 1942 was imposed to reduce wear on tires rather than to save gasoline, as natural rubber was in very short supply. I recall travelling in Pennsylvania from Carlisle to Bedford during May of 1942 and being required to stop before entering *each* tunnel to show registration and driver's license. There certainly was a minimum level of traffic during the WW II years. **G. Marshall Naul, 534 Stublyn Rd., Granville, OH 43023.**

I enjoyed very much the *AHR* no. 26 article on the Pennsylvania Turnpike, "America's First Superhighway." I related very well to that particular roadway since my father was a painting superintendent during the construction of the turnpike in 1939. In fact, he related to me that four days after the road was opened, he made the 82-mile trip from Carlisle to Bedford (very familiar to him, obviously) on a Harley-Davidson '74' in the time of 50 minutes. That calculates to an average of 98.7 miles per hour. His comment was that there was almost no traffic after the first-day convergency by everyone; very few cars used the road during the next few weeks. Additionally, he mentioned that when he pulled up at the toll gate at Bedford and handed the cashier his ticket, the guy looked at the time, smiled and said "I think I'll keep this for a souvenir." I remember my dad telling me that he had slowed down to 90 for the tunnels. What a fun trip it must have been. **Dale Miller, Director, Collier Automotive Museum, 2500 S. Horseshoe Dr., Naples, FL 33942.**

GALAMB AND THE MODEL T

Les Henry, in his article "Engineering the Model A" in *Automotive History Review* No. 26, credits Joseph Galamb with a number of features that went into the Model A design.

In spite of having lived in Detroit in the early 1930s and meeting a number of early Ford employees, I had never heard of Joseph Galamb until September 1982, when I visited the World's Fair at Knoxville, Tennessee, and wandered into the Hungarian national pavilion. There, in big letters on a plaque on the wall, among a listing of other Hungarian natives who had contributed to world progress, was the name Joseph Galamb. His major achievement, according to the display, was as "designer of the T Model Ford."

I silently questioned the accuracy of the statement, as I had always heard that the Model T was largely Henry's own design. To satisfy my curiosity I questioned Ford historian David L. Lewis about the matter. He responded in his "Ford Country" column in the February 1983 issue of *Cars & Parts*, in which he credited Galamb, along with C. Harold Wills and Ford himself, as being "the three most important figures in developing the Model T."

Lewis confirmed that Galamb was born and educated in Hungary, and worked in automobile plants in Germany before coming to the United States. Here he had worked for Stearns and others before being hired by the Ford company, where he had become principal draftsman by the time the Model T was under design. So his work on design of the Model A, as recounted by Les Henry, came during the twilight of a long engineering career. **Willard J. Prentice, 2419 Chetwood Circle, Timonium, MD 21093.**

THE KENWELL OR KENWILL

Another previously unreported automobile has been found in the pages of the *New England Auto List and Tourist* for 1912, 1913 and 1914. There are two spellings shown of the five automobiles listed, with serial numbers of 1,2,3,4 and 5. Number 1 is listed as having 32 taxable horsepower and was owned in 1912 and 1914 by A. B. Clark of Milford, Connecticut. Number 2 was of 36 hp and owned by A. L. Smith in 1912 and by Fred T. Bradley in 1914, both of New Haven. Car number 4 was rated at 40 hp and was owned by G. Williams of Mt. Carmel, Connecticut. Car number 5 was listed only for 1912, was of 40 taxable hp, and was owned by Gordon Williams, also of Mt. Carmel.

Presumably, Gordon Williams was somehow involved in the organization which assembled or manufactured these machines, as he owned two of them and his last name could well have been the donor of "will" in the second spelling. The model year for number 2 is given as 1908 and for number 4 as 1912.

None of these cars were listed in the *1915 Connecticut Registration List*. It also can be presumed that these cars originated in or around New Haven, as all owners were from that area. Charles W. Bishop is unable to add to this information, despite searching the New Haven directories of the period. **G. Marshall Naul, 534 Stublyn Road, Granville, OH 43023.**

PLAGIARIUS DISGUSTIUM

Not mentioned in the president's remarks on plagiarism (*SAH Journal* No. 131) is *plagiarius disgustium*, where the plagiarist lifts incorrect information, and even makes an error in lifting an error — perpetuating and compounding an error.

Primary source material is not, as a whole, 100 per cent correct. Secondary source material which exactly relays primary source material is not, therefore, 100 per cent correct, either. But when the secondary source is not exact, and the plagiarist is not exact — chaos! **Phil Dumka, P.O. Box 84, Carlisle, MA 01741.**

POCKET DIRECTORY OF MUSEUMS

I travel in my business from time to time, and I enjoy visiting new places to see vintage autos. I'm sure that there are others who feel the same. There should be a vest pocket directory of museums, collections and exhibits of vintage or collectable vehicles. I haven't had any luck finding one, so I guess I'll have to publish one.

If you manage or operate such a place, please send me the details including address, hours of operation, admission cost, and the general nature of what is displayed. I've also found that simple directions can be very helpful.

If I receive a good response I'll publish the list and sell it at my cost. I'm not interested in making money at this; I just want a list. If you publish one, let me know; you'll save me a lot of trouble.

If you are an enthusiast and want your favorite haunt listed, send me the details and I'll send you a free list if the place checks out and it's included due to your information. Thanks in advance to those who respond! If you would like a list, please let me know; I'll write when it's ready.
Ron Skala, Tower Box 4046, Yakima, WA 98901.

PAINT CODE QUESTIONS

I am writing with a question on which I hope someone in the Society can supply some information. My inquiry concerns paint codes used on cars, and the comparison of those codes with a factory paint chip guide.

My particular situation involves a friend's 1958 Buick Limited 4-door hardtop. The paint code listed on the ID plate on the firewall lists the color as "66," yet the factory paint chip guide only lists codes up to number "5."

There are one or two colors on the paint guide listed for 1959 models that look vaguely similar to the car's color, but are not an exact match. Since the '58 Buick was a one-year-only style, I'm not sure if its colors would bleed over into 1959.

As far as we can tell, this car originally appears to have been painted a light metallic goldish-sand (the car has subsequently been repainted a darker shade of gold). We are curious as to the actual original color of this car, what the "66" paint code stands for, and whether it was a special order, a late season color, or what? Any information members could provide would be greatly appreciated. **Marc C. Vernon, 527 Highland Road, Hinsdale, IL 60521-4798.**

HAVE YOU SEEN THE JONZ?

According to Beverly Rae Kimes in her *Standard Catalog of American Cars 1805-1942*, there is one Jonz car (Beatrice, Nebraska, 1908-10) still in existence. She says the late George Risley spotted it at a Detroit antique car show some years ago.

Reporting on the test-drive of a two-cylinder Jonz, the October 20, 1908, *Beatrice Daily Sun* said the Jonz used a simplified engine that promoter C. Charles Jones is said to have patented.

"There are no valves, springs, rollers and gears to get out of order With the many parts found on the old style engine eliminated from the Jonz model in producing the same power, a great reduction in weight follows. With the Jonz people making a much lighter machine than has ever before been placed on the market, the problem of tire expense, which has heretofore worked grief to many an auto owner, will not be far distant from solution," as the newspaper put it.

What is working grief on this Nebraska-car historian is the solution to the problem of tracking down this lonely Jonz. I'd very much like to learn more about the "simplified" Jonz engine. Can anyone put me in touch with the owner of this car? **Curt McConnell, 921 E St., Lincoln, NE 68508.**

THE OLDS FARM WAGON

Enclosed is a copy of an old horse-drawn vehicle advertising piece mentioning the "Olds' Farm Wagon." I have been unable to ascertain whether R. E. Olds's earliest efforts encompassed commercially-sold horse-drawn affairs. Does any member know? **Bob Snyder, P.O. Drawer 821, Yonkers, NY 10702 (919) 476-8500.**

PERSONAL FROM H. R. BARNES, SOUTHWICK.

Have you seen the Olds' Farm Wagon, a wagon I have sold for the last eight years? They have got out a one-horse farm wagon with low wheels, which was a great seller last year, and everybody that got one thinks there is no wagon like it. I have two sizes of them. Their two-horse are equal to any, and my prices are lower than others who have more rent to pay.

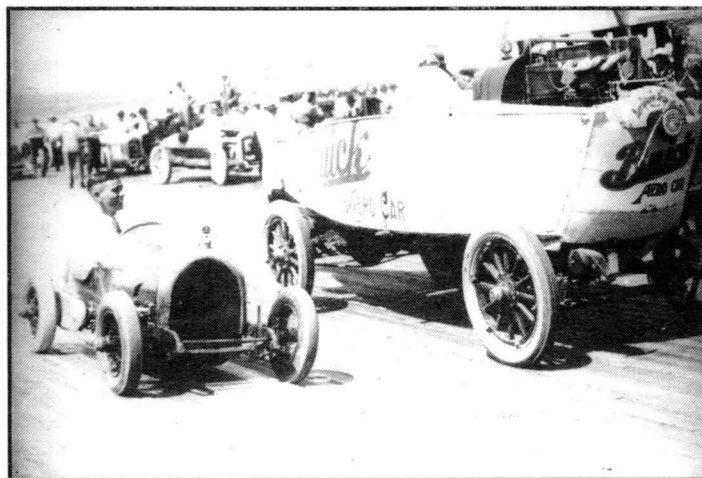
H. R. BARNES,
MANUFACTURER OF AND DEALER IN WAGONS AND SLEIGHS.
SOUTHWICK, MASS.
One-third mile from R. R. Station.

ART SMITH RACERS

This photo presents a minor response to Jim Valentine's request (*SAH Journal* no. 130) for more information on the "Art Smith" racers.

I am pretty certain it was taken at the San Carlos Board Track circa 1921-22. This time span is narrow (six months) because the opening event at San Carlos was December 11, 1921, a second event was held on April 16, 1922, and a third on June 14, 1922. A few days after the third event the track was damaged by fire and never rebuilt or used again. Thus we know that one of the Art Smiths survived at least to the end of 1921 and possibly another six months or more.

I know nothing about the "Buick Aero Car" although it is obvious that the powerplant is appropriately located to drive the propeller. **Frederick A. Usher, 1066 Mission Canyon Rd., Santa Barbara, CA 93105.**





FROM THE AMERICAN SYSTEM TO MASS PRODUCTION 1800-1932, by David A. Hounshell. 411 pages. The Johns Hopkins University Press, 2200 Girard Ave., Baltimore, MD 21211, under \$20 delivered.

Originally published in 1984 with a second printing in 1987, this book is still available, and will prove valuable to those interested in the manufacturing technological foundation for the automobile.

The author notes the various definitions of mass production, starting with the "American System" which involved sequential series of operations carried out on successive special-purpose machines that produced interchangeable parts. This evolved into the quintessential example of mass production, Ford's moving Model T assembly line. Approximately one third of the book describes Ford's manufacturing history. The remainder consists of interesting descriptive chapters on small arms, sewing machines, woodworking (including the Studebaker brothers), McCormick reapers, and bicycles.

While the American System had many supporters, such as Eli Whitney, true interchangeable parts manufacturing took from about 1800 to 1850 to develop at the Springfield and Harpers Ferry armories. Samuel Colt's early attempts are also discussed.

During the Crimean War, the British sent two delegations to the USA to study manufacturing techniques to improve their small arms procurement. The reports, one by the famous Joseph Whitworth (1835), noted the American propensity to use machinery in "almost every department of industry" to substitute for manual labor. He said England was superior in metalworking but praised the specialized woodworking techniques. These would include the Buckland lathes and related machinery to shape and finish rifle and musket stocks, equipment purchased for the Enfield Armoury.

Arms were occasionally built by sewing machine companies under various contracts. These companies, like the government armories, often utilized "inside" piecework contractors to make various parts or sub-assemblies. This was common industrial practice throughout the nineteenth century. While Singer started in 1853, it took three decades to adopt interchangeable parts. Certain early Singer assemblies have matching serial numbers to insure reassembly after heat treatment, because individual parts would not interchange. An interesting comparison between Wheeler and Wilson, a company with true interchangeable parts, and Singer is given. Singer, however, did provide technical leadership in wood cabinet making. The sewing machine industry formed the first patent pool in 1856, a process which would later be repeated in the bicycle and auto industries.

The McCormick company has been credited with advanced manufacturing techniques, but close study notes little more than standard blacksmithing procedures until late in the century. Singer and McCormick also represent the addition of massive sales and advertising to the mass production equation; much of their reputations as manufacturers was based on sales, rather than any particular innovation in assembly.

The bicycle, on the other hand, showed other advances. It was made popular by Albert Pope, who imported English bikes for two years, then signed a contract with the Weed Sewing Machine company to build the "Columbia" in 1878. The highwheelers were replaced by the "safety" model in the late 1880s. The Weed Company was a specialist in drop forging, but mass production of bicycles became a reality with electric resistance welding and innovative sheet metal stamping. Bicycles also started the Good Roads movement, thus setting the stage for the dawn of the automobile age.

In addition to some minor corrections to the Ford books by Nevins and Hill, on the development of the Ford assembly line, some sociological impacts are also discussed. Employee turnover on the assembly line was 380 per cent in 1913, the year preceding the \$5 a day wage hike. This opened the door to "Fordism," a muddled concept which added high wages to high volume or production and sales, to complete the definition of mass production. The demise of the Model T, however, required new concepts of "flexible mass production" typified by annual model changes popularized by General Motors.

Excellent notes and an index make it a good reference for the era, as well as providing additional perspective on the difficulties of automobile manufacturing.

— D. J. Kava

VICTOR W. PAGÉ: Automotive and Aviation Pioneer, by Frank C. Derato. 344 pages. 260 black and white illustrations. 8½ × 11 inches. ISBN 0-9629323-0-2. Cranbury Publications, P.O. Box 2260, Norwalk, CT 06852-2260. \$24.95 plus \$2.50 postage and handling.

Nearly everyone who has collected or even pawed over automotive publications of the early 1920s is familiar with the name of Major Victor Pagé, who was always depicted in uniform along with a sketch of his "Aero-Type Four" car, which made it to the auto show and then laid an egg. He was also responsible for the Utility Four, also an air-cooled car, built in Stamford, Connecticut, and a bit later on, the Fairfield Four truck, all of which, beyond pilot models, were stillborn. But who, for heaven's sake, was Major (later Lt. Col.) Pagé? Few, I think, ever really knew.

Now, thanks to the herculean research of SAH member Frank Derato, the story is here for all to see — and a fascinating tale it is. Pagé might not have been a Henry Ford, but he *did* things above and beyond his abortive automobile and truck ventures.

He wrote nearly 100 books on automobiles, and penned articles prolifically for numerous magazines including *Scientific American*, on which he served as automotive editor. He built the forerunner of the modern snowmobile, the first aluminum adjustable-pitch propeller in the U.S. in 1910 and, one year later, an airplane. Later in life, he established aviation training centers around the country and founded an air mechanics' school in Middleboro, Massachusetts.

On behalf of a personality who has been so generally unknown in the automotive-aircraft milieu, Frank Derato has done history a great service, and the book is well worth the investment to learn of this talented but unsung jack-of-all-trades. One sad note was Victor Pagé's weight problem, which became chronic as he grew older. He died in 1947 at the age of 62, tipping the scales between 400 and 500 pounds. Thanks to Mr. Derato, Colonel Pagé no longer remains a mystery man in automotive history.

— Keith Marvin

THE CAR BOOK VALUE GUIDE, by Thomas E. Warth. 174 pages, no illustrations. Softbound, 8½ × 11 inches. ISBN 0-9625541-1-1. Tew Press, Lumberyard Shops, Marine-on-St. Croix, MN 55047. \$19.95 postpaid.

Old car value guides have been on the scene for years, but until recently one had to really be "in the know" to find out the value of old automotive books. Former SAH director Tom Warth, who has specialized in rare and out-of-print motoring titles since retiring from Motorbooks International, the bookselling, distributing, and publishing firm he founded a number of years ago, has now addressed this shortcoming.

The Car Book Value Guide lists literally thousands of out-of-print books on cars, trucks, tractors, models, and related subjects by title, author, subject, date and price. Individual alphabetical lists are included for title, author, and subject, and separate indices are presented for *Style Auto*, the Italian magazine on coachbuilding, and *Automobile Quarterly*.

Of the most use, perhaps, to those who trade in used books regularly, *The Old Car Book Value Guide* will be of interest to most historians as well. Many will marvel at what their own libraries may be worth, but I rather suspect that more will bemoan the current value of the books they are still seeking. This brings a caution, certainly, about prices. Anything, car, book, or rubber tree plant, is worth only what a willing buyer pays a willing seller, value guides to the contrary. So this is a *guide*, based on Tom's extensive experience in this field, and should be used as such. If you find your long-sought title for less, at auction or in an out-of-the-way shop, by all means buy it. And if you feel the tomes on your shelves are worth more, by all means ask it. But Tom has done all of us a service in compiling all this information in a single, easy-to-use book. He hopes to make it an annual publication, and any profits realized will go to Books for Africa, Inc., a non-profit corporation dedicated to sending used school texts to the English-speaking countries of that continent.

— Kit Foster

MAKE 'EM SHOUT HOORAY!, by Richard H. Stout. 250 pages, 31 black and white photographs. Hardbound, 6 1/4 x 9 1/2 inches. ISBN 0-533-07762-1. Vantage Press, Inc., 516 W. 34th St., New York, NY 10001. \$14.95.

I didn't know what to expect from this book. It has been highly touted in many circles, and received a Cugnot Award of Distinction in 1989, but the title gives virtually no clue about its contents. The price was reasonable enough so I bought a copy.

Even the first chapter had me at loose ends. I knew that Dick Stout, an SAH member and retired auto industry designer and product planner, was a veteran of the industry, and I hoped for some first hand perspective on the history of the firms for which he had worked, but I began to suspect I was going to have to endure some 200 pages of his recipe for making the US auto industry "great" again, a topic not exactly underwritten by journalists and academics alike.

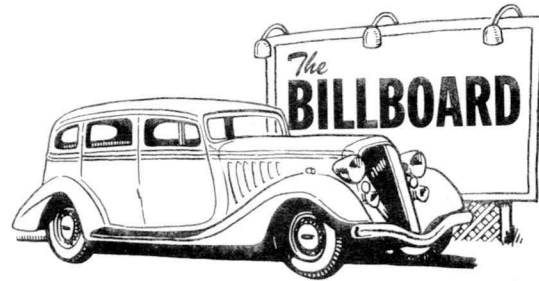
Worry not. This is first person history, though Stout has been shy about presenting it as such. His accounts of the product meetings at the 1950s Ford Motor Company could only have been written by someone who was present. His analysis of General Motors and the Sloan-era "car for every purse and purpose" is insightful, and benefits from the very detailed industrial espionage undertaken by Ford in hopes of reaping better coverage of the industry. Of particular interest is his description of GM's interchangeable body program, which, when combined with clever skin changes and independent engineering, gave rise to five distinct "houses" within the corporation, versus divisions selling badge-engineered cars that were the norm at Chrysler, and, to a lesser extent, Ford.

Stout gives some credibility to the product planning that begat the Edsel, and tells, as only an insider could, why the Edsel *did* seem very much like a good idea at the time. He has no praise for Robert McNamara, nor for the other "finance people," at whose feet he lays much of the blame for the growing troubles in the industry. Surprising, at least to me, was his praise for the 1959 Mercury, a car he describes as "magnificently engineered, remarkably civilized." His description of why it was better built than the competing GM makes surely comes from experience, but judging from sales records the public apparently didn't know it then or perhaps never cared. Nor, it would seem, has the collector community.

His title, Stout reveals, is a quote from Harley Earl, who craved a favorable public reaction when the new models were unveiled. "When the public sees these cars, they're going to stand up and they're going to shout HOORAY!" he said, and Stout longs, perhaps in vain, for a return to some of that same excitement. He feels that semi-autonomous "houses" run by "automobile men" might give the US auto industry that chance. There are still "automobile people" within the US industry, and certainly some of the success of certain 1980s models is due to their acumen and enthusiasm, but in today's business climate the automotive "house" is probably a figment of the past. Regardless of your prognostications for the future, you can get a good feeling for the optimism of that bygone era from this first-hand account.

Read it.

— Kit Foster



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.

WANTED: "World of Wheels" cards issued by Topps (they made baseball cards, too) in 1953. I need numbers 161 through 176. Were any cards issued beyond 176? Have some for trade, if necessary. Any advertising about these cards wanted, also. **Walter Gosden, 197 Mayfair Avenue, Floral Park, NY 11001.**

WANTED: *Hemmings Motor News*, May 1989. **Robert Scoon, 1624 Perkins Drive, Arcadia, CA 91006.**

WANTED: \$400 offered for June 1947 original copy *Road & Track Automobile*: all before 1940, 1940 No. 4, 1941 No. 2 and No. 4, 1942 all, 1943 No. 1, 1945 No. 4. *Bulb Horn*: all issues Vol. 1 and Vol. 2, 1942 No. 1, 1943 No. 1 and No. 3, 1944 No. 2, 1945 No. 2. *Horseless Carriage Gazette*: 1938 No. 1, 1939 No. 2, 1942 No. 1, No. 2, and No. 3, 1943 No. 4. **Peter Richley, 14 Upper Queens Road, Ashford, Kent TN24 8 HF ENGLAND, telephone (233) 620552.**

WANTED: Any information appreciated leading to the whereabouts of a particular 1912 Renault open-front town car, owned by Mrs. Alec Ulmann in the 1940s. An individual bodied car, with formal carriage lamps at front edge of rear compartment, curved luggage rail on roof, landau bars on rear sides, right hand drive, no windscreen, a second set of lamps forward of chauffeur's seat and divided large window to rear of chauffeur. Standard Renault bonnet and radiator. I last saw and rode in this car in June, 1946 on Long Island. There is a personal nostalgic interest involved in finding this car. **Neil Loysen, 48 Hill Street, #5B, Morristown, NJ 07960.**

DIRECTORY UPDATE

NEW MEMBERS

PRISK, Ray 1562
41 Long Valley Blvd.
Long Valley, NJ 07853

VANT HULL, Daniel D. 1563
3537 Hartzel Crest
Spring Valley, CA 91977

LEWIS, Charles A. 1564
3 Lagoon Vista
Tiburon, CA 94920

HILL, Morris G. 1565
P.O. Box 60771
San Diego, CA 92166

HAYES, Donald P. 1566
102 Crooked Spring Rd.
Chelmsford, MA 01863

FENNER, David 1567
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San Diego, CA 92154

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Autofaire
10339 Tristan Drive
Downey, CA 90241

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3149 West Altadena
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85 Emmett Ave., Apt. 311
Toronto, ON M6M 5A2
CANADA

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3321 O'Farrell Drive
Sacramento, CA 95015

FISHERING, Richard B. 1572
P.O. Box 11812
Fort Wayne, IN 46860

KNAUF, Florence L. (Dolly) 904
720 South Birch St.
Marshfield, WI 54449

[Note: Mrs. Knauf's membership continues that of her late husband, Ken. This is a new address.]

LUEBKE, Don 678
North 8699 County Trunk XX
Bear Creek, WI 54922

CHANGES OF ADDRESS

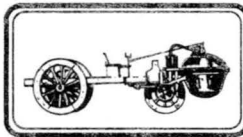
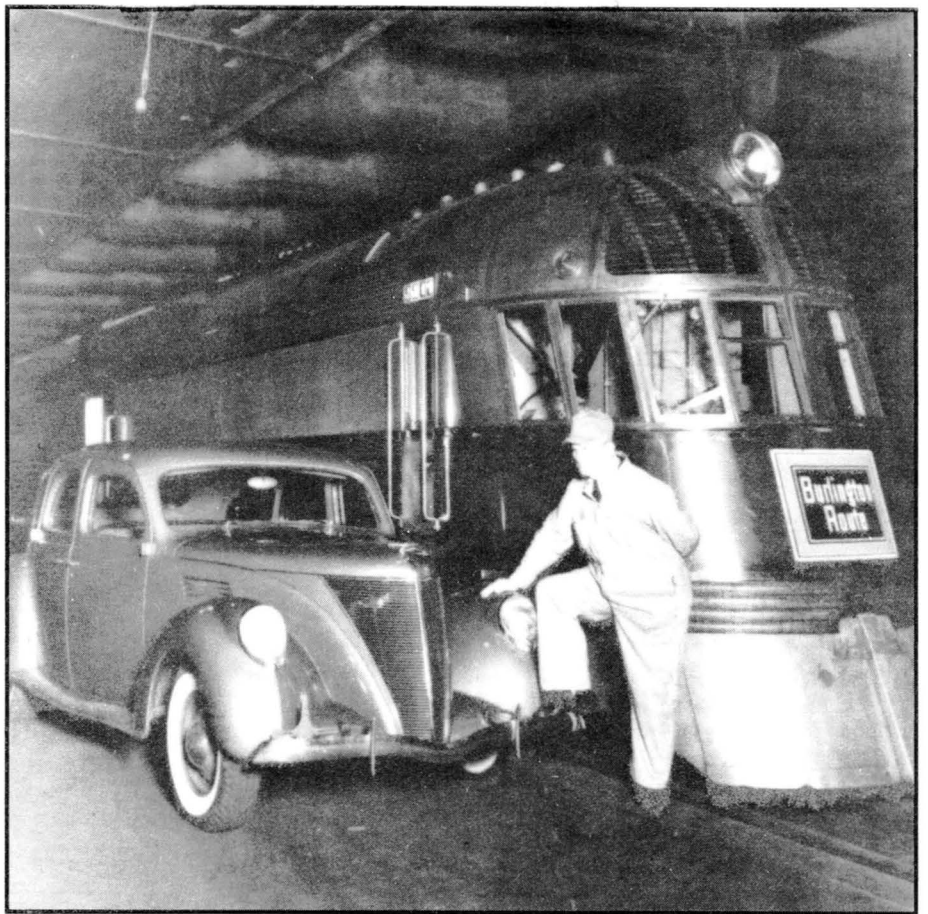
MARTIN, Jack L. 785

MARTIN, Nan E. 1536
4102 Talon Lane
Indianapolis, IN 46234-1357

PECKHAM, John M. 12F
P.O. Box 37
East Arlington, VT 05252

QUAM, Jerald D. 1308
104 2nd Avenue SE
Pipestone, MN 56164

THE WINDS OF CHANGE: Ralph Budd, president of the Chicago, Burlington and Quincy Railroad, was an early proponent of diesel-powered trains. He ordered a diesel power unit from General Motors and commissioned the Budd Company of Philadelphia to build a streamlined three-car train. The Burlington Zephyr, as it was originally called, was delivered in 1934. Budd marked another milestone when he placed the first order for a Lincoln Zephyr. Shown here are the two Zephyrs at Union Station in Chicago on December 20, 1935. Between them is John Kurns, engineman of the Burlington Zephyr. David Cole collection.



SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.
 Printing and Publications Office: 1605 E. King St. • Boone, NC 28607 • U.S.A.

Issue No. 134

September - October 1991

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