

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1991

Issue Number 135

EDITORIAL COMMENT

Rare is the person who doesn't like a bit of praise now and then. I'm no exception, so I've been glad to hear the good words that many have said about the Society publications in the last few years. I hasten to add, though, that credit should go also to those who contribute feature material, photographs, even puzzling questions, for without all that input the *Journals* you read would be dull indeed.

I was likewise buoyed by Matt Joseph's comments in his valedictory president's message; I have striven to maintain the high quality standards set by my predecessors, and to introduce a comfortable level of innovation. I was intrigued, though, even bemused, to find that another of my virtues is in reminding others to do things ("gentle reminders," they're called, though I frequently became strident in my demands for news to print). Upon reflection, this seems less like a virtue than an awesome responsibility, keeping the wheels of administration turning. Put it down, perhaps, to the fact that long-lead journalists must always be preoccupied with the future.

In the closing plaudits in the last issue I felt one officer received short shrift, and I ventured to say so, only to find that my words somehow disappeared between the time the issue left my hands and when it emerged from the printing press. I have not discovered whether this is a manifestation of mechanical failure or editing without a license, but the thought was important enough that I'll press my point once more.

In the smooth running of any organization there are a number of jobs that enjoy little glamour but which are essential to the body's very existence. Anyone who's ever been secretary or treasurer of any group knows what I'm talking about. As the Society's principal purveyor of information I must work closely with all the officers, and in my view retiring secretary Jim Cox did more than "perform," he carried out his work with an eagerness and efficiency that is rare in volunteer organizations. As the officer charged with coordinating new and renewal memberships, he dealt with inquiries and applications, often entailing follow-up correspondence, and issued membership updates weekly. The records of some complex and ingenious board meetings were swiftly reduced to unambiguous and unpretentious prose for publication and for our own archives. In addition, he willingly took on an additional burden as the Society's merchandise manager, and filled orders for decals and stationery, innovating the task with an easy-to-use, one-step membership renewal and order form.

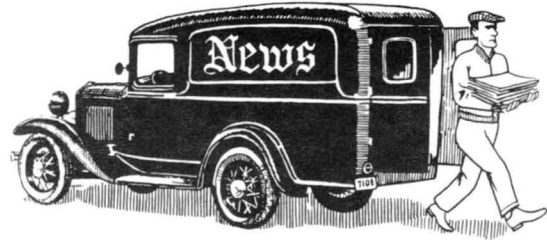
I could go on, but Jim is a modest sort of guy, more concerned with job satisfaction than image. I'll wax no more, but simply observe that in my self-appointed chair as "chief nag" I never found the need to remind him of anything, gently or otherwise.

-Kit Foster

JOURNAL OF TRANSPORT HISTORY

We have made mention in this space before of the *Journal of Transport History*, the publication devoted to the study of all forms of transportation. The autumn 1991 issue of *JTH* contains an unusual article on the problem of road surfacing in England in the 1920s and 1930s, and the threat of river pollution this caused and how it was overcome. In addition, this issue carries reviews of several books on motor transport, including one on the National Bus Company, another on the National Freight Corporation, a highly successful privatization of the United Kingdom's largest trucking business, and also Theo Barker's lively and well-illustrated *Moving Millions*, a history of London Transport, road, rail, and subway.

Prospective subscribers may receive a free sample back issue of *Journal of Transport History* by writing to Sue Higginson at the publishers, Manchester University Press, Oxford Road, Manchester M13 9PL, ENGLAND. The *Journal* is offering special concessionary rates on back numbers, and details of the contents of back issues and their prices can be obtained from MUP.



ELECTION RESULTS ANNOUNCED MARTIN HEADS SOCIETY

Jack L. Martin of Indianapolis, Indiana, was elected president of the Society of Automotive Historians for the term October 1991 to October 1993. Martin's election was announced by SAH Nominations and Elections chair George Ward. Vice president of the Society from 1989 to 1991, he served on the board of directors before that time. Martin was director of the Speedway Hall of Fame Museum at the Indianapolis Motor Speedway from 1979 to 1987, and has recently served as president of the Milestone Car Society.

SAH director Z. Taylor Vinson, of Alexandria, Virginia, was elected vice president. Vinson is a senior attorney with the National Highway Traffic Safety Administration in Washington, DC, and served two terms on the Society's board of directors.

Elected secretary was Nan E. Martin, also of Indianapolis. Robert J. Gary, of Stevens Point, Wisconsin was re-elected to his fifth term as treasurer.

Three directors were elected to three year terms. Helen J. Earley, of East Lansing, Michigan, was re-elected to a third term, and retiring president Matt Joseph, a resident of Cross Plains, Wisconsin, was named to the board. Newly elected was Paul N. Lashbrook of Plantation, Florida. Lashbrook recently chaired the 1991 silent auction.

Taylor Vinson's election as vice president created a vacancy on the board of directors. At their October 10, 1991 meeting, the directors named Patricia E. Chappell of Wilmington, Delaware, to serve the remaining two years of Vinson's term. All officers-elect were installed at the conclusion of the annual meeting and banquet on October 11, 1991 in Hershey, Pennsylvania.

UK CHAPTER HOLDS WORKSHOP

The Society's United Kingdom Chapter held a very successful history workshop on September 29, 1991. Over 125 people attended the session, held at the National Motor Museum, Beaulieu, Hampshire, which was sponsored jointly by the Friends of the National Motor Museum.

Jonathan Wood opened the event with an illustrated lecture on the British motor industry, inspired by his Cugnot Award-winning book *Wheels of Misfortune*. Cyril Posthumus spoke on his early days in the motor industry, notably with the AC firm. Robin Barraclough spoke on "Early MGs Reappraised," and Richard Waterhouse delivered an inspired address on the similarities between automotive manufacturers and piano manufacturers in the early part of this century. Mike Worthington-Williams concluded the workshop with a talk on some exotic and interesting automotive "Finds and Discoveries" which have become his specialty in automotive journalism.

The event was organized and coordinated by Chapter secretary Peter Card, who, as archivist for Lucas Industries, arranged for the display of a gallery of photographs of the firm's Great King Street premises from 1895 to the present.



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OFFICERS

PRESIDENT.....Jack L. Martin
VICE PRESIDENT.....Z. Taylor Vinson
SECRETARY.....Nan E. Martin
TREASURER.....Robert J. Gary

BOARD OF DIRECTORS

Through Oct. 1992	Through Oct. 1993	Through Oct. 1994
Thomas M. Deptulski	Stacey P. Hanley	Helen J. Earley
Walter E. Gosden	Strother MacMinn	Matt L. Joseph
James A. Wren	Patricia E. Chappell	Paul N. Lashbrook

Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$20.00 US per year. Membership inquiries, renewals, and changes of address should be directed to the Secretary at 4102 Talon Lane, Indianapolis, IN 46234-1357

PRESIDENT'S MESSAGE

Dear Members,

Thank you for electing me president of the Society. I am grateful for the honor and respectful of the challenge. Thanks, too, for electing these capable supporting officers and directors to round out the membership of the board: Taylor Vinson, vice president; Nan Martin, secretary; Bob Gary, treasurer; and Pat Chappell, Helen Earley, Matt Joseph, and Paul Lashbrook, directors. Collectively, the directors and officers of the Society will endeavor to move forward as the twentieth century enters the book of history. Yet, progress will not sacrifice or neglect the importance of being on time with our prescribed responsibilities. Some objectives are traditional, and some are new; We cordially invite you to send along your comments and thoughts. In the interim, I am readily available by telephone and mail, anxious to learn your views - or for the simple pleasure of friendly conversation.

By the way, please help your Society grow by taking the time to secure a new member from among your many friends and business associates. Thank you.

- Jack Martin

SILENT AUCTION

As noted elsewhere in this issue, 1991 auction chair Paul Lashbrook has reported that 84 bidders were successful in winning all 400 lots, with bids totalling over \$2,500. Notification to successful bidders should be going out as you read this; merchandise will be shipped upon receipt of payment for items and postage.

Thanks are due to all contributors of material, as well as those whose winning bids will help to bolster Society finances. Particular thanks go to Paul and his assistants, whose dedication to cataloging, tallying, and shipping were essential to the auction's success. Start thinking now about things you could donate to the 1992 silent auction.

DUES FOR 1992 ARE DUE

By the time you read this you will have received a membership renewal notice for 1992. Please give this your early attention so that your delivery of Society publications will continue uninterrupted, and so that we won't have to send you a reminder. Dues are \$20.00 (US funds), and should be submitted to Nan E. Martin, secretary, 4102 Talon Lane, Indianapolis, IN 46234-1357 USA. Thanks.

OBITUARY

WALLACE SPENCER HUFFMAN

The Biblical observation that "a prophet is without honor in his own country" was again true in the life of Wallace Spencer Huffman, SAH honorary member 116H, who died June 19, 1991 at age 73, after a lengthy bout with cancer.

"Spence" sensed early the coming need for comprehensive listings of auto development within his home state of Indiana, and pursued the solo task patiently over many years, with little awareness on the part of other auto historians.

From his home in Kokomo, birthplace of the controversial Haynes "first American auto," he knew well and followed the fortunes of the Haynes, Haynes-Apperson, and Apperson automobiles. Spence originated the annual reunion of former employees of these companies, and co-founded the Pioneer Auto Club. He pursued many collector activities, owning several Haynes and Apperson cars as well as a collection of Indiana license plates and radiator emblems, and was a recognized authority on antique "Greentown Glass" produced near Kokomo.

Following his studies at Indiana University, where he was a member of the 1936 All-Star football squad, he joined the Kokomo Police Department, retiring in 1962, and began another career with the Indiana Department of Welfare.

Spence was deeply proud of the honorary status granted him early in the Society's existence. His publication, *Indiana-built Automobiles*, was distributed by the Indiana Historical Society, and exists in evolving form following numerous revisions prior to 1991.

The Hoosier Heritage Chapter will find the work of Spence Huffman of tremendous value as they follow in his footsteps.

- Jim Hoggatt

AUDI HISTORY AVAILABLE

Audi of North America, Inc. has kindly made available to the Society a number of copies of *A History of Progress*, a work covering the history of the Audi, NSU, Horch, Wanderer, DKW, and Auto Union marques. A profusely illustrated 200 page softbound volume, *A History of Progress* covers the period 1873 to 1989 and deals with the commercial, and, to a lesser degree, product and sporting aspects of the firm. Complimentary copies were made available to members at the annual banquet and at the hospitality tent during Hershey weekend. A limited number of the volumes remain, and are available to members for the cost of packaging and postage.

If you desire a copy of *A History of Progress*, write Matt Joseph at 7728 Martinsville Road, Route 1, Cross Plains, WI 53528, and enclose \$ 3.00 to cover mailing costs (\$ 5.00 for Canada and overseas). Checks should be made payable to the Society of Automotive Historians.

BACK ISSUES STILL AVAILABLE

SAH NEWSLETTER AND JOURNAL

Through 1990 there have been 129 issues. Numbers 2 through 7, 23, 33, 34, 39, 43, 62, 63, 100, 101, and 118 are out of print. There are only one or two remaining copies of numbers 7, 20, 25, 65, 94, 99, 124, 125, 126, and 129 remaining, so please inquire before you send payment for these numbers. Otherwise, all numbers are \$1.25, or \$1.10 each for more than ten. Special price for all remaining numbers through 129 (slightly more than 100 issues) \$100.00.

AUTOMOTIVE HISTORY REVIEW

Through 1990 there have been 25 issues. Numbers 2, 19, and 21 are out of print, and the stock of 9, 17, 18, and 20 is so small that we are holding them to sell only with full sets of available issues.

Sets: Numbers 1 through 25 except 2, 19, 21: 22 issues \$75.00
Single issues: available numbers \$5.00 each

Make checks payable to the Society of Automotive Historians, Inc., and send to Frederick D. Roe, 837 Winter Street, Holliston, MA 01746 USA. All prices are postpaid in USA. For overseas or Canadian delivery please inquire.



Left to Right: Charles Gunn (r) accepts Brigham Award for V8 Times from Howard Applegate; Kim Miller (l), librarian of AACA Library and Research Center, receives Bradley Award from Jim Wren; David Lewis (l) is presented with Friend of Automotive History Award by Frank Robinson.

AWARDS PRESENTED AT ANNUAL BANQUET

DAVID LEWIS NAMED FRIEND OF AUTOMOTIVE HISTORY

David L. Lewis, a well-known automotive historian, writer, and professor of business history at the University of Michigan, was named the Society's 1991 Friend of Automotive History. Lewis is a former president of the Society, was a founder of the Friend of Automotive History Award, and served as its chairman from 1983 until last year. Lewis resides in Ann Arbor, Michigan.

FoAH chair, former Society president Frank Robinson, continuing the work of director Bill Lewis who could not attend, commended David Lewis for his scholarship in automotive history, as typified by his extensive writings on Henry Ford and the Ford Motor Company. Lewis, with characteristic aplomb, thanked the assembly for the honor which, he said, had caught him completely by surprise. He told the assembly that he was particularly touched, as his father had once received a similar award from another organization. On behalf of the Society, Robinson also presented Lewis with a commemorative program for an event held honoring Henry Ford on the occasion of his eightieth birthday.

BRADLEY AWARD TO AACA L&RC

The James J. Bradley Distinguished Service Award was presented to the AACA Library and Research Center of Hershey, Pennsylvania. Bradley Award chair James Wren commended the AACA L&RC for their efforts toward preservation of historic materials relating to the motor vehicles of the world.

The AACA Library and Research Center, formed in 1981 under the auspices of the Antique Automobile Club of America but today an independent educational organization, maintains extensive archives of automotive books, periodicals, literature, and artifacts. It is open to researchers on a regular basis and engages in research for individuals, businesses, and other libraries, both on site and by mail.

The award was accepted for AACA L&RC by librarian Kim Miller.



Left to Right - David Kayser accepts Cugnot Award on behalf of Michael Schoen; Howard Applegate presents John Zolomij with Cugnot Award; Pat Tobin receives Carl Benz Award.

PUBLICATIONS AWARDS PRESENTED

A joint presentation was made this year for the Nicholas-Joseph Cugnot Award, recognizing the best book in the field of automotive history published during 1990. Receiving the award were *The Motorcar in Art: Selections from the Raymond E. Holland Automotive Art Collection*, by John J. Zolomij, published by *Automobile Quarterly*, and *The Cobra-Ferrari Wars*, by Michael L. Schoen, published by CFW. John Zolomij received the award and addressed the meeting, and editor Jonathan Stein received the publisher's award on behalf of *Automobile Quarterly*. Michael Schoen was not able to attend; his award was accepted by David Kayser.

Awards of Distinction for other notable books published during the year were presented for *The Cameron Story*, by William T. Cameron and published by the International Society for Vehicle Preservation, *The Classic Kissel*, by Val V. Quandt and published by Palmer Publications, Inc., *Ford, the Complete History*, by the editors of Consumer Guide, and *Tatra: The Legacy of Hans Ledwinka*, by Ivan Margolius and John J. Henry and published by SAF (Publishing) Ltd.

The Carl Benz Award for the best periodical article in the field of automotive history was presented for "Found! the Real Lost Cord," by Pat Tobin of Chatsworth, California, a two-part series on the history and re-discovery of the prototype 1932 Cord V12 automobile. The serial article appeared in the October and December 1990 issues of *Special Interest Autos*. Both Tobin and *SIA* editor David Brownell were present to receive the award.

The Richard and Grace Brigham Award for the best overall treatment of automotive history by a periodical over all issues in the previous year went to *V8 Times*, the bimonthly magazine of the Early Ford V8 Club. The award was accepted by Charles Gunn. With this second presentation of the Brigham Award, the Publications Awards Committee has begun a policy of alternating between commercial and club publications.

SAH has also announced the establishment of the E.P. Ingersoll Award for unique and innovative presentation of automotive history in other than print media. The award is jointly underwritten with the Motor Vehicle Manufacturers Association of the United State, and will first be presented in 1992 for the 1991 calendar year.

MINUTES OF THE SAH BOARD OF DIRECTORS MEETING October 10, 1991

The autumn meeting of the Board of Directors of the Society of Automotive Historians was held at the Mt. Gretna, Pennsylvania, home of Howard and Shelby Applegate. Present were Matt Joseph, president; James Cox, secretary; directors Thomas Deptulski, Walter Gosden, Stacey Hanley, and Taylor Vinson; incoming director Paul Lashbrook; editor Christopher Foster; publications chairman Robert Hall; publications award chairman Howard Applegate; nominations chairman George Ward; Writing Standards and interim Friend of Automotive History chairman Frank Robinson; and guests Gail Joseph, George Hanley, and Shelby Applegate. Absent were Jack Martin, vice president; Robert Gary, treasurer; and directors James Wagner, James Wren, Helen Earley, and Strother MacMinn.

The meeting was called to order at 8:30 PM by president Matt Joseph. At this point proxies were handed to the secretary: Jim Wagner's for Tom Deptulski and Robert Gary's for Matt Joseph. The proxies were read by the secretary and approved by the board.

President Joseph thanked the chairpersons for their efforts over the past two years.

Secretary Jim Cox reported membership at 677, with 46 new members enrolled since April. Ballots returned in the recent election totaled 208, or about 30 per cent of the membership, this decrease from the usual election turnout of 50 per cent or more due to the late mailing of the ballot. The audit by the secretary of the election returns has been completed. All records of the office of the secretary are up to date, and ready to be turned over to incoming secretary Nan Martin.

In the absence of Bob Gary, Matt Joseph presented the treasurer's report. In his accompanying letter, Bob noted "We are spending far more than we are receiving. We need to continue to fund raise." Walt Gosden made a motion that incoming vice president Taylor Vinson, together with president-elect Jack Martin and others to be selected, review the SAH financial expenditures of recent years in order to try to reduce expenses. The motion was seconded by Tom Deptulski and passed by the board. This review is to be completed prior to the next board meeting. The feasibility of biennial audits was discussed, but no decision made.

Kit Foster discussed problems he has been having for the past year with printing of our publications. He has received quotes from printers in his area who can do the SAH publications for less than is now being charged the Society. Matt Joseph requested that decisions regarding the printer be made by the incoming president and board.

Archives chairperson Taylor Vinson reported that newspaper articles published about the project have been helpful to the cause. The newly-formed Hoosier Heritage Chapter board members are moving ahead enthusiastically on the project in Indiana. Because of health reasons, Bill Cameron has been unable to proceed very far in Wisconsin, and possibly Bill would be happy for a replacement. Shelby Applegate reported that the Pennsylvania list is ever growing.

George Ward reported on the outcome of the recent election: elected officers are Jack Martin, president; Taylor Vinson, vice president; Nan Martin, secretary; and Bob Gary, treasurer. Elected to the board are Helen Earley, Matt Joseph, and Paul Lashbrook. There was discussion regarding the lateness of the last two elections. Taylor Vinson noted that the by-laws stipulate that "the (nominations) committee provides the board with its nominations not less than 90 days before the date of the annual meeting of members." Because the board has no right to approve or power to disapprove the slate, Taylor reasoned that the implicit purpose appears to be to assure the board that the time requirements are being met. The board was not notified of the slate in the past two elections (and for a number of years preceding, for that matter), and the board as a whole agreed this should be done in the future to assure that elections will be held in a timely manner.

Matt Joseph reported that this year's Friend of Automotive History Award would be presented to David Lewis, and he reported for Jim Wren that the AACA Library and Research Center is the recipient of the James J. Bradley Award.

Cugnot/Benz/Brigham chairperson Howard Applegate announced the publications awards as follows: Cugnot Award presented jointly to *The Motorcar in Art: Selections from the Raymond E. Holland Automotive Art Collection* by John J. Zolomij and *The Cobra-Ferrari Wars* by Michael L. Schoen. Cugnot Awards of Distinction went to *The Cameron Story*, by William T. Cameron, *Ford, the Complete History*, by the editors of *Consumer Guide*, *Tatra: The Legacy of Hans Ledwinka*, by Ivan Margolius and John J. Henry, and *The Classic Kissel*, by Val V. Quandt. The Carl Benz Award presented for "Found! The Real Lost Cord," by Pat Tobin, which appeared in *Special Interest Autos*; Brigham Award to *V8 Times* publication of the Early Ford V8 Club.

With regard to public relations, Bob Hall reported that several articles have been printed in *Old Cars* over the past year, and that he would write a release about the election of new officers and directors, and the award recipients.

A brief discussion followed on the Writing Standards Committee. Because the committee was not in place, any decision as to how to proceed was tabled for the winter meeting.

Likewise tabled after a brief discussion were any discussions regarding the Centennial and *Dictionary of American Biography* projects.

Paul Lashbrook commented on the recently conducted silent auction. Bids were received from 27 states, plus Australia, Canada, England, and Norway. A total of 84 bidders bid on 400 lots. Successful bidders number 71; \$2,526.28 was the total of successful bids. Paul requested comments and guidelines for next year's silent auction.

Stacey Hanley reported on activities at the hospitality tent and on preparations in place for the following evening's annual banquet, for both of which she has had charge.

A site for the winter board meeting has not yet been selected. Jack Martin and Taylor Vinson will poll the board members by mail on three choices.

Pat Chappell was appointed to fill the board vacancy created by Taylor Vinson's election as vice president.

Matt Joseph reported that George Cutlip has never cashed the SAH check given to him for public relations, and would instead tear up the check. Regarding the Audi booklets, Matt commented that, due to timing, he was not able to insert a notice of their availability in the *Journal*, but that Kit would do this in the next issue.

An expression of thanks by all in attendance was given to the Applegates.

There being no further business, Stacey Hanley made a motion to adjourn. The second was unanimous. The meeting was adjourned at 11:15 PM.

Respectfully submitted,
James H. Cox, Secretary



DO YOU KNOW WILLIAM COLLIER?

Bill Pryor of Nashville, Tennessee (615-298-1311) is writing an article for *Automobile Quarterly* on the Marathon automobile built in Nashville from 1910 to 1914. Marathon's general manager was William H. Collier, born in 1874 or 1875, whose previous employment was as an engineer for Southern Engine and Boiler Works of Jackson, Tennessee. After Marathon's fall, Collier moved to Paynesville, Ohio, returning to Jackson in 1920 to buy Southern Boiler. The company went out of business in 1924, and Pryor is unable to trace him after that.

Collier was an inventor of, among other things, a patented combination typewriter and printing machine. Pryor is interested in learning of Collier's educational background. He intends to contact "a New York library dealing with engineering societies," and mentioned an entity called "Society of American Engineers." He has checked the National Automotive History Collection at the Detroit Public Library, and I suggested the Henry Ford Museum and the Business History and Automotive History Departments at the Smithsonian Institution. Does anyone have any other clues? **Taylor Vinson, 1314 Trinity Drive, Alexandria, VA 22314**

BUGATTI BITS AND THE TT VAUXHALL

Automotive History Review No. 26 was full of interesting articles, but I found a couple of items which require comment.

As I grew up with Model A Fords, I was intrigued with the unusual engine pictured on page 19, but soon realized that the photo was flopped side-to-side. Imagine my surprise to discover another "flopped" photo, bottom of page 3.

Just for the record, there are a couple of errors in David Styles' article on Raymond Mays ("The Lincolnshire Giant Killer"). In the first paragraph, following a "color" theme, Styles has Mays driving "Black Bess," identified as a Type 13. "Black Bess" is a rare type Bugatti of five litres, of which only two were produced. This has been called the "Type Garros" and numbered as Type 16 (or perhaps 19; I don't have access to the most recent Bugatti literature) recently. Mays drove two modified "Brescia" Bugattis (Type 13), which he called, to continue the color idea, "Cordon Rouge" and "Cordon Bleu."

Later, Styles suggests that the Vauxhall-Villiers was derived from a 30/98 Vauxhall. I believe this is incorrect also. The Vauxhall-Villiers was derived from the 1922 TT Vauxhall (dohc 3 litre), completely different from the 30/98. There is a fascinating story about the TT Vauxhall in *The Grand Prix Car* (1949 edition, page 141).

Sorry to nit-pick, but we are about history. **Frederick A. Usher, 1066 Mission Canyon Rd., Santa Barbara, CA 93105**

REILAND AND BREE

The Reiland and Bree Truck Mfg. Co. dates from 1923 (or 1922), and lasted into 1941. The brand is listed in some lists as R&B, rather than by the people's names as in the ad. The first models of the truck used Waukesha engines, and the line ran from 1 1/2 ton through 2 1/2, 3 1/2, and up to five ton size. Some directory publications list the brand as discontinued in some years; *Branham*, for example, shows it as discontinued in 1925. After the 1923 models the firm began to use various other brands of engines such as Hercules and Continental (S-4 model), as well as Waukesha. Prices of truck chassis ran from \$1195 up to \$3995. Serial numbers indicate as many as 20 units *might* have been built in 1923, and perhaps a few prototypes preceded these (as many as three). I suspect the firm may well have been closed in some of the years, perhaps had new owners, or, even more plausible, some years simply sold no new trucks, hence made none.

I find some old parts books list the brand; others do not. The Warner Gear parts book for 1935 shows Reiland & Bree trucks for 1928-35, but not in the same sizes and models each year. A two-ton model for 1928 and '29 is the only one shown, then 1 1/2 and two ton models are shown for 1930-32, and for 1932-35 it shows only a 2 1/2 ton model. Presumably, sales were relegated to the Chicago-Milwaukee area. **Elliott Kahn, 58 Verbena St., Clearwater Beach, FL 34630**

Other members have heard of Reiland and Bree, too. In addition to Elliott's information, we have heard from Asbjorn Rolseth and Jim Bibb with various encyclopedic citations on this elusive truck. One day we may have a photo of one on the cover of SAH Journal.

-Editor

"C" FOR CITY

In regards to the "Mystery Metz" car, "Charles C" may denote Charles City, Iowa. Three manufacturers are listed from there in the *Standard Catalog of American Cars 1805-1942*; Cole, Daley, and Hart-Parr. We lack photos of the Cole and Hart-Parr experiments, but we can reasonably assume that at least a handful of Daleys were made, and of a quadricycle design at that.

Since Daleys were made piecemeal, it's reasonable to assume their features varied. Daley did, in fact, promote the two-cylinder engine.

Of course, painted-on letters do not signify the mystery car was ever manufactured in Charles City, Iowa (a panel cut from a wooden shipping crate?), but it's a thought. Daleys were made from 1895 to 1898, which puts them in the right time period. **Lee Beck, 405 Riverside Dr., Piqua, OH 45356**

This Metz/Hertel/Daley puzzle is one of the longer running and more interesting queries to run in SAH Journal. Members David Cole and Donald Paul also figured out the Charles City clue and mentioned the possibility that the car is a Daley, a conclusion which questioner Mike Worthington-Williams and the car's owner had reached on their own. Hayden Shepley points out that the mystery car, which appeared in SAH Journal No. 126, and the Daley pictured in the Standard Catalog differ in some respects, in particular the height of the floor and apparent placement of the engine. The evidence linking this vehicle to Charles City, and Daley in particular, does appear to be circumstantial. Thanks to all who helped.

-Editor

EARLY FORD QUESTIONS

As research historian for the Veteran Car Club of Great Britain I carry out investigations into the history of vehicles manufactured prior to 1919. None of the work is for financial gain, but purely to provide a data base for VCC members' cars which are submitted for official club dating.

At present, I am researching early Ford cars, in particular the models A, AC, C, and F, of the 1904-1907 period. I would like to ask if any members have the answers to the following questions:

1. How many engines were supplied to Ford by the Dodge brothers for use in the Model A? How can they be identified?
2. How many of these engines went to Ford Canada at Walkerville?
3. Do any records exist of the serial numbers of these cars, as they do for the Model T?
4. Was the rear entrance tonneau body style available on USA-built Model As prior to January 1905?
5. There appear to be many different numbers stamped on these earlier engines; one car has three different numbers on the flywheel alone, but it is not clear which are true engine numbers. Does the car/chassis number ever appear on the engine? If so, in what location?

There are unconfirmed rumours that some late cars are being restored to earlier specifications, and, if this is so, the serial numbers and detailed differences could help to establish the true history of a vehicle. **Gordon Brooks, 22 Cinques Road, Gamlingay, Sandy, Bedfordshire SG19 3NW ENGLAND.**

EUROPEAN MOTOR INDUSTRY RECORDS

At a meeting on the regional collection of business archives in Europe, held at the Westfalian Business Archives in Dortmund, Germany, in late September, some information emerged on the fate of European motor industry records which may be of interest to SAH members. It appears that Auto Union (Horch, Audi, DKW, and Wanderer) records of the pre-communist period have survived in the custody of the Dresden Staatsarchiv.

On a less happy note, my report on the closure of the history unit of Ford UK was matched by information that a similar closure had occurred at Ford Cologne, with the transfer of files to Dearborn. **Richard Storey, 32 High St., Kenilworth, Warwickshire CV8 1LZ ENGLAND**

THE FIRST HIGH SPEED TRUCK?

Luverne Automobile Company, of Luverne, Minnesota, made a fire truck on one of its car chassis as early as 1912 (*Antique Automobile*, Nov.-Dec. 1969, p. 28), but waited until about 1916 to begin serious truck production. I'm doing some research on the company and would like to prove or disprove two claims.

One claim is that the company was "the first manufacturer of a high-speed truck, a vehicle which could travel almost as fast as a standard passenger car" (undated St. Paul newspaper article in the collection of the Minnesota Historical Society). The other claim is that the company "was the first in the nation to market a six cylinder truck on pneumatic tires, despite the scoff of competitors" (Rock County *Star-Herald*, Luverne, Minnesota, in its January 14, 1960 obituary for company co-founder Fenton A. "Al" Leicher).

There are two more bits of evidence about the Luverne's pioneering efforts with pneumatic tires. *The Automobile* of May 4, 1916 (p. 832) describes a Luverne fire truck with tires that were "cushion type, dual at the rear." The November-December 1969 *Antique Automobile* article also contends: "At a time when most trucks were low-powered and slow on hard rubber tires, Luvernes could be had with six cylinder motors, were fast and powerful on pneumatic tires. Since tire makers knew little about making heavy duty tires, Goodyear sent engineers to the Luverne plant to study the requirements and to learn how best to build the tires" (p. 30).

My question for SAH members is: can the Luverne truck lay claim to being the first high-speed truck as well as the first truck to use pneumatic tires? **Curt McConnell, 921 E St., Lincoln, NE 68508 (402) 475-2234.**

WHAT DID HENRY DRIVE?

"The only real question," asks the most recent issue of *Archive*, publication of the Royal Automobile Club's Historical Committee, "is did he (Henry Ford) drive any one else's vehicles before that date" (May 1896, the recorded maiden voyage of Henry's quadricycle).

Joan Williamson, the RAC's librarian, has kindly sent a copy of the March 1991 issue of *Archive*. In it, Julie Allport has presented the fascinating story of the Circle of Nineteenth Century Motorists, a society of pioneers of the motoring movement in Britain prior to 1900. Founded in 1927 by Walter Bersey, James Sidney Critchley, Ernest Instone, Lt. Col. Charles Jarrott, and Edgar Duffield, the Circle grew quickly as others sought to establish their credentials to join the select group. By the following year, nearly 200 persons had convinced the committee that they had indeed driven motor vehicles before the turn of the century.

The group's main activity was an annual reunion, held each December at varying locations in London. Invariably, the program consisted of countless tales recounted by members of those early years. The last recorded meeting was a luncheon in 1943; the war undoubtedly hampered further events and somehow they never resumed afterwards. It is believed that the late St. John Nixon, who died in 1971, was the last member of the Circle.

There were inevitably celebrity members, and one such was Henry Ford, admitted on proposal of Sir Percival Perry, then chairman of Ford in Britain, in 1930. But Ford's application is curious. The entry "Date you received 1st Driving Licence" is filled with a dash, and the "Approximate mileage driven prior to April 15th, 1900" is given as "many thousands." For "Names of Motor Vehicles driven, prior to April 15th, 1900" Ford entered "Many since 1904," the date being later crossed out and altered to "1894." Therein lies the question. Since the first quadricycle run is accepted as happening in May or June of 1896, if Henry drove before that date it would have had to have been in a car other than a Ford. "Many" implies that it could have been.

Nevins and Hill (*Ford, the Times, the Man, the Company*) related some testimony in the (presumably Selden) patent hearings claiming that Ford's motor carriage "ran on the streets" in 1893, and this was supported by Ernest S. Huff, employed by Ford, who testified he had seen the vehicle on the road in the spring of that year. But, Nevins and Hill concluded, "all this testimony seems to represent is a blending of poor memory and wishful thinking, or a deliberate attempt to antedate Henry Ford's accomplishment. His experiments with a satisfactory motor reach an encouraging phase only in December 1893 and both motor and car still had to be constructed."

Have any Ford scholars uncovered evidence that Henry drove a car before his first sojourn in the quadricycle? And if so, what was it?



BOARD TRACK - GUTS, GOLD, AND GLORY, by Dick Wallen with 20 other contributors. 434 pages, over 850 black and white photographs, 40 pages of color illustrations. Hardbound, 11 x 8 1/2 inches (horizontal). Dick Wallen Productions, P.O. Box 2261, Escondido, CA 92033. \$106.00 postpaid. Deluxe edition with matching sleeve, \$136.00 postpaid.

This book covers a phenomenon which took place only in the United States of America: automobile racing on speedways constructed primarily of rough-finished lumber. During the period from 1910 to 1931, board tracks, varying in circumference from one half to two miles, sprang up all over the country.

The text of this book was compiled by twenty sportswriters and historians, two of whom are former editors of *Automobile Quarterly*. They are responsible for having prepared individual chapters on each of the 24 speedways covered, including such details as location, construction, configuration, designers and builders, promoters and owners, plus a capsule account of the events which took place there.

An almost overwhelming array of illustrations is an important feature. Here are pictures of cars and drivers, personalities, program covers (one by Peter Helck), pit badges, ticket stubs, a cutaway drawing by Dave Kimble, and several drawings of speedway layouts and details. Captions, placed on the spinal margins, provide limited identification, and there are no credits; apparently all are in the realm of public domain. Prints from the Indianapolis Motor Speedway photographic collection are in strong evidence.

Automobile racing historians will be impressed with the outstanding research information tabulated by Phil Harms. He has done a fantastic job presenting a summary of championship board races (arranged chronologically from 1915 through 1931), a board track driver championship race summary report (arranged alphabetically), and ten pages of box scores (arranged alphabetically by track name and giving race number, date, distance of race, finishing position, driver's name, car name and number, laps completed, time taken, and average speed). Regretfully, the AAA sanction numbers have not been posted.

Board Track - Guts, Gold, and Glory has been privately published by Dick Wallen Productions, well-known in the field of auto racing videos. It is not sold in bookstores. Printed by Kutztown Publishing Company, the format is similar to that of *Automobile Quarterly*. Unfortunately, this style becomes unwieldy in a work with so many pages. The text suffers from more than the usual number of typographical and factual errors, as well as a lack of editorial expertise. Notwithstanding these annoying deficiencies, it represents the first effort to record the history of the board track era in a single volume. In short, it is a *good* book; it could have been a *great* book.

- Charles Betts

THE MACHINE THAT CHANGED THE WORLD, by James P. Womack, Daniel T. Jones, and Daniel Roos. 323 pages. Hardbound, 6 1/2 x 9 1/2 inches. ISBN 0-89256-350-8. Rawson Associates, Macmillan Publishing Company, 866 Third Avenue, New York, NY 10022. \$22.50

The greatest thing about automotive history is that there's more of it every day. As William Faulkner once said: "History isn't 'was', it's 'is'." At the beginning of the automobile's second century, there's a fundamental change in the way they are being developed, manufactured, and marketed, the stuff of historians of the future. During the turmoil of revolutions it may be difficult to get a perspective on the events of the day. The genius of this book by the senior staff of MIT's International Motor Vehicle Program is that it lays out with great clarity where the American automobile industry has been, where it is now, and where it - and the world - ought to go.

In the short time since the book appeared in 1990, thanks to favorable reviews and wide publicity, the term "lean production" has entered the lexicon of business language as a synonym for the Japanese way of doing things. But most reviews have neglected what may appeal most to SAH members: how the industry arrived where it is today. The authors trace automobile manufacturing through three eras of production: craft, mass, and lean. The industry began with nineteenth century craft production, and elements of it exist still in small manufacturers like Aston Martin, and in larger ones such as Volvo with its work circles. Mass production originated in 1911, and, in the authors' view, did not really predominate world-wide until half a century later, 1961. Lean production had its origins with Toyota in the 1950s. Its hallmarks appear to be less waste of human and financial resources from design to sourcing to production to sales, resulting in greater production flexibility, and the growing ability to offer as wide a range of products as may have been available in the age of craft production. That conclusion is only one of the many surprises that await the reader.

Clearly, the authors consider Henry Ford the man of automobile's first century. The text is enlightening on his pioneering diffusion of production outside the US, and the difficulties of establishing mass production in foreign climes. Ford's name runs like a *leitmotif* throughout the book as the techniques of his day are compared or contrasted with those of today. Here's a sample: "More than sixty years have passed since the introduction of Henry Ford's Model A with its all-steel body. Yet, across the world, nearly all motor vehicle bodies are still produced by welding together about 300 metal parts stamped from sheet metal." This also illustrates the authors' relaxed, non-academic style, and the ability to tie together disparate threads in an informative manner. This could be the best book about the business of making cars since *My Years with General Motors*.

- Taylor Vinson

ROYAL ROLLS-ROYCE MOTOR CARS, by Andrew Pastouna. 240 pages, 220 black and white illustrations, plus 16 pages in color. Hardbound, 7 3/4 x 10 1/2 inches. ISBN 1-85532-142-4. Osprey Publishing, London. Sole US distributors: Motorbooks International, P.O. Box 2, Osceola, WI 54020. \$48.95

Andrew Pastouna is known to millions who have listened to British Forces Broadcasting, and is well known as a writer on varied subjects. He chose an interesting subject for this book: the Rolls-Royce cars owned personally by members of the royal family from 1910 to the present. As Daimler held the royal cipher ("by appointment"), all official cars since the first days of King Edward VII had been supplied by Daimler.

The listing of the 46 Rolls-Royce cars covers those both privately owned by the royals and official cars after the cipher passed from Daimler to Rolls-Royce in the 1950s. The owners included His Majesty the King, Her Majesty the Queen, Her Majesty the Queen Mother, and their Royal Highnesses the Prince of Wales, Princesses Arthur, Mary, Victoria, Marina, Alexandra, and Margaret, the Dukes of Kent, Gloucester, Edinburgh, and Connaught. Many interesting things turned up from the pen of author Pastouna which this reviewer, who thought he *knew* Rolls-Royce, learned for the first time.

Why did Daimler lose the royal cipher? Pastouna cites four reasons. How did Rolls-Royce obtain it? That is made clear. No less than five Rolls-Royce are currently in regular use, carefully maintained at the Royal Mews.

This is automotive history at its best, which, except for Pastouna's research and careful chronicling, might never have been brought to light.

- Keith Marvin

AMERICAN LaFRANCE GENEALOGICAL CHART, 1831-1991, 160 Years Devoted to "The Standard of Excellence," compiled by John M. Peckham for the American LaFrance Phoenix Society. Printed in red and black on white, 22 1/2 x 35 inches. \$5.00 plus 75 cents postage and handling (folded - available rolled, price on request). ALFPS, P.O. Box 37, East Arlington, VT 05252

For those whose predilection is the history of fire apparatus and who like to dabble in genealogy, this chart is a must. For the price it is a gift.

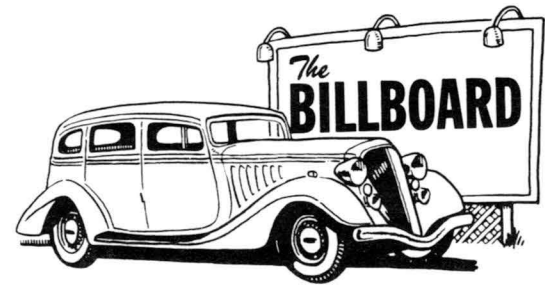
Compiler Peckham, a former Society president, internationally famed artist, and noteworthy automotive historian, is also the official historian of American LaFrance. As such, he is the oracle of that marque and its colorful and involved history.

The chart is a masterpiece of some ten years' meticulous research, and, without being exactly like it, resembles Walter MacIlvain's astounding chart "Lifelines of the Automobile" of some years ago.

In its 160 years of activity, American LaFrance, through numerous mergers, reorganizations, and acquisitions, has built up a highly complicated pedigree, and here it is, beautifully printed and annotated. The chart is also embellished with various types of badges and related logos pertaining to both its American and Canadian heritage.

My prediction is that within months hundreds of these will hang on the walls of firehouses in both countries, and occupy honored space in automotive libraries. Get yours now.

- Keith Marvin



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, or to trade. Ads for vehicles or parts are not accepted.

WANT TO BUY: Annual Reports for American Motors, 1959, 1963, and 1969. Factory photos for Checker cars 1956-1982. **Pat Foster, 42 Buckingham Place, Milford, CT 06460**

WANTED: Nyberg literature and any references to serial numbers of the vehicles manufactured and sold across the United States from 1903 to as late as the 1920s. Any information you may have tucked away will be appreciated. **Bob Youngberg, The Henry Nyberg Society, 35 Fourth Ave., Arlington Heights, IL 60005, (708) 956-8595 (call collect).**

FOR SALE: Offers invited for: signed copy of *The Motoring Montagus*, St. John Nixon's *The Antique Automobile*, Owen's *Racing Coopers*. **Richard Storey, 32 High Street, Kenilworth, Warwickshire CV8 1LZ ENGLAND.**

WANTED: *Motor Age*, May 1927. Other sources on electric Auto Red Bug. Turkey Red or Mecca cigarette cards of automobiles or drivers. **Steve Girr, 733 Ridgewood, Gainesville, GA 30501**

WANTED: *Cycle and Automotive Trade Journal*, Sept. and Oct. 1906, Feb. and Apr. 1905, 1904 and earlier. **Bill Cuthbert, 4555 Cherry Ave., Santa Maria, CA 93455 (805) 934-2816**

WANTED: *The Insolent Chariots*, by John Keats. Hardcover or paperback okay — this is needed for research, not as a collector's item. **Jim Hockenhull, P.O. Box 897, Pullman, WA 99163**

WANTED: Any 1910 and 1911 issues of *The Motor Truck* magazine, published by the Automobile Journal Publishing Co. in Pawtucket, RI. Will purchase or use briefly for research. Also wanted to purchase: *The Modern Motor Truck* by Victor W. Page. **Frank C. Derato, P.O. Box 2260, Norwalk, CT 06852**

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DO YOU KNOW THE WAY TO EVESHAM? The late Cecil "Sam" Clutton's 1908 twelve liter Grand Prix Itala rounds a turn in what we think is Cheltenham. Would anyone hazard a guess as to the event and year? Clutton competed in this car for over fifty years. Rob de la Rive Box Collection.



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