

# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January - February 1992

Issue Number 136

## EDITORIAL COMMENT

Observant readers probably noticed a few subtle changes in *SAH Journal* No. 135. The most obvious clue was a new return address, occasioned by our moving the printing and mailing of our publications from North Carolina to a local printer here in southeastern Connecticut. After a thorough review of our publishing arrangements it was my conclusion that we could improve the timeliness of *SAH Journal* and *Automotive History Review* and also reduce the cost of printing by using a printer closer to my location, and the new administration concurred. So with this announcement we welcome to SAH Linda and Terry Zanes and their staff at Sir Speedy Printing in New London, Connecticut. One additional benefit of Linda and Terry's operation is that they use computer technology that is compatible with my word-processing hardware and software. That makes it possible for me to transfer text to them in diskette form, and obviates the need for them to type it all in one additional time. This capability saves us money as well as time.

It does, however, mean that I must type everything once, even if it is presented to me in clean, readable typescript form. *Unless*, that is, contributors are able to send items to me on diskette. A few members have done this already, and it certainly helps reduce the amount of work I have to put into each issue, as well as reducing the probability of error. Judging from the look of many of the letters I receive, I suspect that many members have computers on which they type (or process) their correspondence. It would make sense, then, to take advantage of this technology. So whenever you can, send me items for publication on computer diskette; the lengthier the item, the more important this is. Don't worry about "Billboard" ads and short letters, but book reviews and feature articles are excellent candidates for this higher-tech information interchange.

Those of you who haven't already been turned off by this tech-talk will be wondering just what *type* of computer diskette I mean, and in which word processing format I prefer your text. I use several IBM-compatible personal computers with the ubiquitous DOS operating system. I prefer 5 1/4 inch diskettes, but can convert from 3 1/2 inch disks if necessary. I use the WordStar and WordPerfect programs, but I've been pretty successful in reading text created with many other brands of software, PFS Write and MultiMate in particular. And if all else fails, DOS text files will save the day, so if you can save your text in that form, in addition to your "regular" format, it would be a good idea to include that on your disk.

If you're one of the clever souls with a MacIntosh, don't fret. I don't have one, but our printer does (in fact that's how our final layouts are created), so just send me a regular 3 1/2 inch Mac disk with a note as to what's on it and in what format. And in all cases, please include a printout so that I'll know what I'm looking for when I go searching electronically.

No, I don't yet have a modem, so you can't send me text on-line, but I will send your disk back, so that you can keep on contributing.

-Kit Foster

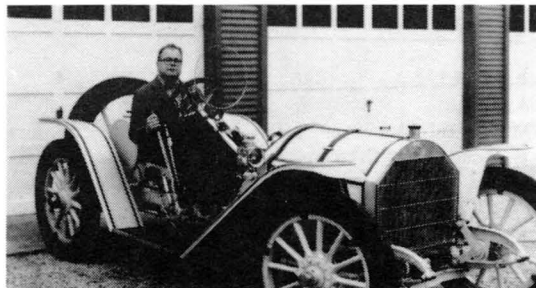
## DON'T FORGET YOUR DUES

Dues for the year 1992 were due and payable at the start of the year. If you have not yet paid your dues, please give the matter your attention and send your remittance of \$20.00 (US funds, please) to Nan E. Martin, Secretary, 4102 Talon Lane, Indianapolis, IN 46234-1357 USA. This will save us the trouble and expense of sending you a final reminder. Members whose dues remain unpaid after April 1st face suspension of membership privileges, including Society publications.

To those of you who have already responded to the dues notice the officers, directors, and editor extend their thanks.

## OBITUARY

### HENRY AUSTIN CLARK, JR.



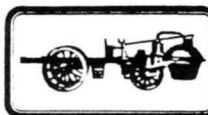
The many tributes which have followed the December 15th, 1991 death of Henry Austin Clark, Jr. reflect the measure of a man who was a giant in the old car hobby and a literal savior of automotive history. His audiences will long remember the witty raconteur who wove hilariously shaggy tales of antique car adventures which serendipitously seemed always to happen to or around him. Personal friends and total strangers alike will long remember the man who was generosity personified. But it is doubtful whether anyone will ever be able to accurately assess the depth of gratitude that automotive history owes to Austin Clark.

He began amassing his awesome library during a period when makers of automotive history were routinely discarding their files, their provenance, their heritage. Long before automobile history became fashionable, Austin Clark made collecting, preserving, and disseminating it his life's work. It is impossible to estimate the number of automotive history articles that could not have been written had it not been for the Austin Clark library. The *Standard Catalog of American Cars 1805-1942* would have been hundreds of automobiles shorter had it not been for his finding and keeping the only piece of documentation extant which proved the vehicle had indeed been built. Our knowledge of the field overall would be far the poorer except for this remarkable man who recognized so early the importance of remembering our automotive past. And sharing it. The cheerful helping hand that reached out from Long Island to fellow historians the world over is the stuff of legend. Wally Clark, often introduced by Austin as "my first wife" and to whom he was married for forty-seven years, has commented that whenever her husband happened upon an automotive question while reading at the breakfast table, he would head for his files after coffee, dig out a brochure or whatever, copy it, and have the material in the mail to the questioner before lunch. And there didn't even have to be a question asked. "All Austin had to know was that somebody was researching something," Wally said. "If he thought he had something of interest he'd send it along." And he was doing this until the day he was hospitalized.

Fortunately, prior to his illness, Austin Clark made arrangements to donate his library to the Henry Ford Museum. The Ford people have promised that, in addition to keeping the collection intact, they plan to recreate Austin's desk, complete with mounds of paper teetering precariously on all four corners, flanked by the "priority" pile in the middle which sloped none too gently, defying gravity, toward the knee-hole where he worked. Conceivably it may take the Ford Museum as much time to put together the HAC Jr. desk as it did to construct the "Automobile in American Life" exhibit.

Austie, as he was known affectionately to his friends, was one of a kind, in so many ways.

-Beverly Rae Kimes



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*SAH Journal* (ISSN 1057-1973) is published six times a year by the Society of Automotive Historians, Inc. Copyright 1992  
CHRISTOPHER G. FOSTER, EDITOR  
1102 Long Cove Road, Gales Ferry, CT 06335 USA

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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:

It is my pleasure to appoint Beverly Rae Kimes as chairperson of the Nominations and Elections Committee. Bev's work as a member and past president (1988 - 1990) is one of the major reasons we enjoy a strong organization and the flexibility to resist disruption while remaining objective and positive. We welcome you Bev, and look forward to your valuable contributions which will be instrumental in allowing us to achieve our goals and objectives.

Change? The new year will afford us many changes, some of which may be welcome. An early change for the SAH involves the printing of the *Journal*. The printing is now being contracted within a few blocks of our editorial offices in Connecticut, rather than several hundred miles distant. The previous issue, Number 135, instituted the move and this has resulted in a reduction of production time and has proven quality and cost effective. Kit, please take a deserved bow.

Other changes include implementation of a user-friendly computer software program enabling SAH to better manage the membership roster, silent auction, publication of a membership directory and printing of the all-important mailing labels to expedite delivery to you. Planning for this change is timely in view of the personal decision by David Babb to opt for early retirement. David developed a hands-on DOS data base program some years ago and has been the guiding force responsible for maintaining and managing the SAH membership records and production of mailing labels. We thank you David; it has been rewarding to know and work with you, and we wish you and yours well.

The winter meeting of your board of directors has been set for Saturday, March 21, 1992, and the site is the historic and delightful Auburn-Cord-Duesenberg Museum in friendly Auburn, Indiana. Skip and Cathy Marketti have graciously consented to be our host and hostess, and we are looking forward to our visit.

Perhaps you have some thoughts or issues you would like the board to consider. If so, please send them along to me. In the interim, please help your Society grow by taking the time to secure a new member or two from your many friends and business associates. Thank you.

-Jack L. Martin

## SILENT AUCTION

Even as last year's silent auction winds up with the shipping of lots to all winners, it is time to start thinking toward this year's event. Please take a look in your library for duplicate or excess books, literature, or automobilia that you might donate to the Society for the 1992 silent auction. This year's auction staff is not finalized at this time; a call for contributions with shipping address will appear in the next issue of *SAH Journal*.

The silent auction has been the primary fund raiser for the Society since instituted in 1988 by Beverly Rae Kimes and Bob Gary. Our particular thanks for the success of the 1991 auction go to director Paul Lashbrook, who, with the unwavering support of his wife and his secretary, took care of all aspects: cataloging, tallying, and shipping. Thanks again, Paul!

## PUBLICATIONS AWARD NOMINATIONS

One of the more important things we do as a Society is to recognize excellence in automotive history publications. While the Publications Awards Committee is charged with selecting winners in each category, the most important input they get comes from members. Members are encouraged to submit nominations for each of the publication awards.

The Nicholas-Joseph Cugnot Award recognizes the best book in the field of automotive history published during the previous calendar year. The Carl Benz Award is given to the best periodical article or series on automotive history from the previous calendar year, and the Richard and Grace Brigham Award is presented for the best overall treatment of automotive history by a magazine over all issues of the same period. New this year is the E.P. Ingersoll Award, jointly underwritten with the Motor Vehicle Manufacturers Association of the United States, for the best treatment of automotive history in other than print media.

Nominated works must bear a copyright date of 1991, or, in the case of periodical articles, must have appeared in an issue with a 1991 cover date. A series appearing in parts of two years may be nominated for either year, but will have only one year of eligibility. The Brigham Award is alternated between commercial and club publications, and can be presented to a publication only once in a five year period. The Brigham Award was won by *Automobile Quarterly* in 1990, and by *V8 Times* of the Early Ford V8 Club in 1991. The 1992 award will be for a commercial periodical.

Duplicate nominations do no harm, and members may submit as many nominations as they wish. The best way to insure that no worthy book, article, magazine, or electronic media event goes undetected is to nominate it. Awards of Distinction may be given to exceptional nominees not selected for the primary award.

Submit nominations for excellence in publishing automotive history during 1991 to the Awards Committee via secretary Nan Martin, 4102 Talon Lane, Indianapolis, Indiana 46234-1357 before the nominations deadline of June 1, 1992. Submissions should be accompanied by a copy of the nominated work.

## THANKS FOR YOUR SUPPORT

Although the costs of nearly everything associated with the smooth running of the Society have risen each year, we have been able to keep our dues at the same level for an almost-unprecedented ten years. This is due to our successful fund raising projects, in particular the silent auction, and to contributions made by members in addition to (or in lieu of) their annual dues. We would like to publicly acknowledge and thank the following for their recent contributions:

Robert N. Palmerino	Robert L. Altschuler
Robert J. Neal	Eugene G. Wanger
Benjamin F. Thompson	Stuart Abraham
Steve Gurr	Bent Mackeprang
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Joel Miller	Richard Stout
Bob Gary	Robert Lee
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Grace R. Brigham	



## NEWS BONSALL PUBLISHES PONTIAC PANOPLY

Former SAH director Tom Bonsall has written a new book on Pontiac, in recognition of the marque's sixty-fifth anniversary and thirty millionth car. *Pontiac! They Built Excitement*, a profusely illustrated 160-page work, covers the Pontiac from its 1926 inception until the present day. The author promises much that's "new," researched from company archives, as well as some photos not previously published.

Bonsall's book *The Lincoln Motorcar* received the Society's Cugnot Award for 1981. His later work, *Pontiac: The Complete Story* was recognized with an Award of Distinction in 1986. *Pontiac! They Built Excitement* is published by Stony Run Press. Information on ordering may be obtained from SRP at P.O. Box 16355, Baltimore, MD 21210.

## RUDDOCK EDITS CAM

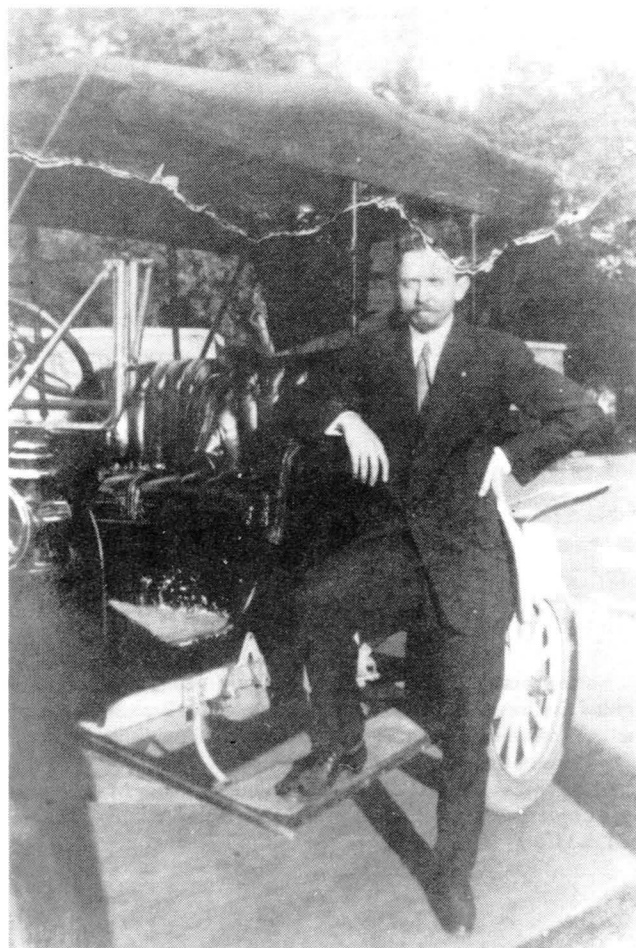
SAH member Ken Ruddock is the editor of a new monthly magazine covering the automotive scene in Connecticut. Launched early in 1991, *Connecticut Automotive Magazine* covers the gamut of automotive interest in the Nutmeg State, from historic items to the present day, automotive business, motor sports, automotive art, auto shows, and events. Recent articles have included a series entitled "Connecticut's Car Connection," with installments on Victor Pagé, the "Hardware City" cars built in New Britain, and the New Haven-built Driggs. In addition, each issue features a number of cars owned by Connecticut collectors.

*Connecticut Automotive Magazine* is available by subscription, and at many Connecticut newsstands. Contact *Connecticut Automotive Magazine*, 2415 Main Street, Stratford, CT 06497 for further information. Editor Ruddock has recently moved to Pennsylvania to begin additional duties as assistant editor with *Automobile Quarterly*.



## HATFIELD INFO SOUGHT

*Horseless Carriage Gazette*, of which I am editor, is planning a feature on Hatfield cars and trucks. We could use photographs, sidebars, and anecdotes on this marque, so if any members have such items to share I would appreciate their contacting me at the address below. **John C. Meyer III, 24244 Hamlin Street, West Hills, CA 91307-2825 (FAX 818-888-2648)**



## NOT A PACKARD?

I am enclosing a copy of an old print of my late uncle, Dr. Clarence A. Hartley, Sr., of Evansville, Indiana. Uncle Clarence loved cars, even though he was not particularly mechanical, and drove mostly Packards for many years. Once he owned a Cord L29, but always considered Packards to be better cars.

This photo must have been taken in the early teens, and the car seems *not* to be a Packard. Can any SAH members identify it? **Rev. Joe Collins, 520 N. Swope St., Greenfield, IN 46140**

## THREE QUESTIONS

Back in about 1939 I found an item in a small German auto magazine which was lent to me (I believe it was *Motor-Kritik*, founded by Josef Ganz). It reported that a Los Angeles engineer of French origin named Houdry had invented a catalytic converter for automobiles destined to reduce the local smog from exhaust emissions. So far it has not been possible to corroborate this information or find more details.

When Cadillac and LaSalle introduced synchro-mesh for second and high gear in their 1929 range, I heard the following story: A San Francisco garage owner with a technical fibre had designed a rough prototype in order to eliminate double-declutching for downward gear changes. He demonstrated it to General Motors engineers, who took it up, developed it fully, and fitted it to the top ranges for the 1929 model year. This information contradicts another source, according to which the cone-type synchronising device was originally developed by Borg-Warner.

Why did John and Horace Dodge incorporate a six point star (also called the "Star of David") in their radiator badge?

I should be grateful if any member has answers to any of these questions, or could suggest how to continue research on them. **Robert S. Braunschweig, Humboldtstrasse 39, CH-3013 Bern, SWITZERLAND**

## KISSEL'S HIGH SPEED TRUCK

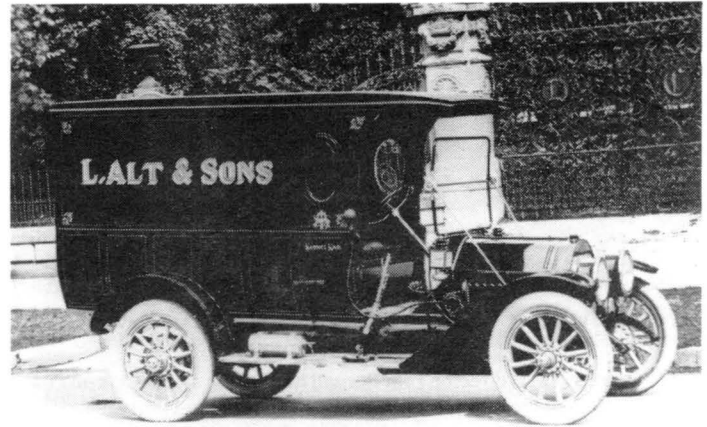
Curt McConnell has asked (*SAH Journal* No. 135) whether the Luverne Automobile Company, from the Minnesota city of that name, was the first to have a high speed truck in 1912, as well as the first to have pneumatic tires on a truck.

While Kissel made no claims to primacy in the field of early truck production, and likely there were others, it did advertise in the *Carriage Dealers Journal* of October 1910 as follows: "The Kissel Motor Car Company of Hartford, Wisconsin, announces their entry in the commercial field with a new 3, 4, 5 ton truck which they will manufacture for 1911. These are mounted on solid tires, four cylinder, four speeds forward, with the fourth geared up 25% for speed."

Actually, Kissel had, in 1910, specially designed trucks for light commercial use, 3/4 ton, and meant for police patrol, postal use, and riding on conventional pneumatic tires.

By 1911, Kissel had a full range of commercial vehicles, from 3/4 ton to the 5 ton behemoth. Also in 1911 it included a 3 ton fire truck, designed to carry chemicals, ladders, and water hose. This was sold to the city of Kankakee, Illinois.

Hopefully this information will add a bit of usefulness to early American truck lore. **Val V. Quandt, Hartford Heritage Auto Museum, 147 North Rural Street, Hartford, WI 53027**



Kissel Truck - 1000? Chevrolet - Milwaukee, Wis.

*The KisselKar truck, 1,500 lb. chassis-Milwaukee, Wisconsin.*

## BRAD STEPHENS OR HOWARD COGGESHALL?

Some years ago, I acquired a copy of Ned Jordan's *The Inside Story of Adam and Eve*. Inside the cover is a personal note: "To Brad Stephens from an old believer, Howard Coggeshall, etc." The book was published in Utica, New York by Howard Coggeshall, Inc. in 1945.

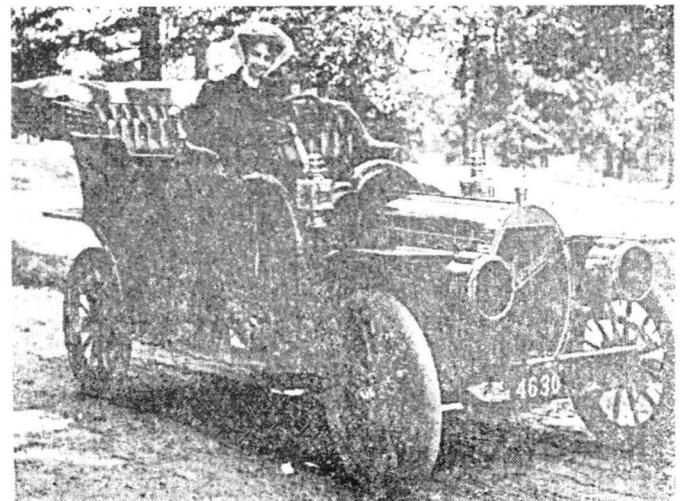
Does anyone know the hobby connection of either Brad Stephens or Howard Coggeshall? **William R. Boyles, 204 Narragansett Drive, McKeesport, PA 15135-3319**

## IS THIS A LUVERNE?

Jim Leicher, grandson of F.A. Leicher, one of two brothers who built Luverne automobiles (Luverne, Minnesota) from 1904 to 1917, identifies the man leaning on the fender of this car as his father, Bob.

Identifying the car is proving more troublesome. Jim suspects it might be a Mitchell that the Luverne Automobile Company used for breaking in tight new engines prior to installing them in Luverne cars. However, I don't see similarities between this car and any of the mid-teens Mitchells pictured in the *Standard Catalog of American Cars 1805-1942*.

What further complicates identifying this car is the fact that it is apparently a hybrid. It has the "double" running boards for which Luvernes were noted, a Luverne radiator, Luverne front fenders, and possibly a Luverne hood. But later Luverne cars had sturdy sixteen-spoke rear wheels, which this car doesn't. Likewise, the cowl accent lines, door shape, and exposed door hinges show definitely that the body is not Luverne. Can anyone identify this car by its wheels, body, and rear fenders? **Curt McConnell, 921 E Street, Lincoln, NE 68508 (402) 475-2234**



*This car is easily identified by the Maryland script on the radiator. It is probably an early model, 1907 or 1908, as it has the scalloped top dash inherited from the Ariel. Later models had a flat-topped dash which would facilitate installation of a windshield.*

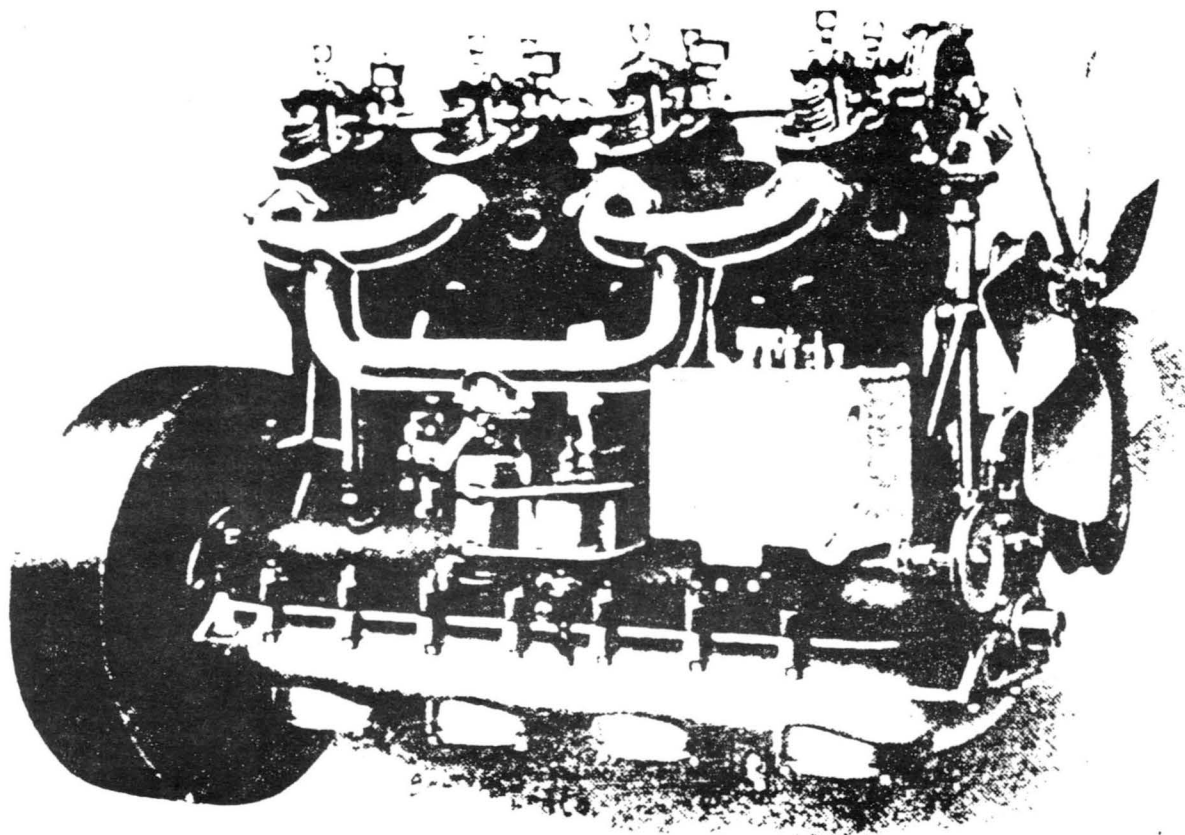
A somewhat improved model, now bearing the "Maryland" name, was introduced in January 1907. Production continued through 1910 with only minor changes from year to year. Wheelbase increased from 100 inches in 1907 to 116 inches in 1910. All the cars had the same type four-cylinder, water-cooled engine with overhead camshaft. Whether Sinclair-Scott had developed this motor for Ariel or whether Ariel had obtained it from another source is not recorded. In either case, it is probably one of the first successful applications of the overhead cam design. (Matheson claimed a similar design in 1904.)

Price of the touring car, set in 1907 at \$2,500, was increased in 1910 to \$2,750, but the company still claimed it was losing money. Total sales for the entire 1907 to 1910 period have been given in different publications as 87 and 871. John Holbein, a former employee of the company, now deceased, told me he thought the smaller figure was more nearly correct. He also told me that he believed that Sinclair-Scott developed the engine and that originally it was intended for Peerless, but that the deal fell through and the design was then used for Ariel.

While the Maryland car was well built, sales were few, and the company was unable to compete with larger manufacturers. Production of the Maryland car ceased in 1910, but Sinclair-Scott continued with its original line of equipment for the canning industry, and was in business until 1953.



*This photo, believed to have been taken in the Sinclair-Scott factory, shows a Maryland car largely assembled. The dash appears to have a flat top, suggesting it is one of the later models. Frames and other parts for additional cars are in the foreground. This picture was furnished by Earl Astine of Pikesville, Maryland, whose father was a driver for Sinclair-Scott.*



*Intake side of the four-cylinder Maryland engine for 1910. This is one of the later models with the vertical shaft driving the overhead camshaft located in the front. The intake manifold was designed so that mixture from the Holley carburetor travelled an equal distance to each cylinder. The exhaust manifold was on the left side of the engine. Courtesy Enoch Pratt Free Library, Baltimore, MD.*



**AMERICAN MUSCLE - Muscle Cars from the Otis Chandler Collection**, by Randy Leffingwell. 192 pages, 190 illustrations. Hardbound, 12 x 9 inches. ISBN 0-87938-465-4. Classic Motorbooks, P.O. Box 1, Osceola, WI - 54020. \$29.95 plus \$4.50 shipping.

The Muscle Car Era is now a quarter century in the past. In retrospect, we now see that it was not only the latest, but probably the last Golden Age of the all-American car - in every sense of the term. It was an era when the heart of a Mopar was a hemi, not a Mitsubishi, and Yamaha made pianos, not heads for Ford. It was the most egalitarian of the Golden Ages, one of blue collar classics. This exuberant book on the Otis Chandler collection of muscle cars could be subtitled "American Glory."

Chandler's curator, Greg Joseph, terms the muscle car "Detroit's quarter mile bomber manufactured in the sixties and early seventies.....street legal yet fast enough to run competition stock class times at the local drag strip." Fast cars have always been around, the '49 Olds 88 being the first postwar iteration of a big engine in a small body, but it was not until the sixties that the American manufacturers as a group began to make a concerted effort to promote high performance by offering modified stock cars with powerful engines and heavy duty suspension packages. The '64 Pontiac GTO is regarded as the first, but, reflecting the emphasis of the Chandler collection, Joseph defines the era as 1966-71.

Randy Leffingwell leads us on a parade of 33 "street cars of desire," embellished with functional and non-functional side and hood scoops, pins, front air dams, blackout paint, decals, and raised-letter tires, and poses them against California backgrounds of air strips, diners, and beaches. Most outrageous of all was the '69 Dodge Charger Daytona 426 Hemi (and its twin, the Plymouth Superbird) with shovel nose and rear flying wing towering above the roofline. An all-color book printed in Singapore, 78 of its 192 pages are single-page (and then some) photos. The text, as to be expected, is full of technical references to Holleys, L-88s, ZL-1s, and the like, but not overly so to the detriment of readability. It ranges from informative (the brief discussion of the Buick GS evolution 1965-70) to Tom Wolfe pop, but what's left to be said when you come to the fifteenth example of a 426 Hemi?

And that's the caveat. Like most collections, Chandler's cars do not comprise a fair survey of the field. Ford gets short shrift; no Talladega Torinos nor Boss 302/429 Mustangs here, let alone the almost forgotten '63 Studebaker R2 Larks and Hawks. But, on the other hand, many of those shown could be called the "muscle car's muscle car," such as the dealer-modified Baldwin Motion Phase III and Yenko Chevelles, Camaros, and Corvettes. Chandler, who, like Alfred Hitchcock in his movies, can be seen unidentified in the background of several photos, has a clear bias toward Mopar. I really can't quarrel with that. Who made life more fun for all of us in those turbulent days of the Vietnam War, Kent State, and flower power, acid, rock, and Woodstock, than Plymouth, with its Rapid Transit System cartoon advertising, Motion/Motion II sales catalogues, and Roadrunners, or Dodges colored Plum Crazy and Tor-red, with The Scat Pack's bumblebee stripes and decals on their tails? Killed by skyrocketing insurance costs, strict emissions regulations, and fear of Federal maximum speed restrictions, the muscle car all but ceased to exist after the 1971 model year. The fuel crisis was yet to come, but a 10mpg Dodge Super Bee with a 440 Six-Pack would not have been at home in such a world.

From the same era, Classic Motorbooks is also offering Frumkin's *Muscle Car Mania - An Advertising Collection 1964-74* (\$14.95), Gabbard and Gabbard's *Fast Muscle: America's Fastest Muscle Cars* (128 pages, 216 illustrations, \$14.95), and Rasmussen's *Decade of Muscle: Sixties American Cars* (128 pages, 80 color illustrations, \$24.95).

-Taylor Vinson

**RACING VOITURETTES**, by Kent Karlake. 380 pages, approximately 80 illustrations, and four pages tabulated results 1897-1925. Hardbound, 8 3/4 x 5 3/4 inches. Motor Racing Publications Ltd., Abingdon-on-Thames, England, July 1950 (currently considered "extremely rare" and valued up to perhaps \$150).

In the library of automobile racing history, *Racing Voiturettes* is unique. This often-abused adjective applies explicitly, for no other author has attempted to cover the territory Karlake carved out for himself with this publication.

Kent Karlake wrote fascinating pages under the pseudonym "Baladeur" for the British magazine *Motor Sport* during World War II, and subsequently, occasionally, for *The Vintage and Thoroughbred Car* without the *nom de plume*. He was also author and co-author of some other valuable books on automotive history.

But there was a certain vision in his choice of topic for *Racing Voiturettes*, since, as history has shown, the lesser capacity racing "formula" often became the dominant one, and much of the technical evolution occurred in this secondary category of "voiturette," or smaller displacement cars.

Karlake's work covers a period from early races beginning in 1895, through the series which has become known as "Coupe de l'Auto," up to 1926. He presents what was known about the technical details of the participating automobiles, the effects of race regulations on design trends, the ups and downs of corporate destiny of firms challenging the events, and even some of the political implications among competing nations.

There are two outstanding aspects which make *Racing Voiturettes* a "classic." First is the rich quantity of historical data, a kind that is very difficult to find elsewhere. Second is the delightful, readable manner in which Karlake imparts this history.

Of course, during the past forty years other noted historians have delved further into the subject and provided additional information; let us leave the last word to one of them. Griffith Borgeson has recently said: "It is a treasure....." (*Automobile Quarterly*, Vol. 29, No. 1).

-Frederick A. Usher

**THE AUTO INDEX**, published by David F. Plump. Bimonthly index to automotive periodicals, approx. 36 pages, no illustrations. Softcover, 8-1/2 x 11 inches. *The Auto Index*, 7 Clinton Place, Suffern, NY 10901. \$6.00 per year.

We have mentioned before in these spaces the difficulty that one can have in indexing one's library of automotive periodicals. One approach to the problem is SAH member Angelo Wallace's series of *Automotive Literature Indices*, reviewed in *SAH Journal* No. 120. Another is *The Auto Index*, a publication of David Plump, which we have mentioned but have not reviewed before.

*The Auto Index* is in itself a serial, published bimonthly. Each of the first five issues in a year covers the relevant two-month period, while the December issue is a twelve-month compilation for that year. *The Auto Index*, now in its seventeenth year of publication, currently covers fourteen US periodicals: *Antique Automobile*, *Automobile Quarterly*, *Car Collector*, *Car and Driver*, *Cars and Parts*, *Consumer Reports*, *Home Mechanix*, *Hot Rod*, *Motor Trend*, *Muscle Car Review*, *Popular Mechanics*, *Popular Science*, *Road and Track*, and *Special Interest Autos*. In earlier years, fewer publications were covered.

*The Auto Index* has several advantages. As it is issued several times each year, it is up-to-date, and will be of help to the historian or journalist with more subscriptions than he or she can keep track of. It includes both marque and subject headings, arranged alphabetically for easy use, and there's a model-to-manufacturer cross-reference.

On the other hand, since even the year-end compilations cover only twelve months, one searching for an elusive article must know approximately when it was published. Foreign periodicals are not covered, and, unlike the Wallace indices, the automotive "trade" press (*Automotive Industries*, et al) is also excluded. Further, there is apparently no effort to expand historically to pre-1974 times.

But *The Auto Index* is useful, handy (current compilation issues are about 36 pages) and inexpensive. A year's subscription is but \$6.00, and compilation issues from prior years are available at \$3.00 each with special rates for buying in quantity. Practicing historians and journalists will find it to be a very useful tool.

-Kit Foster

**MACK FIRE APPARATUS: A Pictorial History**, by Harvey Eckart. 192 pages, over 270 black-and-white photos plus eight full-color pages. Softbound, 8 1/2 x 11 inches. ISBN 0-935130-05-5. The Engine House, P.O. Box 666, Middletown, NY 10940. \$25.95 plus \$2.00 shipping. New York State residents add sales tax.

Interest in fire apparatus has always been high among those interested in motor vehicle history, and this offering is a good one.

Mack has been prominent in the construction of all sorts of firefighting equipment since 1911, although as a sideline to its general truck production rather than as its *raison d'etre*, as with Ahrens-Fox or Seagrave. The Mack fire engine has had good coverage over the years, notably in Walter M.P. McCall's Crestline book published in the 1970s but also in at least two other studies.

The beauty of *this* pictorial history is that it will appeal to the enthusiast with an interest but not a consuming compulsion for fire apparatus. This is a bread-and-butter illustrated history, nicely presented, and it should suit the non-specialist to a tee.

The Engine House has done itself proud on this latest work.

-Keith Marvin

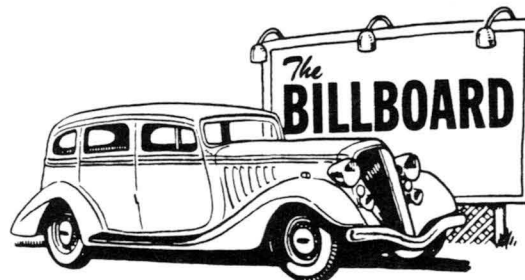
**AUBURN, REO, FRANKLIN AND PIERCE-ARROW VERSUS CADILLAC, CHRYSLER, LINCOLN AND PACKARD**, by Brooks T. Brierley. 160 pages, 139 black and white illustrations. Hardbound, 9 1/4 x 11 inches. ISBN 0-9615791-0. Garrett and Stringer, Inc., P.O. Box 330677, Coconut Grove, FL 33233-0677. \$49.95 postpaid.

This is an exceptionally fine piece of work, and although the title implies one thing the book is far, far more than that. It is a study of America's luxury cars in the 1927-1934 time span, and a good study of which survived and under what conditions. Thus, it is an economic-sociological study, as well as some of the best automotive history anyone is likely to find. And, as in his previous book *There is No Mistaking a Pierce-Arrow* (see review in SAH Journal No. 103) Brierley has done his homework and covered his bases well. This isn't to say there aren't glitches here and there, but the work is remarkably clear as far as typos are concerned. The car described as a McFarlan accompanying his introduction, or "Overview," isn't a McFarlan, and a photo of President Coolidge in a Chrysler Imperial actually shows the chief executive in a Marmon, but anyone who buys this book will recognize these as minor mistakes and pass over them.

The book covers about twenty-five of this country's fine motorcars, and these are illustrated, one per page, with an accompanying and accurate caption. Most of them are factory promotional shots, and many of them are new to me. In his introduction, the author shows and describes some of the cars existing in the "lead-in" period, such as the Doble steamer, Locomobile "48," and Wasp.

If you like Classic cars, are interested in this period of automotive history, or just enjoy beautiful books with lots of good illustrations and an easy-to-read text, this is for you.

-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.

**WANTED:** 1984 through 1988 Pontiac Fiero literature and memorabilia.

Especially interested in radio and TV advertising kits, video or laser disks, filmstrips with audio cassettes, TechTrack service-related videotapes, long lead press kits, styrene plastic showroom license plates, showroom vehicle window transparencies and mirror hangers, book entitled *The Fiero Years. 1982-1988*. **Dave Kaulzarich, 135 Kingston Dr., Slidell, LA 70458-1737**

**WANTED:** Paramount auto supply catalog, 1940s, 1950s. Catalogs from Edmonds, Sharp, McGurk, anyone else making speed equipment for Chevrolet, GMC inline six cylinder engines, 1929 through the 1960s. **Dick Larowe, 1338 NE Salzman Road, Corbett, OR 97019**

**WANTED:** Any information, photos, people with knowledge of Lou Moore's "Blue Crown" Spark Plug fwd Indy cars 1947-52. Doing research for future book. **Tom Vastine, P.O. Box 625, Villa Park, IL 60181 (708) 834-8781**

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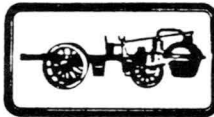
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**DIRECTORY UPDATE**



*DON'T CALL ME A TAXI, 'cause I'm a custom-built motorcar. By the fourth decade of our century, most custom coachbuilders had folded. One of the last to soldier on was the Derham Carriage Company of Rosemont, Pennsylvania. Through still turning out a number of town cars and phaetons, their treatment of this 1941 Packard Clipper was more modest: the trademark Derham padded roof, a custom interior, and faux cane on the rear doors. Is it rude to suggest that save for lack of a roof light it resembles a cab? Walter E. Gosden Collection*



**SAH JOURNAL**  
THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January - February 1992

Issue Number 136

Sir Speedy Printing  
88 Howard Street  
New London, CT 06320

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