

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July–August 1992

Issue Number 139

EDITORIAL COMMENT

Oh say, can you see? A little better, I hope, for this issue is set in nine point type, just a bit larger than the size we've been using for the last few years. You'll find it contains a bit less material than usual, which will displease many of you; you've made it clear that more pages of history are what you want.

Terry Zanes, our printer, has come up with a very attractive solution to our too-small-and-still-not-enough dilemma. He has given me samples of a *Journal* printed on a lighter 50-pound opaque stock. The weight saved, we calculate, will allow a twelve-page *Journal* to mail for the same price we are currently paying, and the printing cost of the additional "signature" seems within reach. "Test marketing" of the "lite" *Journal* to your officers and a few members has brought entirely favorable comment. So your next issue may bring the best of both worlds: larger type *and* more content.

If. There's always a catch. In order to regularly publish twelve-page *Journals* I must have enough material to fill them. Whereas I have often had trouble finding space for everything I'd like to put in the *Journal*, resulting in some pretty long lead times for some book reviews and feature articles, with four extra pages, even with the larger type, I'll run through the backlog in no time. In fact, I've purposely not made this a twelve page issue because I'm not sure I could fill it. Fill it with new and interesting material, that is.

So you'll have to help me. Those of you who have been sending book reviews, keep 'em coming. If you have a short feature article (1,500 words or less) that might interest your fellow members, send it to me. If you've an idea lurking in your brain, develop it and make a story out of it. If you're not sure how much interest your topic might generate, or if you need help in developing your text, don't hesitate to get in touch.

Consider it a bargain, then. With this issue, you get larger type. If a number of you can come through with a regular supply of new material (and it will take something like double the present rate of feature articles) I can produce a *Journal* with larger type *and* more content. If sufficient material shows up in my mailbox in the next few weeks, the September-October issue could usher in the era of expanded coverage.

We can have our cake and eat it, too. You've just got to help by supplying some of the ingredients.

-Kit Foster

UK CHAPTER TO MEET

United Kingdom Chapter secretary Peter Card advises that last year's successful workshop and seminar at the National Motor Museum has resulted in an invitation from the Museum for another such event this year. The date of Sunday, October 18th has been chosen. The list of speakers and seminars will be announced shortly. All members of the UK Chapter, their guests, persons interested in automotive history, and any Society members at large who may be in the area on that day are invited to the event, which will be held in the prestigious lecture theater at the National Motor Museum, Beaulieu, Hampshire, England.

Peter, who is also the historian and archivist for the Joseph Lucas Company, reports that any member who has a need for any information on that firm should feel free to contact him at 54 William Way, Letchworth, Hertfordshire SG6 2HL ENGLAND.



ANNUAL MEETING & BANQUET OCTOBER 9TH

The Society's 1992 annual meeting and banquet will be held Friday evening, October 9, 1992, at the Hershey Country Club, Hershey, Pennsylvania, 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 7:30 in the Candlelight Dining Room.

Highlight of the evening will be the presentation of the Cugnot, Carl Benz, and Brigham publication awards, the James J. Bradley Distinguished Service Award, and the naming of this year's Friend of Automotive History.

The cost of this year's banquet will be \$25.00 per person. Banquet reservations should be made with treasurer Jim Cox by September 30th. A reservation form was distributed with the 1992 election ballot, and should be sent, with payment, to:

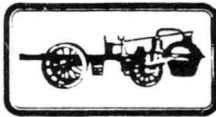
James H. Cox, treasurer
P.O. Box 339
Matamoras, PA 18336 USA

COX NAMED TREASURER HAINES ELECTED TO BOARD

Long time SAH treasurer Bob Gary tendered his resignation effective the end of June, in order to be able to devote full time to his professional and civic duties. Bob is a consulting engineer, and is an alderman in his city of Stevens Point, Wisconsin. His unsung work on behalf of the organization is much appreciated, and he will be missed at the regular meetings of the board and the Society.

Director James Cox, of Matamoras, Pennsylvania, agreed to assume the fiscal responsibilities, and was elected by a postal vote of the directors. Cox was secretary of the Society in 1990 and 1991, and is no stranger to its administrative tasks.

Named to fill the board vacancy created by Cox's election was Chester Haines, Jr., of Reading, Pennsylvania. Haines will be recognized by many as the author of an article on the advertising art of Peter Helck in *Automotive History Review* No. 24. He recently completed a conversion of the SAH membership data base to an off-the-shelf software format, enabling its use by several Society offices.



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CHRISTOPHER G. FOSTER, EDITOR
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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 6760 E. 800 N., Brownsburg, IN 46112

PRESIDENT'S MESSAGE

Dear Members:

Kit Foster recently shared some of the welcome and valid feedback received regarding his "Editorial Comment" contained in *SAH Journal* No. 137, and, of course, Kit subsequently summarized it. I think it is interesting to note the number of respondents in favor of retaining the current format, type style, and size as the standard, the suggestions to help offset costs by acceptance of a dues increase, and the thoughts for ways to reduce postage expenses.

The latter is certainly of merit in view of mailing costs in the USA. For our international contingent the cost of overseas mail is extremely high, prompting a study and consideration of a surcharge to offset this expense in the near future. In the interim, we will continue to explore less costly ways to do the job. Please continue to share your thoughts with us.

Bob Gary submitted his resignation as treasurer, and although the increase in time required for his business responsibilities precludes his serving as a director, he has graciously agreed to actively assist us with the Winter 1993 directors' meeting, set for the Milwaukee area. He will be working with Kenneth Nimocks, and the members of the Wisconsin Chapter. Bob has completed his duties as treasurer in a quiet and extremely efficient manner, and we are going to miss his sense of humor and perspective. Thank you, Bob, for everything you have contributed.

The board has unanimously approved the election of Jim Cox as treasurer, and Chester Haines, Jr., as director. It is my pleasure to share this news with you and publicly congratulate Jim and Chet for accepting these responsibilities.

Do you have experience as an announcer or moderator in the field of radio and/or TV broadcasting? If you do and you are interested in lending SAH a little of your time to help us with a special project please drop me a note at 6760 E. 800 N., Brownsburg, Indiana 46112-9059.

Plans for our annual dinner and awards program are nearing completion. We will convene at the Hershey Country Club, Friday evening October 9, 1992. There will be a cash bar, opening at 6:30 PM, and dinner will be served at 7:30 PM. Additional details and the procedure for obtaining reservations will be found elsewhere in this *Journal*.

The Silent Auction program will soon be available to you, and as a friendly reminder don't be disappointed: please forward your bids to chairman Paul Lashbrook as quickly as possible.

Please help your Society grow by taking time to secure a new member or two from the ranks of your many friends and business associates. Thank you.

-Jack L. Martin

CADILLAC SINGLE CYLINDER REGISTER FORMED

The Cadillac Single Cylinder Register, an affiliate of the Horseless Carriage Club of America, was recently formed to encourage the preservation, restoration, and operation of single cylinder Cadillacs. The register also seeks to accumulate and exchange information, both historical and current, on these cars. President of the register is Jerome Hubert, of Portland, Oregon; secretary-treasurer and editor of the register's *Bulletin* is Donald Rising, of Stow, Massachusetts. SAH member Phil Dumka is the group's historian and technical advisor.

The first issue of the *Bulletin* contains an article by Phil on identification and dating of single cylinder Cadillacs, an earlier version of which appeared in *SAH Journal* No. 78. While formal membership in the register is restricted to HCCA members, Phil advises that correspondence with all single cylinder Cadillac owners and enthusiasts is welcome. Editor Don Rising may be reached at 76 Treaty Elm Lane, Stow, MA 01775.

BACK ISSUES OF JOURNAL AND REVIEW

Through 1991 there have been 135 issues of *SAH Newsletter* and *Journal*. Nearly thirty are out of print, or nearly so, including numbers 2, 3, 4, 5, 6, 7, 20, 23, 25, 33, 34, 39, 43, 47, 62, 63, 65, 68, 94, 96, 99, 100, 101, 118, 124, 125, 126, and 129. Single copies of other numbers \$1.00 each, postpaid USA. Complete set of remaining numbers (approx. 105-110 issues) \$75.00 postpaid USA.

Through 1991 there have been 26 issues of *Automotive History Review*. Numbers 2, 18, 19, 20, and 21 are out of print (some of these, either as originals or copies are included in sets). Single copies of other numbers \$3.00 each postpaid USA. We have a very limited number of sets of 24 issues (which include two numbers as copier reproductions) for \$75.00 postpaid USA.

Make checks payable to Society of Automotive Historians, Inc., and order from Fred Roe, 837 Winter Street, Holliston, MA 01746-1129 USA. Inquire for shipping outside USA.

OLD BLUE FOR HERSHEY

The SAH hospitality tent at this year's AACA National Fall Meet will return to the Blue Field, at spaces **BV 43-44**. The meet will be held October 8-10 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.

BP ARCHIVES MOVING TO U. OF WARWICK

A near-century's worth of archives of the British Petroleum Company plc (succinctly known as BP) will be relocated to a new specially-built archives building at the University of Warwick, Coventry, England. The building will be shared with the University's Modern Records Centre, and construction is being jointly funded.

The records, totalling some two shelf-miles, cover all aspects of BP's history since its incorporation as the Anglo-Persian Oil Co. Ltd. in 1909, and include some materials from before that date. The latter category includes early oil exploration records, and family papers and photographs of company founder William Knox D'Arcy.

The move coincides with a new BP policy to open its archives for study and research. The firm will have a team of archivists on site to assist researchers. The BP archive will be separately run, but will operate in cooperation with the University's Modern Records Centre. The Centre, founded in 1973 to serve as a resource for social, economic, and industrial historians, has a wealth of material on the motor industry, trade unions, employer associations, pressure groups, and politics. SAH member Richard Storey serves as archivist with the Modern Records Centre.

Completion of the new building is expected by the end of the year, and the movement of archives should be complete by early in 1993.

AQ PUBLISHES ALL-DUESENBERG ISSUE

In the most recent issue of *Automobile Quarterly* (Vol. 30, No. 4), the editors have devoted all 112 pages to Duesenberg subjects. This is the second in an announced series of occasional one-marque issues, begun with a Pierce-Arrow volume two years ago. In the magazine's hardcover format and with no advertising these issues can be regarded as new books on the covered makes.

In a series of eight chapters, accented by several extensive sidebars, the Duesenberg story is covered with personal histories of brothers Fred and August, the early cars, the Model J and its coachwork suppliers, racing activities, vignettes of original owners, and a review of modern preservers of the make by seven different authors who are known authorities on their respective specialties. While the volume is not intended as a detailed history of the make, there are more than enough fascinating new insights into the background of the brothers and their lives to make up for the omission of statistics and specifications. Much of this material and many of the over 250 photographs have never been published before. As always, the historical black-and-white photos are augmented by numerous fine color shots of existing cars.

In the ten years since the last new work on Duesenberg appeared, a great deal of activity by partisans of the make has resulted in much new knowledge, as well as more questions still to be answered. One of the fascinations of this volume is that differing interpretations of certain historical events are offered by the different authors, which highlights the always-difficult determination of the true course of history.

For those who do not have a Duesenberg book, the appearance of this one offers a chance to add one to a library at a modest price, and for those whose collections include previous Duesenberg books this should be a required addition. It is available from the publishers at P.O. Box 348, Kutztown, PA 19530 for \$19.95 plus \$4.50 shipping, and will probably appear in the *Classic Motorbooks* catalog and at some bookshops and museums.

-Fred Roe



SEARCHING THE LAW

I am an attorney, and our office uses WestLaw, a data base containing all state and federal cases that have been reported. Generally, that means that some decision of a trial level court has been appealed to an appellate level court, whether it be state or federal, and the opinion is then published. There are exceptions, in that some Federal District Court cases are also published.

The WestLaw data base is quite expensive to use, but one is able to search by key words. For instance, I recently ran a search of all state cases prior to 1945 which included the words "Hudson automobile." I received a list of 49 cases, and the research took about 13 seconds.

Our firm pays a monthly rate for a block of WestLaw time. Generally, we exceed the time allotted for any one month, but from time to time we have extra research time available that has already been paid for. The reason for this letter is to advise that I would be happy to use the surplus time for research projects being conducted by members of the Society, if it would be helpful.

It might be that a research project would require reading of a court case or two, which might be difficult to find for a lay person, or even a lawyer. Cases can be searched by the names of the parties involved, the subject matter, or really any key word or words. It wouldn't be difficult to check for patent cases concerning "Powerglide transmissions" or things of that nature. If anyone is interested, please get in touch. **Roland L. Skala, 402 East Yakima Avenue, Suite 220, Yakima, WA 98901.**

HORSELESS CARRIAGES IN THE PEACH STATE

I am researching the history of the automobile and its impact in Georgia, beginning with the 1890s and continuing into the current decade. A preliminary contract with the University of Georgia Press calls for a manuscript submission during the Spring of 1994.

Some focal points of this study are development of an automotive road system in Georgia, the rise and development of auto-related industries (service, sales, manufacture, etc.) the impact of the auto on Georgia's farm economy, extractive industries, population movements, urban development, and quality of life.

Photographs depicting the historic role of autos and related topics in Georgia are of particular interest. Also valuable are highway maps, written and recorded documents, and film narratives related to all associated topics.

Specific needs include supporting documentation for the early use of autos in the farm setting, rural school environment, and business and professional areas. Georgia-based auto-related business and industry, especially auto assembly, is important to this study, as is the evolution of regulation of the industry, and the use of autos

(licensing, taxation, inspection, etc.). Local regulation in Georgia in the period prior to state involvement (pre-1910) is of great significance.

The automobile as an instrument of social change in Georgia may be highlighted through the use of sources depicting class, sex, or race-based milestones. In leisure, the role of the auto is a broad topic of concern, and would be better understood through research into the evolutionary use of autos in Georgia races, auto picnics, tours, "outings," and other such activities.

The impact of automobiles in a particular environment in the State of Georgia (social, economic, or geographic) is of special interest in this study. An effort is being made to illustrate the story in all segments and areas of Georgia in order to make it broadly inclusive.

Should members have any leads regarding any of the above, I would be pleased if they could contact me. **Steve Gurr, Office of the Dean of Faculty, Gainesville College, P.O. Box 1358, Gainesville, GA 30503 (706) 535-6201**

ENGINE MANUFACTURERS

I am trying to collect articles, photographs, and other materials on the dozens of early automobile engine manufacturers. I know of at least one book on the largest engine maker, *Continental! Its Motors and Its People*, by William Wagner.

Do any SAH members know of similar books, articles, or collections - whether in private hands or at an historical society or museum - on any other engine manufacturers? This would include small companies (such as Beilfuss of Flint, Michigan) that sold one- and two-cylinder engines to the earliest automakers. It would also include the later and better-known engine makers: Ansted, Beaver, Buda, Buffalo, Chief, Climax, Doman, Duesenberg, Erd, Falls, G.B. & S., Gray, Herschell-Spillman, Hercules, Hinkley, LeRoi, Lycoming, Matthews, Midwest, Northway, Rochester, Rutenber, R&V, Supreme, Teetor, Turmo, Waukesha, Weidely, Wisconsin, and others. I'd appreciate any references I can get, and would also be happy to trade information with any member who may have a file on one or more of the companies.

I am also trying to find pre-1930 state registration figures broken down by makes, so I can pinpoint the sales territory of some Midwestern automobiles. I know the survival rate for such records is spotty, but using *Automotive Industries* I have already found registration-by-make figures for one or more years for Colorado, Kansas, Massachusetts, Minnesota, and Rhode Island. I'm sure there are lots more registration-by-make records out there. Can some members suggest various sources? **Curt McConnell, 921 E Street, Lincoln, NE 68508 (402) 475-2234**

Although more a survey of engine usage than a history of manufacturers, SAH founder Marshall Naul's article "Minor Engine Manufacturers" in AHR No. 15 may pertain, as may his "Lycoming's Famous Powerplants and their Numerous Customers" in The Best of Old Cars, Volume 1, pp. 353-5. Do members know of other citations?

-Editor

THE FIRST SELF SHIFTER?

The following letter is one I received from a good friend, Virgil Russell. It is true that Reo featured a self-shifter on their 1934 models.

In the summer of 1931, a good friend of mine, Rex Keller, invited me to go fishing with him to Point Mugu, near Ventura, California. He insisted on taking his car. It was a late model Kissel six-cylinder touring car. We left his Beverly Hills home about 2:00 AM on September 2nd, and were soon travelling on Ventura Boulevard.

In those days, there was a lot of stopping and going, and even in my sleepy condition I soon noticed a strange thing about this Kissel car: Rex would pull away from stop signs without touching the gear shift lever to get into other gears. I finally said "Rex, what the hell is going on - you can stop and move this car without shifting?" He said he had invented a self-shifting mechanism which he had patented and installed in the Kissel.

As I knew, Keller was a proclaimed inventor who would sell or license his inventions and then be on to something new. At the time he was in the final contract stage with Warner Gear of Detroit, who offered him \$100,000 cash for the patent rights, which he had accepted.

Warner sold the self-shifter to the Reo Motor Company, who put it in, I believe, their 1933 Flying Cloud. And so my story ends. However, it would be interesting to know more about the early history of the automatic drive in Detroit. Was Keller (Warner) really the first?

Mr. Russell's question is a challenging one! **Richard W. Burnham, 985-F South Orange Grove Blvd., Pasadena, CA 91105**

WHAT'S THE POINT?

Well, actually we know what the point is, for it says so quite prominently in the photo. It's Lookout Point - Grand View, on the Lincoln Highway in the Allegheny Mountains, just seventeen miles west of Bedford, Pennsylvania. Bob Zimmerman would like to know about the coupe in the foreground. He thought it was a Packard, but now he's not so sure. Can anyone tell from the three-quarter rear view shown here?



TURN THE PAIGE

The vast majority of car spotters who responded to our May-June mystery feel that the car shown in the photo submitted by Jim Cox is a 1916 Paige, though they don't agree on whether it's a 6-38 or a 6-46. Thanks to Don Einarsen, Cornelius Hauck, Ralph Dunwoodie, and Menno Duerksen who more or less agree on its lineage, and Macdonald Leach who thought it to be a 1919 Paige (you didn't notice the 1917 license plate, Don!). Other suggestions were 1915 Halladay Light Six, 1916 Case, and 1915-16 Apperson Jack Rabbit.

SYDNEY ALLARD COMPETITION CARS FOR SALE

by Richard Storey

The appearance of the mockup of the Allard Motorsport J2X at last January's London Auto Sports International Show brought a famous name back into public view. It also prompted me to dig out this short, previously-unpublished profile of Sydney Allard, which I prepared some years ago. It makes no claim to originality, but may claim the interest of *SAH Journal* readers by virtue of Allards' export success in the early postwar years.

Sydney Herbert Allard was born on 19 June 1910, the son of Arthur Allard, a West London building contractor. He was educated at Ardingly; an aptitude for mechanical transport soon showed itself, and he became a motor mechanic, qualifying as a member of the Institute of Automobile Engineers by evening courses and a correspondence course. With his father's backing he acquired Adlards Motors, Putney, in 1929, and a limited company was incorporated in April 1930 with a share capital of £2,000 (later increased to £20,000). In 1934, a Ford dealership was obtained. Sydney Allard's interest in motor sport gave rise to the construction of the first Allard Special in 1936, and to the building, in the late thirties, of a dozen Allard Specials and Allards for sale, with coachwork by a number of independent concerns. His passion for competitive motoring was the mainspring of Allard production, with important commercial implications: it has been pointed out that for several postwar years Allards were the only British company producing competition cars for sale. Sydney Allard's unique win as constructor-driver in the 1952 Monte Carlo Rally had obvious and exploited publicity value.

On the outbreak of war, Adlards Motors, with official backing, set up an auxiliary workshop in larger premises in Fulham, to repair Army vehicles, over 200 workers being employed by 1943. Originally handling a variety of marques, the repair works soon concentrated on Ford vehicles. A contemporary report in *Motor Sport* makes much of Sydney Allard's personal involvement in running a large and efficient organization. Meanwhile, plans were drawn up for postwar designs, and the Allard Motor Company Ltd. was established in February 1945. Advance details of new models were announced eleven months later, but the general materials shortage of the period delayed volume production. Assembled in cramped premises in South London, with coachwork by outside firms (Hume identifies four "manufacturing groups," in addition to the showroom and office), even at the peak of production Allard was essentially a hand-crafted individual car based on Ford components. However, sporting success and consequent publicity opened an export market for it. Figures kept by H.J.A. Davis, who joined the sales staff in 1945 and became sales manager in 1955, indicate that between 1946 and 1953 nearly thirty per cent of production was exported. The total production of some 1,900 vehicles between 1946

and 1959 fell mostly within the years covered by Davis's statistics.

In the face of increasing competition, especially from the Jaguar XK120, and the phasing out of the side-valve Ford V8 which forced more expensive engine alternatives on Allard, production virtually ceased early in 1955. Commercial judgment seems to have faltered as production fell in 1952-53, resulting in such abortive projects as the three-wheel "Clipper" economy car. The firm continued with its Ford dealership and some general engineering, including work on London County Council ambulance chassis, and Sydney Allard later became involved in the promotion of drag racing and the production of drag racing specials before his death in 1966. He was married, his wife Eleanor managing the wartime works canteen, and his son Alan was involved with the firm.

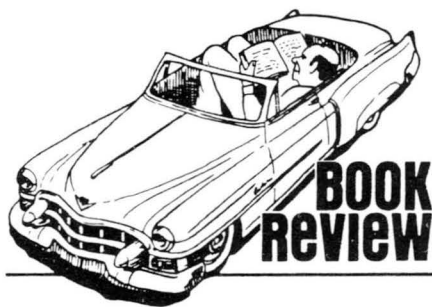
SOURCES

D. Kinsella, *Allard* (Haynes/Foulis, 1977); "Service for the Services," reprinted from *Motor Sport*, October 1943; Tony Dron, "The Davis File," and "Allard v. the World," *Thoroughbred and Classic Cars*, March, April 1983; D. Hume and W. McComb, "Of Astons and Allards and Other Things," *Thoroughbred and Classic Cars*, February 1988; *Autocar & Motor*, "Allard Makes a Comeback," January 8, 1992.



Clockwise from above: T.L. Allard sends the dust flying at the Southampton Car Club's hill climb, Aug. 11, 1947; Cadillac-powered J2R of 1955; 1939 Allard had not a Ford engine but a Linclon V12. All photos from Worthington-Williams Collection.





HARD DRIVING: THE 1908 AUTO RACE FROM NEW YORK TO PARIS, by Dermot Cole. 249 pages. Hardbound, 6 1/8 x 9 1/8 inches. ISBN 1-55778-360-8. Paragon House, 90 Fifth Ave., New York, NY 10011 \$21.95.

"One of the greatest newspaper stunts of all time," Alaskan journalist and author Dermot Cole calls the 1908 race from New York to Paris. His intriguing account of a race that many observers believed impossible reveals why the great race, sponsored by the *New York Times* and *Le Matin* of Paris, was also perhaps the greatest automotive stunt of all time.

Cole's readable, often humorous writing style and copious research (each chapter has dozens of endnotes) create a book that can satisfy general readers as well as automotive historians. He collected dozens of excellent black-and-white photos for the book, which draws upon the accounts of the *Times* and other newspapers, as well as on journals of some of the participants.

One by one, Maxwell, Moon, White - as many as a dozen American automakers - withdrew from the race, leaving the Thomas Flyer as the only US car in the contest at the February 12th start from New York's Times Square. Joining the Thomas was an Italian Züst, the German Protos, and three French cars: De Dion, Sizaire-Naudin, and Motobloc. The high cost of running the race - \$100,000 for the E.R. Thomas Company, Cole estimated - kept everyone else on the sidelines.

The United States had seen only about a dozen transcontinental runs (the fastest just more than fifteen days by L.L. Whitman), and the continent had never been crossed in wintertime. Snow drifts of up to twelve feet in upstate New York put the race in immediate jeopardy. The leaders averaged only eight miles per hour in covering the 471 miles to Buffalo.

The going got worse in Indiana, where heavy snow held the Thomas crew to ten miles per day at times. They paid \$800 to hire teams of horses on the 64-mile stretch between South Bend and Hobart, prompting the *Times* to charge Indiana residents and merchants with bilking the racers.

It was the first of many scandals which swirled about the racers like the snow. The Indiana Railway Company and the Thomas crew were both soundly criticized when the rail company gave the Thomas Flyer the singular privilege, and big advantage, of driving over a thirty-mile stretch of track. Against the railroad's wishes, the other racers followed suit.

It took the Thomas car 41 days to cover the 3,832 miles to San Francisco. It had piled up a nine-day lead over the Züst, and was in Alaska when race organizers conceded the impossibility of crossing Alaska, diverting the cars by ship to Siberia, from whence they drove to Paris. The Protos reached *Le Matin's* office first, on July 26, 1908, pursued closely by the Thomas, which won the race because of a 30 day allowance given by the organizers for its Alaskan detour.

Cole's book is a fascinating account of an endurance run that settled many doubts about the future of the automobile.

-Curt McConnell

STANDARD CATALOG OF IMPORTED CARS 1946-1990, by James M. Flammang. Over 700 pages, 1200 black and white photos. Softbound, 8 1/2 x 11 inches. ISBN 0-87341-158-7. Krause Publications, Iola, WI 54990. \$24.95 plus \$2.50 shipping

This huge volume shows a tremendous amount of research and work. The book is in the format of previous *Standard Catalogs*.

It lists models and body styles, and gives production figures where known, prices when new, and brief specifications on most units. It also covers import models of things like Chevrolet or Dodge, as well as the independent brands of cars.

The value is there, but to say it is entirely accurate in every point, or even covers every brand sold in the US during the period (or does so under the accepted name - Acura is listed as a Honda) would be a mistake. But most of it *is* there. You may find things confusing, as I did, when looking for things on the Nissan, or even the Infiniti; you must seek them under the Datsun heading. The other names don't even make the index.

Again, some of the brands listed are bonus, in the material, even though such things were not actually sold new in this country during 1946-90, but rather were sold here earlier. But the information is helpful and interesting. You may not find the S V S, but Turner is there, and most brands have photos as well. Some, like Marcos, do not, but that is hardly a major point.

The book offers real value, for your money, and real information on over 130 brands of imported vehicles sold in the US.

-Elliott Kahn

ILLUSTRATED PACKARD BUYER'S GUIDE - All Packard Cars and Commercial Vehicles, 1899 to 1958, by Richard M. Langworth. 160 pages, 200 illustrations. Softbound, 7 1/4 x 9 1/4 inches. ISBN 0-87938-427-1. Motorbooks International, P.O. Box 2, Osceola, WI 54020. \$16.95 plus \$4.50 shipping.

The Illustrated Packard Buyer's Guide should be viewed not only as a guide for those who are interested in joining the ranks of Packard owners, but also as invaluable source material for anyone who is interested in the marque. Richard Langworth has edited The Packard Club's quarterly, *The Packard Cormorant Magazine* since 1975, and is an acknowledged Packard authority, as well as a connoisseur of the cars from East Grand Boulevard.

Unlike simple value guides, which simply list current prices, this book comprises an in-depth look at all Packard cars and commercial vehicles, from 1899 to 1958. The history of the Packard Motor Car Company is, for the most part, left to other publications, as Langworth concentrates on the strengths and weakness of the Packard automobile.

Rather than progressing in a year-by-year manner, (which might prove confusing, for instance, with the 1938 Six, Eight, Super Eight and Twelve), there is a logical breakdown by model. Thus we have chapters on Twelves, 1932-39; Junior Eights, 1935-42; Senior Clippers, 1942-47; Junior Models, 1955-56, etc.

Problem areas are identified, with those in the market advised to check out the various weak points carefully before buying. The most desirable models are noted as well. (Of course, with the newest Packard now over 34 years old, any and all Packards are worth preserving.)

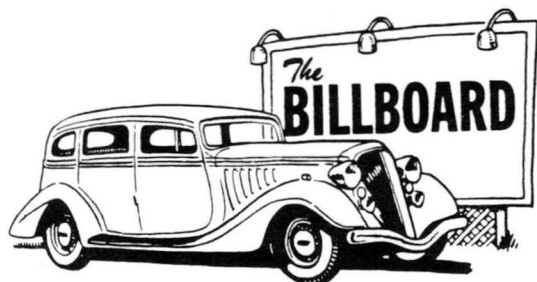
Year-by-year identification is covered, as are motor numbers, production totals and specifications. There is a price history in every chapter, for those who tend to look at Packards as investments, rather than automobiles. Based on a 95+ point vehicle, the value in 1982, 1987 and 1992 is listed, along with the rate of return. Unfortunately, the two-column layout imposed by Motorbooks works against readability in these sections.

Like all good guides, this book has a rating system, and it's one of the best around: Fun, Investment, and Anguish, with "1" being lowest and "10" being highest. Fun is self-explanatory, as are Investment and Anguish, up to a point. Potential Packard buyers should be on their toes: for example, a 1930 734 Speedster Sedan is given a rating of: Fun, 6; Investment, 7; Anguish, 9; and a 1956 Four Hundred Hardtop rates: Fun, 6; Investment, 7; Anguish, 5. Is this to say that a 1956 Four Hundred is worth the same as a 1930 734 Speedster? No, for the 1992 values are listed as: Speedster, \$100,000; Four Hundred, \$20,000. Still, it's great fun to flip back and forth comparing the various models.

The reader is referred to pertinent articles in Packard Club publications, and there is a complete listing, (up-to-date as of October 1991), of clubs, roster-keepers and publications, as well as parts suppliers and services available. The quality of this softbound book, both of paper and photo reproduction, is excellent, but unfortunately, there are intermittent typos throughout the text and captions (the blame falling on the publisher).

Aside from the nit-picking, this book is a must-have for every Packard-lover. I rate it an A-, or rather: Fun, 10; Investment, 2; Anguish, 1.

-Stuart R. Blond



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.

FOR SALE: 25-year collection of automotive magazines: *Cars & Parts*, *Special Interest Autos*, *Car Collector*, *Car Classics*, *Collectible Automobile*, and many others. No list, please send SASE with wants. Thousands of original magazine ads, all suitable for framing or just collecting, most makes from the 1900s through 1980s. Please send SASE with wants. **Bob Zimmerman, 365 St. Leger Ave., Akron, OH 44305**

WANTED: Information and photos of Packard cars and trucks in WWI and the Mexican campaign, and Packard staff cars in WWII. Also wanted: Packards on postcards. If a Packard car and/or truck is pictured on the card, I want it. **Bob Zimmerman, 365 St. Leger Ave., Akron, OH 44305**

WANTED: *Fire & Water* and *Fire & Water Engineering*, pre-1935. Bound volumes or loose issues. Must be complete with all covers and advertisements. State dates, condition, and cost. Will pay shipping. **John M. Peckham, P.O. Box 37, E. Arlington, VT 05252 (802) 375-6308**

WANTED: For completion of the book *Packard - Master Motor Builders*: Photographs and/or complete information on the six cylinder dohc engine used in the 1923 Packard Indianapolis 500 race cars, and also any information on what happened to the cars after the race. Photographs of the following Packard engines: Marine - 5M-2500, 1D-1135, and 1D-2270. Airplane - 1A-1650. Color slides of any Packard marine or aircraft engine or any pre-war boat (racing or otherwise) or airplane using a Packard engine; looking for good color slides for interior pictures and dust jacket. Any information about Packard experimental engines of any kind. Any information on a Packard 1946 publicity motion picture titled "Men Bet Their Lives on It." **Robert Neal, 25403 144th Avenue SE, Kent WA 98042 (206) 631-2912**

WANTED: Annual Report for American Motors, 1955. Photo and/or info on the 1975 Mohs SafariCar and Mohs Opera Sedan. Photo/info for 1980 FreeWay cars. **Patrick Foster, 42 Buckingham Place, Milford, CT 06460**

WANTED: *Automobile Trade Journal*: 2,4,10, 1909, 7, 1908. Most 1907 and earlier issues. Will purchase or can offer early issues in trade of *Autocar*, *Motor*, *Automotor Journal*, *Light Car & Cyclecar*, *Motorcar Journal*, etc. **Peter Richley, 14 Queens Road, Ashford, Kent TN24 8HF ENGLAND. Phone (0)233-620552**

NEEDED: For book about metal forming: Photos and information from any custom coachbuilder or panel beater - any year - any country. Photos of bodies "in the white," or panel beaters in the act of forming sheet metal body parts. Also need photos and information on old body working tools and sheet metal forming tools and equipment - in particular the Artz press, fender rollers, wheeling and raising machines, planishing hammers, power hammers, stretch formers or any obscure body tool. Old books or magazines from any country (any language) about autobody repair, coachbuilding, or autobody metallurgy. Names and addresses of living coachbuilders or prototype fabricators (any country). Names and addresses of museums or libraries from any country that may have the above information. **T.N. Cowan, P.O. Box 900, Alvarado, TX 76009 (817) 783-8519**

NEED NAME AND ADDRESS and/or phone number of Hugo Pfau's heir(s) or any living relative. Also need copies of his magazine articles and books. **T.N. Cowan, P.O. Box 900, Alvarado, TX 76009 (817) 783-8519 call collect**

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NOT THE AMX/3 but the AMX III. Appearing at the Chicago and New York auto shows in 1967, this AMC concept car was an obvious workup to the Hornet Sportabout. Designed by Richard Teague, it featured a unique upward-opening tailgate which also slid forward to rest on the roof. Patrick Foster collection



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