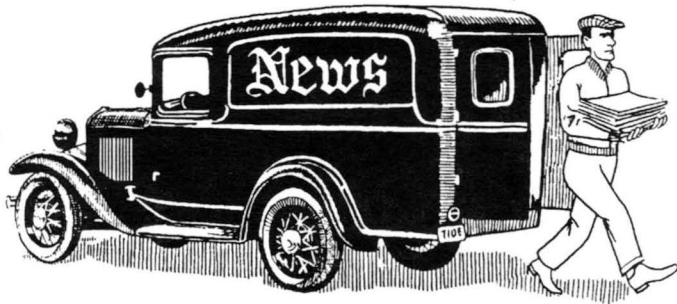


# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July–August

Issue Number 145



## UK CHAPTER SEMINAR OCTOBER 24TH

The Society's United Kingdom Chapter will hold the third in their series of successful automotive history seminars on Sunday, October 24th, 1993. The seminars are held at the National Motor Museum, Beaulieu, Hampshire, ENGLAND. SAH president Jack Martin will be the opening speaker. The full program has not been announced, but Chapter secretary Peter Card reminds Chapter members and interested Society members and friends to reserve the date. For further information contact Peter at 54 Willian Way, Letchworth, Hertfordshire, ENGLAND or call him at (0462) 675117 evenings.

## MCDONALD COMPILES FORD INDEX

SAH member Marll McDonald, of Framingham, Massachusetts, has compiled a cumulative index for two Ford-related publications, *Ford Life* and *Ford Illustrated*. *Ford Life* was published from 1971 until 1974 by Gordon Chamberlin and Lorin Sorensen; *Ford Illustrated* appeared for only four issues in 1975. Both magazines, however, are eagerly sought by collectors and Ford historians for they contain many definitive articles on Fords from 1903 to the early seventies.

McDonald's index has recently been published in book form by the Early Ford V8 Foundation. The 36-page, ring bound index makes finding articles in the two publications easy. The Foundation also has sets of both *Ford Life* and *Ford Illustrated* available on microfiche. For information on ordering the index or microfiche, contact the Early Ford V8 Foundation at P.O. Box 2222, Livermore, CA 94551-2222. SAH member Jerry Windle, of San Diego, California, is president of the Foundation.

## TRUE BLUE AT HERSHEY

The Society's hospitality tent at the AACA National Fall Meet, October 8, 9, and 10 at Hershey, Pennsylvania, will again be in the Blue Field at spaces BV 43 and 44, the same location as last year. The tent is a good place to stop while trekking the fields, to get out of the sun (or rain), meet old (and new) friends, or complete your stock of back issues. We hope to see you there.

## FOUNDATIONS FUND PROJECT FOR FORD ARCHIVES

The Early Ford V8 Foundation and the Model A Foundation have jointly undertaken a \$15,000 project to purchase computer equipment and software to retrieve thousands of blueprint negatives at the Ford Archives. The project covers the 1928 to 1953 Ford model years.

The material is in the form of film negatives of blueprints detailing virtually every part of Model As and early Ford V8s. Ford photographed the original drawings on large format microfilm (2 x 3 inches), which is now difficult to reproduce. The foundations' project incorporates a high resolution scanner, which will allow the images to be stored in computer memory. Once digitized, the images can be cleaned up electronically and copies can be made in the form of laser prints.

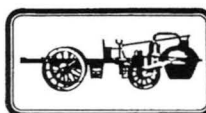
The Model A Foundation will supply volunteers to input the Model A data to the computer data base at the Archives. Entry of Ford V8 data will be undertaken later. Once the images are digitized, they can be accessed electronically from various locations throughout the country.

Both the Model A and Early Ford V8 Foundations are educational, non-profit organizations operating under IRS guidelines. Donations in the form of memorabilia or money are tax deductible.

## PLANNING FORUM TO HEAR TOYOTA VEEP

SAH member Eric Vest, of Marysville, Ohio, extends an invitation to other members to attend the September 1993 evening program of the Columbus Chapter of the Planning Forum, an international, not-for-profit strategic management and planning professional organization. The featured speaker will be Alex M. Warren, Jr., Senior Vice President of Toyota Motor Manufacturing, USA, Inc. Mr. Warren is the top American executive of Toyota's manufacturing subsidiary in the United States.

The program will be on Thursday, September 16, 1993. A social hour will start at 5:30PM, dinner will be served at 6:30, and Warren's presentation will begin at 8:00. The event will take place at the Villa Milano Restaurant, 1630 Schrock Road, Columbus, Ohio. Persons planning to attend may call the restaurant at (614) 882-2058 for directions. Cost of the program is \$15.00, which includes a sit-down dinner. Please call 1-800-79FORUM (1-800-793-6786) for reservations; leave your name, phone number, and state that you are an SAH member. For further information on the presentation, call Eric at (513) 642-7021.



# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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1102 Long Cove Road, Gales Ferry, CT 06335 USA

Richard B. Brigham, Editor Emeritus

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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

## EDITORIAL COMMENT

How do you feel about creeping commercialism? In SAH publications, that is.

From the Society's beginnings, we have remained pretty much aloof of the business marketplace. There was a time when we corroborated with an automotive hobby firm on what became a fund raiser for us (and presumably was a profitable enterprise for them; I'm told that the Society's involvement was not without controversy, either). But with that exception, SAH has eschewed endorsements or advertising of any kind, and many of you like it that way.

About four years ago, after several entrepreneurs, members, in fact, had inquired about running paid ads in *SAH Journal*, I conducted an analysis into what advertising might mean for us - what revenue it might bring in, and what it might *cost* us (in terms of additional expenses for larger *Journals* or less space for our own use). At that time, the directors felt that the benefits to the Society did not sufficiently offset the negative factors, and voted to maintain the non-commercial status quo.

In recent months, I have had several more inquiries from potential advertisers, and some of our officers have suggested that we might again investigate advertising as a possible means of fending off future printing and postage increases. I don't know yet what the "bottom line" of this will be, but now that we can produce twelve-page *Journals* economically we might be able to include ads without measurably reducing the historical content, and the revenue generated might be of significant help to our finances.

The most important thing, though, is how you, the members, feel about this matter. Would you welcome the presence of display ads for books, perhaps, or automotive literature or automobilia? Or do you think that our non-commercial policy has served us well and that we should maintain that course? Write to me (1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA) or to president Jack Martin (6760 E 800 N, Brownsburg, IN 46112-9059 USA) and let us know how you feel.

—Kit Foster

## PRESIDENT'S MESSAGE

Dear Members,

The heat of summer is a good time to think about Fall, an enjoyable time of the year for many of us. Of the four seasons, it may well be your favorite, as it is ours. Fall brings relief from the heat of summer, and it also ushers in Hershey, which is another plus factor. Planning for the annual SAH awards banquet, and the opportunity to get together socially, have been under way for some time now, and a special notice and reservation form is being sent to you. The dinner is set for Friday, October 8, 1993 at the Hershey Country Club.

The format for the dinner has been established as a result of your input. The awards program will again be brief, providing everyone the opportunity to visit with old and new friends and to get a good night's rest before tackling the various fields on Saturday morning. It was fun last year, and if you missed the festivities I urge you to return your reservation immediately.....don't be disappointed!

SAH secretary Nan Martin commented a few weeks ago that it was time to send the annual reminder notice to those members who had neglected to pay their 1993 dues. This involved some 83 members, and she did not relish the necessary chore. Well, guess what? From thirty notices initially mailed out seven members quickly paid their delinquent dues and have been restored to the ranks of active members. Most of the respondents indicated that they had inadvertently forgotten to send payment, and many thoughtfully included a note of apology for failing to pay on time. Our thanks to each of you, and please know we are delighted to welcome you back.

Beverly Rae Kimes, Nominations and Elections chair, has prepared an outstanding slate of candidates for this year's election. Thank you, Bev, for another job well done. We are grateful to you for taking the time to help enhance the future of SAH.

By now you have received the ballot listing this slate of candidates. Please review the biographies of these excellent candidates, vote for those you prefer, and promptly return your ballot for tabulation. The winners will be introduced and congratulated at Hershey. To all those who have consented to run we extend a special thanks to you for tossing your hats into the ring and agreeing to serve your Society.

If you have interest in serving the Society as a volunteer, or through the election process, please drop me a note expressing your interest or intentions. Write me at 6760 E. 800 N., Brownsburg, IN 46112-9059 USA.

Karl S. Zahm, silent auction chair, is busily putting together an inventory of available items and a bid form for your convenience. This package will be sent to you soon, and affords you the opportunity to purchase a publication or item you have always wanted for personal use or as a gift for a special person. This is the Society's annual fund raiser, so please participate and feel free to share the sale catalog with friends, as they, too, may wish to post a bid. Perhaps they will also consider joining the Society.

Please help your Society to 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

## “JUST DUE” DUES

Because of the approaching dues increase, it is important that you, the members, are aware of the factors which went into the decision.

In October of 1992, an analysis of the previous two years' expenditures and proposed budget guidelines for 1992-93 showed a \$7,000 shortfall. The semi-annual report of April 1993 showed improvement, but didn't change the ultimate bottom line. It will cost the Society \$21.60 this fiscal year to provide each member with his or her SAH publications. Printing costs regularly increase, and so do postal rates.

Any stable organization has one to two years' operating expenses in reserve. That is standard operating procedure for clubs which want to insure their healthy future. At present we have \$29,313.95, which represents about a year and a half's expenses. No money has been put into reserves since the first silent auction in 1988. The reserve fund was decreased by \$6,000 in 1990-91 for operating expenses.

Without a dues increase, our reserve fund could be gone in several years, and the Society would be in big trouble. SAH officers and directors are doing their part to hold down costs by personally absorbing their own incidental expenses. And the board is seeking ways to cut the cost of awards and publications without cutting the quality of either. The dues increase is just the Society asking members to give SAH its "just due" — and that's not too much to ask, I think.

Should our treasury ever seem too flush, my advice would be to earmark the excess funds for some project which would further the research and study of automotive history. That's really why we're here. Using reserves for operating expenses is bad fiscal policy.

Sincerely,  
—Jim Cox, Treasurer

## MYSTERY CAR

Tom Deptulski has sent this photo submitted by Tommy Thomson of Rochester Hills, Michigan. Mr. Thomson believes it was taken in the summer of 1910; his parents, sitting in the car, were married on October 18th of that year. Tom thinks he knows what it is, but we'd welcome confirmation.

The license plate can be read on the original print, and shows "45 GATESVILLE," Gatesville, Texas being the family's home town. The editor's references show that Texas didn't issue state registration plates until 1917; owner-provided plates with county serial numbers were used from 1907 until then. However, the Rand-McNally Road Atlas shows no Gatesville County in Texas, so perhaps one of our plate-wise members can explain this apparent discrepancy.



## GIVE IT SOME JUICE!

One day, several years ago, a mature lady who was a regular customer of the place where I worked drove in with her expensive car. She said she just wanted someone to show her how to check the fluids under the hood. It seemed like an unusual request, especially for a lady with such an expensive car, but one of the service fellows was glad to show her everything, including how to open the hood. When they came to the battery, he showed her how to remove the six individual caps and how to tell if water was needed. He explained that the battery should need water no more than about once a year, and to use only distilled water when filling it, if at all possible. She understood, as she had a steam iron at home and used only distilled water in it.

The only way she was able to buy distilled water at the store was in a one-gallon plastic jug, which occupied a lot of space in the cabinet under her sink. Eventually she used over half the gallon of water in her iron. She discovered she had an empty gin bottle which took up a lot less space, so she poured the remaining distilled water into the gin bottle and discarded the plastic jug.

A few months later, the car battery was ready for water. She went to her kitchen cabinet to get the distilled water but, you guessed it, she picked up the wrong bottle and filled the battery with gin. The first time she drove the car, the engine started right away, but it cranked over slowly every time she started it after that. The next morning it just barely turned over, so she drove the car into our shop - we could smell it coming. As soon as the battery became good and warm with normal driving, the alcohol in the gin melted the plates inside, and the lady had to buy a new battery. She could easily afford it, and took the incident in a very good-natured manner.

Thinking back, I am grateful that I was never invited to her home for a drink!

—Nelson Bolan

## BACK ISSUES OF SAH JOURNAL AND AUTOMOTIVE HISTORY REVIEW

Through 1992 there have been 141 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. 110-115 issues) \$75.00 postpaid USA.

Through 1992 there have been 27 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 \$4.00 each postpaid USA. We have a very limited number of sets of 25 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.

## WILLIAM MULLER AND THE RUXTON

by Val V. Quandt

The Ruxton story began with designer William Muller. During the latter part of the 1920s, Muller was working at the Edward G. Budd Manufacturing Company in Philadelphia. There he had the opportunity to do experimental work in developing his front wheel drive. Muller wished to use the Budd Company to manufacture bodies to go with the front wheel drive concept; some as-yet-undesignated auto manufacturing company would build the entire car. The Hupp Motor Car Company in Detroit was soon selected as the manufacturing plant for the car.

Later, in a communication from New Orleans, where Muller was working in 1963, he described his professional background. From 1909 to 1920, he spent his time as a race mechanic, driver, and engineer. He mentioned associations with some automotive and racing greats, such as Fred Duesenberg and Ralph dePalma. By 1920, he was with the Willys Corporation in Elizabeth, New Jersey, as a road test engineer. Later in that year he had joined Budd in Philadelphia. He was there in 1926 when he began the first experiment with front wheel drive.

Muller placed the first front wheel drive transmission with a six-cylinder Studebaker engine. His second car, which became his private transportation, had an eight-cylinder Continental engine. He nicknamed it "The Alligator" because someone, on seeing it for the first time, remarked that it reminded them of an alligator.

Early in 1929, Archie Andrews, then of New York, took notice of Muller's work. He began a liaison with him to produce the car which would be called the Ruxton. Ruxton was the surname of a gentleman who worked as a partner in an investment banking firm in New York City. When Hupp turned down the invitation to produce the Ruxton, Andrews set about to form his own company, called New Era Motors. Among the directors of the new company were Frederick W. Gardner of the Gardner Motor Car Company, and C. Harold Wills, designer of the Wills Sainte Claire automobile. Andrews again needed an automobile manufacturing company to produce the car, so he turned to a succession of firms, Gardner, Peerless, and Marmon, before getting the Moon Motor Car Company of St. Louis to take on the project. Moon was having management and financial difficulties at the time. Moon management desired to keep the New Era officers locked out of the plant.

Andrews and Muller literally stormed the factory, took over, and installed their own officers, with Muller as president. This was on April 12th, 1930. By November 1930, Moon was in receivership. Presumably what Ruxton cars were produced were built in the few months between June and November of that year. Some sales lagged into 1932.

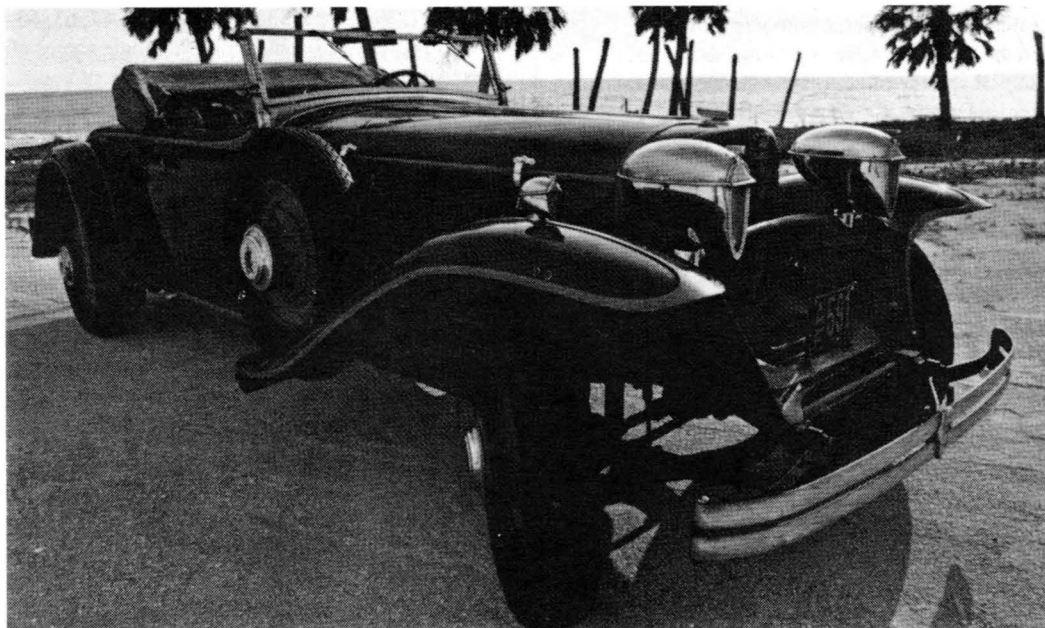
At this time, Andrews was also making contact with George Kissel, president of the Kissel Motor Car Company in Hartford, Wisconsin. He wanted Kissel to do some assembly work, and also to make transmission for the Ruxton. He advanced a \$100,000 loan for this purpose, with a promise that another \$150,000 was to follow. The Kissel company was feeling the economic downturn in 1929 and 1930, and could not meet a pre-existing mortgage payment in April of 1930. That problem, and pressure from Andrews that he might take over the plant if Kissel could not live up to the agreement regarding Ruxton production, caused Kissel to ask for, and arrange for, a friendly takeover of the plant by a receiver in September of 1930. Several months later, in November, the Moon Motor Car Company asked for receivership, and New Era Motors was to follow the next month.

The first prototype Ruxton in 1929 bore a radiator emblem consisting of a question mark. Considering the subsequent difficulties of the firm, this seems almost prophetic.

The Ruxton was a striking automobile. It weighed 4,000 pounds, and was about ten inches lower than the customary sedan of the time. Because of this low height it needed no running boards. It sported the vertically oblong Woodlite head lamps. The body had pin-striped painted bars. The radiator mascot was now the griffin, the Greek mythologic half-lion, half-eagle. This figure was repeated on the wheel covers and the hub caps. The engine had a three speed transmission with the front wheel drive.

The Ruxton roadster bodies came from the Baker-Raulang Company in Cleveland, Ohio. Sedan bodies were manufactured by Budd in Philadelphia. The several phaeton bodies were produced by Kissel. Two of these became the personal cars of George and Will Kissel.

In a letter from the engineering department of the Moon Motor Car Company in St. Louis, dated July 11, 1930, help was extended to Kissel regarding their work on the Budd bodies. These were reported as "having blemishes requiring labor and material to prepare these bodies for priming and painting by removing deep scratches, solder, and repairing cracks if located." Under the same July 11th date, Moon listed 24 items of concern under the heading of "transmission." Moon again was instructing Kissel "while you have instructions as to just exactly



*George Kissel's Ruxton. Roadsters such as this one had Baker-Raulang bodies, while the Kissel Motor Car Company built the phaeton bodies. This car was later sold to Cameron Peck.*

how these transmissions should be set up and we have sent you the fixture for testing these transmissions under load, I question if the fixture will be received in time for you to test before making your first assembled car." So it would have been necessary for Kissel to do their transmission work and vehicle assembly during the few weeks between the middle of July and September when the company folded.

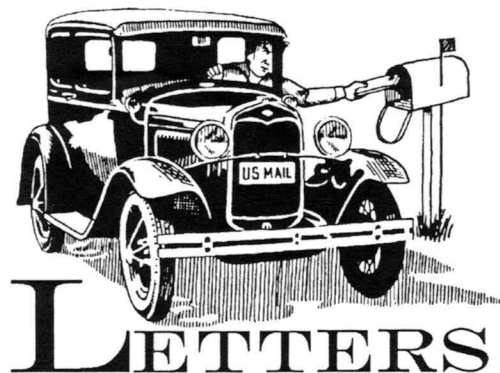
In spite of the relatively short life of the Ruxton enterprise, Muller continued to persevere with his attempts to produce a front wheel drive car. There is on record an eleven-page patent disclosure filed on November 25, 1931, and a patent was granted by the US Patent Office on July 23, 1935. In it, he described plans for a front wheel drive sedan. The car shown is a very plain one, especially so compared with the elegant Ruxton. This particular car was never produced.

Again in 1940, William Muller was actively trying to market a front wheel drive car. This time he was working with Cameron Peck, a businessman of Evanston, Illinois and head of the Cord Owners Club of Illinois. Also active with the effort was Douglas Van Patten of Ontario, Canada. There were reams of communications between these individuals. Plans called for Muller to make twenty five cars for Peck. Some distant overtures were made to General Motors. Muller had written to Will Kissel at this time inquiring whether Kissel might make transmissions for the proposed cars. In a reply to Muller in January of 1940, Will Kissel referred to the fact that Ruxton transmission patterns and tools were shipped to St. Louis, and that Kissel Industries were then making outboard engines. He also commented that he had a four-passenger Ruxton phaeton that he drove occasionally, and that "the car still looks very good even though it is old fashioned." After much maneuvering, and ultimately a strained relationship between Muller and Peck over remuneration that Muller wished from Peck, the whole effort was dropped.

There are not a lot of Ruxtons left today. The Classic Car Club of America lists in its roster only about a half dozen. What are undoubtedly exaggerated figures generally list the Moon output of Ruxtons at 200 to 500 and Kissel output at 26. If a Federal judge were to be believed, Ruxton, in November of 1930, had a very small number of Ruxtons. The newspaper quote at the time stated "application for a federal receiver for the Moon Motor Car Company was denied by a federal judge who saw no reason to appoint a federal receiver to sell thirty five to forty Ruxton cars."

Herman Palmer, the Kissel motor and chassis engineer, is quoted as the source of the Kissel production figure on Ruxton. Will Kissel, in his scrap book entries in 1951, made the comment that Kissel made no Ruxtons. This might be explained, however, as representing his view that Kissel made no entire Ruxton cars, but did some assembly work. With Fred Werner at work heading the body department, Kissel had the skills to make beautiful bodies, and did so for some phaetons. In the last hectic days of Kissel their record-keeping suffered. In a succession of events after the Kissel Motor Car Company and Kissel Industries (1932-1944) sold out to the West Bend Company, the outboard motor companies threw out all the earlier Kissel parts and records. Thus, office records and Kissel parts that would be of inestimable value to researchers and restorers were lost forever.

In 1931 there was some hope of return to car production in Hartford, when Kissel was asked to build several Lever engine cars for the A.L. Powell Company. Powell had been involved in an earlier attempt to build the Elcar with a Lever engine. Several of these engines were reported to be fitted to left-over Kissels from testing. There was even an attempt to build an eight-cylinder Lever-powered car on an updated Ruxton chassis.



## MORE ON COMÈTE

In response to the letter from Elliott Kahn in *SAH Journal* No. 142, I have some more to add. The Comète was launched by Ford of France at the 1951 Paris Automobile Show. The chassis, engine, and transmission were standard Ford Vedette components. Apparently, the initial plan was to build up to 90 cars per day, with final assembly at the Facel works at Colombes and Dreux. In addition to the hard top version, a convertible was also developed. In July 1954, the Ford-France enterprise was taken over by Simca, and from the 1955 model year cars originally developed and built by Ford received the Simca badge. The transfer of the Ford operations to Simca was completed in November 1954, and the Comète was dropped from the model lineup at (or shortly before) this time.

According to the late Michael Sedgwick (*The Facel-Vega 1954-1964, Cars in Profile* No. 7, 1973), Facel-Metallon operated four factories in France. In Courbevoie, the firm maintained an experimental shop responsible for prototypes and pre-production runs (the first 50 Comètes were built there). A press shop was located in Amboise, and the pressings were welded together in Colombes and the bodies mounted on the chassis. Finally, the cars were painted and trimmed in the shop at Dreux.

I have not seen any official production or sales statistics for the Ford Comète. In February 1978, the Automotive Historical Society of Sweden (MHS) published a special Ford-France edition of its newsletter. According to L.-G. Elg ("Vedette - A History of the Marque," *Motorhistoriskt Magasin* No. 2, 1978), as many as twenty Ford Comète Monte Carlo models (the luxury version) were imported to Sweden in 1954. Altogether, 25 Comètes were registered in Sweden between 1952 and 1954. No other information on the number of cars produced or sold was quoted.

In direct response to Mr. Kahn's letter, no more Comètes were produced after Simca's takeover of Ford-France in 1954. The picture of the Comète in *SAH Journal* No. 142 shows a modified car: the bumpers are definitely non-original, and the wire wheels appear to be aftermarket items. Note that the Monte Carlo came with wire wheels as standard equipment, while the standard version had disc wheels from the Ford Vedette. **Bengt O.Y. Lydell, 1736 Promenade Circle, Vista, CA 92083**

## CANADIAN CLUB

As a youth I was fascinated by the Canadian variants of US automobile marques, but I had generally assumed that the Auto Pact of 1956 had made such models superfluous. A recent vacation trip to the Atlantic Provinces indicates, however, that General Motors, at least, is still at it.

The first indication I spotted was the Pontiac Firefly, a Geo Metro equivalent, and the appearance of the similar Chevrolet Sprint suggested

that the Geo badge is not sold in Canada (although I *did* see a few Canadian-registered cars with Geo's globe badge - imported imports, perhaps?). Since GM dealers seemed to be either Chevy/Olds or Pontiac/Buick/GMC (we spent most of our time in Newfoundland, where Cadillacs seemed almost unknown), I suspect that the Firefly was created to give the Pontiac dealers a low-end vehicle to sell (as had been the "Cheviacs" I remember from my youth). The Corsica-based Pontiac Tempest would seem to have a similar function (if there's a Beretta equivalent I didn't see one - would it be the Pontiac Othello?).

What confused me was the existence of the Asūna badge, a range of vehicles sold by the Pontiac/Buick/GMC outlets, according to newspaper ads. These seem to be the SE, an upscale sedan, the Sunrider coupe, and the Sunrunner, a Geo Tracker/Suzuki Sidekick clone. But since I also saw Trackers badged both as Chevrolets and GMCs I became really confused. Can any Canadian member enlighten me as to the full range of GM offerings in our northern neighbor, and the exact function of the Asūna nameplate? **Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335**

### CRESCENT WRENCH

Ain't no mystery about the "speedster" shown on page 3 of *SAH Journal* No. 144, and it ain't no Enslow, either. It's a Crescent, perhaps a limited-production special, but at least one other was turned out - identical - for Dr. W.D. Furste of Cincinnati, a director of the outfit — as was Mr. Enslow.

The Crescent was the successor to the Ohio. The latter was launched in 1909 by the Jewel Carriage Co. here in Cincinnati (the suburb of Carthage). Jewel had tried a highwheeler in 1908; the following year they hired Ralph Northway (who had just sold his engine manufacturing company to General Motors) to be their vice president of engineering and design a high grade car, a quality T-head four, medium sized. If the testimonial letters they reprinted are any indication the car was well received. The firm was aggressive in sales and promotion, and for several years apparently sold as many as their little factory could turn out. But the realities of competition caught up with them by October 1912, and a receiver was appointed. Northway then organized a group of backers to take over the firm, composed of several Cincinnatians (including the aforementioned Dr. Furste) and F.W. Enslow of Huntington, West Virginia. Apparently Enslow provided most of the cash, as subsequently he turned out to be the principal bondholder of the outfit. That may also be the reason the incorporation was sited in West Virginia, and there were some rumors that the company would be moved to Huntington. The first name suggested, Northway Motor Car Co., was rejected because of potential confusion with Northway's surviving engine company, and Crescent Motor Co. was chosen instead.

The firm's stated intent was to continue manufacture of the Ohio car, and also manufacture motors for the trade. A new, larger six was developed for 1913, and a marketing arrangement was made with the old Royal outfit in Cleveland. The new six became the "Model Royal," while a less expensive version of the four was continued as the "Model Ohio." How many cars were produced and sold in 1913-14 is not clear, but in mid-1914 a new engine was developed for the 1915 cars - a 4 x 6 long-stroke T-head (the old four had been 4 1/4 x 4 3/4) en bloc - to the extreme! *Everything* was cast in the one block, including both manifolds. How this ambitious design worked in practice I can't say; I owned a 1915 Crescent Four for a number of years, but never undertook the task of restoring it. It was very original and solid, but would have to have had a routine restoration to be put on the road or into shows. I subsequently sold it to a Canadian museum, and later learned that it went to England.

Whatever the merits of the new long-stroke T-head engine (which must have been costly to produce), the money apparently ran out late in 1914, and a receiver was appointed. "Colonel" Frank B. Enslow then came forward with a proposal to take over the firm in February, and the

March 3, 1915 issue of *Horseless Age* reported that his proposal had been accepted and the transaction completed. Ostensibly, the intent was to continue manufacture of Crescent automobiles, but something happened on the way to accomplishing this that has escaped my research. The May 15, 1915 issue of *Automobile Topics* reported that "the business and assets of the Crescent Motor Car Co." had been acquired by (who else?) the Puritan Machine Co. of Detroit, which would immediately provide parts on request from its Detroit facility.

So ended the Jewel/Ohio/Crescent story, and so, apparently, can we eliminate another potential source of historic information about the firm, if the Enslow family has nothing.

And yes, Ohio spelled with a capital "O" on each end!  
**Cornelius W. Hauck, 8400 Summerhouse Road, Cincinnati, OH 45243**

### NOT A TREBERT

Under the heading "The Maryland's Engine" in *SAH Journal* No. 144, Marshall Naul expressed the opinion that the engine used in the Maryland car "was built by Trebert Auto and Marine Motor Co." of Rochester, New York. He apparently arrived at this conclusion by examining pictures of the Trebert engine shown in the March 1906 issue of *Automobile Trade Journal*.

Comparison of these photos with those of the Maryland's engine does indicate a similarity. Both appear to be valve-in-head engines with an overhead cam which appears to be turned by a vertical shaft. There are, however, differences in appearance and other evidence that the Maryland motor was not obtained from Trebert. The Maryland car was built by the Sinclair-Scott Company of Baltimore. Brothers John M. and Edwin Rife were in charge of manufacturing. The former's son, John W. Rife, wrote, in the *Baltimore Sun* magazine section of July 31, 1960, that nearly all parts of the car were built in the Baltimore factory. With respect to the engine, he wrote: "Machinists turned and ground the motor parts and assembled the engines." A Maryland brochure rates the engine at 28 horsepower, not the 34 claimed for the Trebert engine.

One difference between the two engines is evident by comparison of the photos. The Trebert engine has a rather simple intake manifold. The Maryland motor, on the other hand, has a sort of "double Y" arrangement. The company claimed that this configuration assured that the gas mixture from the carburetor would travel the same distance to any cylinder, thus assuring an equal supply to all cylinders.

Based on the scanty and somewhat conflicting evidence, it seems a bit premature to conclude that the Trebert engines were used in the Maryland car, or its predecessor the Ariel. It is, however, an interesting supposition, and Mr. Naul should be thanked for suggesting it. **Willard J. Prentice, 2419 Chetwood Circle, Timonium, MD 21093**

### NORTH DAKOTA REGISTRATIONS

I was most interested in the list of North Dakota registrations published in *SAH Journal* No. 144. Lists aren't boring to *me*. They may be to others, but interesting facts may be inferred from the raw data with a little effort.

I totted up the various groups; the total is 90,224, so Ford has 55 per cent of all the cars registered in the state in 1921. Overland is a clear second, but far behind Ford at ten per cent. Dodge has five and a half per cent, Buick five, Chevrolet four-and-a-half. The next four diminish to one per cent for Reo; the following sixteen makes, from Dort to Scripps-Booth, total seven per cent; Allen to Haynes, two per cent; Flanders to Marion, one per cent; and the next 89 makes, with less than ten cars apiece, total less than half of one per cent. So much for the diversity of makes in the twenties.

Of course, this is mostly a rural area, with a Ford dealer in every small town. It was "Ford or can't afford." Roads were unimproved, so I see

few cyclecars. Not many high-wheelers, but they could have been kept on the farms and not registered. Few electrics, of course, and one McLaughlin down from Canada, the only foreign car (actually a Buick). There were few big cars. Cadillac was cheaper than Packard Twin Six, but only one Pierce-Arrow?

Conceding the bias of the remote location far from manufacturing centers, the northern climate, and all, I think this is a better indication of what America was driving in the early twenties, rather than what is seen in advertisements and magazine articles. I appreciate the efforts of the copyists to avoid correcting even obvious errors, though "Sutuz" can be deciphered by anyone. Census lists aren't better than this.

I think I can explain why the Houpt-Rockwell is on the left side of the road. This is a factory photo (no license plate), and the Toy Tonneau (not touring car) is going around the camera car, which is parked on the right side. The slant is due to the high speed of the car and the low speed of the shutter. **Donald L. Franson, 6543 Babcock Avenue, North Hollywood, CA 91606-2308**

*The copyists, despite the best efforts of a trio of proofreaders, introduced a couple of errors not in the original list, a photocopy of which was furnished by author Larson. The North Dakotans did not spell Stutz as "Sutuz," and "Mome Made" is, of course, Home Made. And as for the left-leaning Houpt-Rockwell, see below.*

—Editor

### LEFTISTS IN CONNECTICUT

Regarding the photo on the cover of *SAH Journal* No. 144, Connecticut didn't cease to drive on the left as shown. It never did. None of the United States has ever conformed to this pattern, one still used in numerous places (e.g. the British Isles, Australia, New Zealand, India, Japan, and a number of former British possessions and colonies). At one time, Europe was about evenly divided into those who drove on the right and those who drove on the left.

In our hemisphere, it was even more confusing. As of January first, 1929, four of the then-nine provinces of Canada kept to the left, as well as Newfoundland, British Honduras, Panama, Uruguay, Argentina, British Guiana, Suriname, and the Falkland Islands. Of those, the interior of British Columbia was the first to make the switch to the right, on July 15, 1920. The coast, including Vancouver and Victoria, followed suit on January first, 1922. On December first of that year, New Brunswick adopted the change, and Nova Scotia on April 15th. With the adoption of the pattern by Prince Edward Island on May first, 1924, Canada had entirely made the change. Newfoundland, which had been a dominion in its own right and a crown colony in 1933, held out until 1947; two years later it became Canada's tenth province.

Panama (and the Canal Zone) adopted the pattern in 1943, with Argentina and Uruguay following two years later. British Honduras was the last to make the change in 1961, twenty years before it became Belize, a self-governing state within the British Commonwealth. This left only Guyana (formerly British Guiana), Suriname (formerly Dutch Guiana), and the Falkland Islands. In the brief war between Argentina and the Falklands in 1982, a change to the right was enforced by the Argentine Occupation. Upon British victory, the islands reverted to the left.

Numerous reasons apply to the various places where changes have been made, and may be studied in the book *The Rule of the Road: An Introductory Guide to History and Practice*, by Peter Kincaid, a senior lecturer in law at Macquarie University of Sydney, Australia (Greenport Press, Greenwich, CT, 1986).

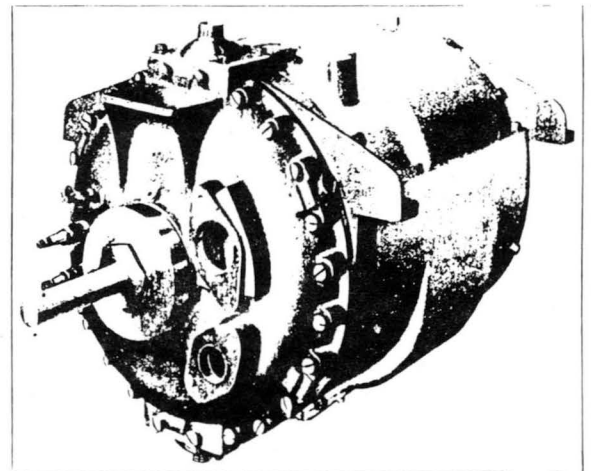
Why, then, was the 1910 Houpt-Rockwell racing along on the left-hand side of the road? My educated guess is that it was to oblige the photographer. For what purpose, we'll probably never know. **Keith Marvin, Apt. A-13, The Village One Apartments, 587 Broadway, Menands, NY 12204**

### THE SCOTT GASOLINE TURBINE

In the "whatever happened to" category, the Scott gasoline turbine must have a place. I have a copy of a brochure of the Turbine Engine Mfg. Co., 224 South Canal Street, Chicago, from the 1929 Chicago Auto Show, which describes such a unit. The brochure touts "No cams, no noise, no valves, no springs, no trouble, no vibration.....a total of twenty-five parts, only nine moving parts." Fifty horsepower was claimed from an engine only half as large as a forty horsepower, four cylinder reciprocating engine.

Were any of these units ever used to power an automobile? I found the brochure among some aviation material, so perhaps they were trying to market this power unit to some light plane manufacturer, many of which were around at that time. **Bill Snyder, P.O. Box 3013, Orange, CA 92665**

**Turbine Engine Mfg. Co.** 224 South Canal Street  
CHICAGO, ILL.



### TRUCK TIRES

I have a lifelong interest in old trucks, on which I have been actively working for about ten years. I have concluded that I do not understand all that I know about tires, especially truck tires on twenty inch rims. Perhaps some members can fill in my blanks, or can suggest a reference that will help me.

Pneumatic tires were designated by outside diameter and rim width. This was changed to tread width and rim diameter. About when did this change take place? Was it related to the change from high pressure to balloon tires on cars? If so, was there a corresponding change in truck tire pressures?

Some trucks tires were made with both sizes marked on the sidewalls. About when was this done?

Surviving twenty inch tire widths seem to be 6.00, 6.50, 7.00, 7.50, 8.25, 9.00, 10.00, and 11.00. There are some references to 9.75 and 10.50. What were the common or "standard" widths in the early days? What about the 9.75 and 10.50? Did they never catch on, or did they evolve into a surviving size?

The 8.25 seems to be the transition between medium and heavy trucks, and seems to be a discontinuity in the progression. Does it or did it represent a limiting condition for outside diameter, rim width, or something else?

I am looking forward to learning more about tires. **David A. Weaver, 14300 Round Grove Road, Morrison, IL 61270**

## DID QUEEN LILLIUOKALANI OWN AN AUTOMOBILE?

by Keith Marvin

*This article is inquisitive because I have not been able to ascertain whether the last Queen of Hawaii ever owned or used an automobile, after several years of trying to get the answer from various Hawaiian sources. After her deposition in 1895, Queen Lilliuokalani lived out her days in Honolulu until her death in 1917 at the age of 69. This may seem an unimportant historic issue, but I would appreciate any information relative to it, for it seems odd to me that no one I've contacted—in various Hawaiian circles and agencies—has had the remotest notion, and the only photos I've been able to locate concerning the Queen and her transportation date back to 1893, when she was photographed in front of the Iolani Palace in Honolulu, now the State Capitol.*

—KM

In March 1948, I spent an afternoon with a friend, the late Hon. William H. Castle, at his home in Washington, DC. It was then that I first began to wonder whether Lilliuokalani had owned an automobile, or automobiles, after her deposition in the 1890s. A native of Honolulu, Mr. Castle, who later served as Assistant Secretary of State, Ambassador to Japan, and Undersecretary of State, told me that he thought she had owned a car, but couldn't give me any details. I've been "picking" at this for the last 45 years, and have finally decided that someone must know the answer. It is not a major case, but I think it would make a fascinating sidelight to automotive history.<sup>1</sup>

At the time of the Queen's birth in 1838, the Kingdom of Hawaii was ruled by King Kamehameha III, and at the time there existed other kingdoms in the South Pacific, including Fiji, Samoa, Tahiti, and Tonga. Today, only one - Tonga - remains a kingdom.

By the 1890s, however, only Hawaii and Tonga retained their royal houses. The United States and Hawaii had maintained diplomatic relations for several decades, but there was also, in those pre-tourist days, great interest shown in the Hawaiian Islands by Germany, Britain, and Japan, all of whom were more than "just" interested in the kingdom's burgeoning natural resources and products, particularly sugar and pineapples. Indeed, Hawaii's flag, modelled on the Union Jack, remains the State Flag today. But US-Hawaiian relations were iffy, although this country had established a toe-hold on the islands by a reciprocal treaty enacted in 1876, negotiated by President Ulysses S. Grant and Queen Emma of Hawaii, whereby the "temporary" cession of Pearl Harbor as a coaling station for US men-of-war was effected and "Hawaiian sugar, the principal export (in Hawaii) was to be admitted into the United States free of duty."<sup>2</sup>

There was no doubt at this time that the potential wealth of the islands came under close scrutiny by the aforementioned world powers. A riot (yclept revolution, which it probably was) came under the reign of King Kalakaua, and affairs were awry for some time. In 1890, King Kalakaua made a good-will visit to the United States, but became ill and died on January 20th, 1891, at San Francisco's Palace Hotel.<sup>3</sup>

It was thus that his sister, Lilliuokalani, succeeded to the Hawaiian throne. Between 1891 and 1893<sup>4</sup>, there was much uneasiness in the islands, and Lilliuokalani - a strong-willed monarch - wasn't about to make them easier. Things went from bad to worse. In 1893, she was deposed, and Sanford B. Dole (of the pineapple family) became president of the country, a republic which was to last for five years. The ex-Queen tried every maneuver to overthrow the republic, to little avail. When the islands were officially annexed by the United States, Lilliuokalani was allowed the freedom of the city, where she remained until her death. She will always be remembered by her exquisite composition "Aloha Oe," Hawaii's present state song.

As to automobiles, we know that there were four on the island of Oahu in 1900, and that by 1905 the total had risen to 25 on that island, eight on Kauai, and another 47 (presumably) on the islands of Hawaii and Maui.<sup>5</sup> Information on what these vehicles might have been, by make or type, has eluded me, but I do have information on the first 100 vehicles registered in 1906. By 1909, 232 registrations were reported; 1,800 by 1914; and 2,400 a year later. The motor car had come to Hawaii.<sup>6</sup>

In 1906, number 1 was assigned to Gerrit Parmile Wilder, for his Autocar. Governor George A. Carter's White steamer could be identified by its number 51. The actual breakdown of makes registered that year showed Oldsmobile as the most popular (23 on Hawaiian roads), and White steamer the runner-up with 14. From this, the downward spiral in motorists' choices appeared thus: Autocar and Winton, six each; Queen, five; Ford and Gale, four each; Tourist, three; two each for Cadillac, Locomobile steamer, Orient, Pope-Toledo, and Stevens-Duryea; plus a single example of Buick, Clement, Franklin, Mors, Packard, Pope-Tribune, Prescott steamer, Rambler, Schoening, and Wayne.<sup>7</sup> This tally covers all of the islands on which motor vehicles were used. The first registration covering the entire territory wouldn't surface until 1922. Hawaii became our fiftieth state in 1959.

But it has been impossible to track down the Queen's automobile, if indeed she owned one. The late Dr. Alfred Lewerenz of Hollywood, California, second president of the Horseless Carriage Club of America, second editor of *Horseless Carriage Gazette*, and an early member of SAH, told me of being in the Packard agency in Honolulu when one of



*Queen Lilliuokalani, last reigning monarch of the Hawaiian Islands. Deposed in 1893, she lived on in Honolulu until her death in 1917. But did she ever own an automobile? Courtesy of Keith Marvin.*



the Hawaiian princesses stopped by to take delivery of her new car. Packard had a strong following in Hawaii, and perhaps the Queen had one. Perhaps she didn't.<sup>8</sup> It would be nice, though, to establish an answer instead of continuing our speculation.

## BIBLIOGRAPHY AND NOTES

1. A visit to the Hon. William R. Castle, who was born and grew up in Honolulu, where his father was active in the Hawaiian government during the reign of King Kalakaua.

2. *Hawaii and a Revolution*, by Mary A. Krout. New York: Dodd, Mead & Company, 1898.

3. President Warren G. Harding died at the same hotel on August 2nd, 1923.

4. The Queen was deposed in 1893, but didn't formally abdicate until 1895.

5. Numbers were assigned in order to any Hawaiian motorist, but by county until 1922.

6. *The Sales Builder*, Honolulu, April 1938.

7. The Schoening is either a complete mystery or an unbelievably long shot. The only encyclopedia or compendium in which I've been able to find a Schoening automobile is the *Standard Catalog of American Cars 1805-1942*, by Beverly Rae Kimes and Henry Austin Clark, Jr. (Krause Publications, 1987 and 1989). The *Catalog* lists a Schoening built at Oak Park, Illinois, in 1895 by C.J. and C.W. Schoening, which, according to *Horseless Age*, was described thus: "The drawing power is a double cylinder kerosene engine of decidedly peculiar construction, yet remarkable power, both piston rods operating on one crank in a horizontal plane." The account goes into further detail, and, in noting the safety factor, related "that an eight-year-old child had brought the car to a stop from a speed of 15 mph in approximately forty feet." The entry in the *Catalog* states that there was no known documentation that Schoening production had gone any further than the one car. Yet, there is nothing listed either on its eventual fate or other description of it.

It would seem highly unlikely that this Schoening had come into the possession of a Will Barclay, made its way to Hawaii, and, eleven years later, was registered there with number 75. Yet, the world is full of wonders, and stranger things have occurred. Until further data is located showing that another Schoening, connected or unconnected to the Illinois car, might have been built, the issue will remain a mystery. The remote possibility that Will Barclay's car could have been the same one described in the *Standard Catalog* cannot be discounted.

8. Hawaii's royal family was considered and respected as such for many years. The princess in question was, in all probability, the heir-apparent, Princess Kaiulani, or her mother, Princess Like-Like (pronounced "leaky-leaky"). This is similar to the Empire of Brazil, which collapsed in 1889, although the royal family of Braganza still maintains residence in Rio de Janeiro, the current pretender to the Brazilian throne also being pretender to the throne of France in the Bourbon line.



**THE CASE AGAINST THE LITTLE WHITE SLAVER.** Originally published by Henry Ford. Reprinted 1992 by the Historical Society of Michigan, with introduction by David L. Lewis. 76 pages. Softbound, 5 1/4 x 9 1/2 inches. Published by the Historical Society of Michigan, 2117 Washtenaw Ave., Ann Arbor, MI 48104. \$11.50 (\$11.90 for Michigan orders, and \$12.25US to Canada).

This all-but-forgotten bit of automobilia is a welcome piece of automotive history which should have great appeal for anyone interested in Henry Ford and the virtually-unknown hatred he had for cigarette smoking. Originally printed as four pamphlets, the work now appears under one cover, and is almost completely devoted to the evils of smoking cigarettes by young boys. Ford didn't mention young girls, adults who had already succumbed to the habit, nor tobacco chewing or smoking of pipes or cigars.

An excellent foreword by David Lewis, professor of business history at the University of Michigan's School of Business Administration and a former SAH president, clarifies the "issue" as Ford and numerous others saw it. Testimonials are included from prominent Americans who saw the same light in tobacco as many see in the use of illegal drugs today. There were no exceptions to Ford's convictions, and he was a man with many convictions. Among his other dislikes were Jews, jazz, meat, lipstick, and alcohol, as well as cows, pigs, and chickens.

Smoking was not only forbidden to Ford's employees, but, for a time, to his dealers, and even to potential customers visiting Ford showrooms. He gave credit where he believed it to be, with a letter from his crony, inventor Thomas A. Edison. But he also included a letter of defense from Percival I. Hill, president of the American Tobacco Company. He dedicated the pamphlets "To my friend, the American Boy," and weighed in with numerous testimonials against "the boy as cigarette smoker" by such personalities as educator Booker T. Washington, sportswriter Grantland Rice, and baseball greats Ty Cobb and Connie Mack (Cornelius McGillicuddy). One of the more interesting exhibits is a hand-written letter from Edison to Ford, in which the latter is addressed as "Friend Ford" and the writer goes on at length in his belief in the evils of cigarette smoking but opining that it was the paper used in rolling them rather than the tobacco which was the major issue in the cigarette. (Truth be known, Mr. Edison was not averse to either a cigar or a chaw of the weed on occasion.)

This is a treasure chest of one man's view towards the "evil" which would lead, he felt, toward insanity, alcoholism, and even death. No Ford library should be without this reprint of Ford's four pamphlets now combined in one volume.

—Keith Marvin

**STANDARD CATALOG OF AMERICAN MOTORS**, edited by John A. Gunnell. 320 pages, 500 black-and-white photos. Softbound, 8 1/2 x 11 inches. ISBN 0-87341-232-X. Published by Krause Publications, Iola, WI 54990. \$19.95 plus \$2.50 shipping.

It has long been true that certain makes of cars seem to garner a disproportionate share of attention from authors and publishers. The reason, of course, is the market itself. There are so many books devoted to Ferrari, Porsche, and Corvette because there are so many people willing to spend money on them. That's probably as it should be.

Then there are some makes which remain under-reported, and it sometimes is bewildering why that is so. American Motors is one such automobile company about which little has been written until recently. Happily, Krause Publications has stepped into this void with the newest addition to the *Standard Catalog* series. Many readers are familiar with the *Standard Catalog* format, large, softbound volumes packed with detailed information on cars of a particular brand or manufacturer. This volume follows the mould.

One of the problems with writing a book about AMC is trying to define exactly what AMC was. Krause has chosen to detail all the disparate companies which merged over the years to form the American Motors Corporation. Thus, we are treated to detailed information on the original Ramblers, built from 1902 to 1913 by the Thomas B. Jeffery Co., their successors, badged as Jefferys from 1914, Nashes, Hudsons, "modern" Ramblers, imported Nash-Healeys, the Hudson Italia and the Metropolitan, as well as Ajax and Lafayette. Jeep vehicles, for some reason, are covered only from the date they became a part of AMC, so the Willys and Kaiser years remain unreported. Likewise, coverage of Renault products is limited to the US-built Alliance and Encore. Regardless, it was a formidable task to assemble and catalog data on all these brands, and Gunnell has done it successfully.

The book is divided into two main parts. The first contains 48 articles covering AMC-related vehicles, reprints of items which have appeared over the years in *Old Cars*. The second part contains detailed listings of make and model, including specifications, options, photographs, and historical footnotes. The book concludes with a value guide, using Krause's familiar six grades of condition.

As the foreword explains, "No claims are made that these are infallible history texts or encyclopedias.... They are meant as a contribution to the pursuit of greater knowledge...." Fair enough.

Complaints are few. The photography is, to put it kindly, serviceable. The pictures themselves are a mix of factory photographs, amateur shots taken at car meets, and reprints from sales catalogs. All these are acceptable modes, but in the small size used in the second half of the book, the catalog section, they don't show up well, appearing dark and grainy. I'd like to see some more recent articles included, too. Several of the reprinted pieces refer to AMC in the present tense, proof enough that they are dated.

A curious omission is the 1987 line of vehicles. AMC survived as a corporation until the mid-1987 takeover by Chrysler. The 1987 Eagles, Jeeps, and even the new US-built line of Renault GTAs are overlooked entirely, except for some Jeep models listed in the value guide. It is hoped that subsequent editions will correct this.

Still, it's a good first effort on an important manufacturer, and is an excellent source of ready information. Krause has to be complimented on bringing out a good book which is an excellent value.

—Patrick Foster

**SKODA LAURIN & KLEMENT**, by Ivan Margolius and Charles Meisl. 192 pages, 181 black-and-white photographs, plus maps, drawings, and charts. Hardbound, 8 x 10 13/16 inches. ISBN 1-85532-237-4. Published by Osprey Publishing, 59 Grosvenor Street, London W1X 9DA. Available from Classic Motorbooks, P.O. Box 1, Osceola, WI 54020. \$49.95 plus \$4.50 postage.

SAH member Ivan Margolius, who received a Cugnot Award of Distinction for co-authoring *Tatra - The Legacy of Hans Ledwinka*, now, with new collaborator Charles Meisl, turns to the other great Czech manufacturer, Škoda. The story they tell is that of two manufacturers, for it is the story of Laurin & Klement as well.

L&K, like so many auto manufacturers, started life as a bicycle manufacturer. Around the turn of the century, it began production of what may have been the world's first practicable motorcycle, and won renown for its racing victories. To keep its customers who wished to change from motorized two-wheelers to something more comfortable, L&K added passenger cars in 1905. By World War I, it had acquired another Czech producer, RAF, and assumed the latter's license to produce Knight-engined cars. After the war and the collapse of the Austro-Hungarian empire, of which Bohemia was a part, shortages, social upheaval, and anti-automobile policies of the new Czech Republic led L&K to seek a friendly takeover.

Its choice was another Bohemian concern, Škoda, then the second-largest armaments concern in Europe, and a manufacturer of steam locomotives as well. At the time Škoda acquired L&K, 1925, it had begun production under license of the Sentinel steam "waggon" and the Hispano-Suiza H6B. The Škoda cars were not an immediate success at home, and were outsold by Praga and Tatra for some time. But the company persevered through the thirties, developing export markets and favorable publicity through various rallies and trials.

The company suffered little damage during World War II, but on the last day of the conflict the Luftwaffe inexplicably destroyed the factory, "including a treasure house of fascinating archive material." The next year, 1946, Škoda was nationalized, and consequently became an appendage of the Communist state in 1948. From 1964 to 1990, Škoda, like the Moravian manufacturer Tatra, produced rear-engined cars (giving Czechoslovakia the distinction of being the only country whose totality of passenger car production was of this configuration). Today, the company has been privatized as a joint stock company. By 1995, the VW-Audi-SEAT combine will have acquired 70 per cent of Škoda's shares, enabling it to develop future competitive products.

As the introduction notes, the L&K/Škoda story is not one dominated by a single engineer such as Ledwinka, but instead is the story of a "determined team of like minds." For that reason, perhaps, *Skoda Laurin & Klement* is the more interesting of Margolius's books, as a panoramic corporate history. There is rather more discussion of racing and rallying than this reviewer enjoyed, but that is the mark of the comprehensiveness of this work. The book is enhanced by a chapter on Carrosserie Sodomka, and informational tables on models and specification of the L&K and Škoda motorcycles, passenger cars, commercial vehicles, and tractors.

One hopes that Margolius will turn next to such defunct Czech manufacturers as Aero, Praga, Walter, Wikov, and Zbrojovka to complete the automotive history of his native land.

—Taylor Vinson

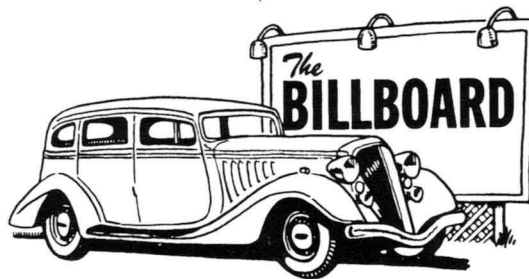
**THE BEST OF BILL'S CAR STORIES**, by William T. Cameron. 40 pages, 48 black-and-white illustrations. Softbound, 8 1/2 x 11 inches. Available from William T. Cameron, 7495 Clearwater Road, Minocqua, WI 54548, \$10.00 postpaid.

It seems only yesterday that SAH member Bill Cameron received a Cugnot Award of Distinction for his carefully researched and absolutely fascinating book *The Cameron Story*. But, come to find out, it was the day before yesterday - 1991 to be exact. The writing bug has affected him again, hard on the heels of his study of the car bearing his name. But the stage has changed, and this time Bill has gone in for comedy.... and what comedy! His dozen car stories are better than any I know, and if you know Bill (and who doesn't?) you know that no one can tell 'em like he can. Heading for his ninetieth year, this gentleman can outdo raconteurs half his age. These stories he calls his best, and justifiably so.

"Do Cars Have Sex?" he ponders, hastily explaining "...not the birds and bees variety." And, having said that, he debates the issue and proves that they do (no kidding; he's right). Not one of his tales is anything like any other, so he'll keep your attention throughout.

Some of his recollections are taken from personal experience, and two or three have been published elsewhere before, but they're all great and emphasize the lighter side of our automotive interest. "First at 18 - Then at 81" is indicative of how swiftly time flies when you have something of interest in which to stay active. Bill has spent the greater part of his life with cars, and sees them as individuals. Try it; you'll like it, and see the secret of keeping young with tales like these.

-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: *Autocar*, 10/25/29; *Auto Trade Journal*, 5/13 and 8/32; *Automotive Industries*, 8/3/29; *MoToR*, 1/18, 12/29, 3/31, 9/31, and 5/33. Intact and reasonable, please. **Karl S. Zahm, 4520 Edgewood Hills Drive, Rockford, IL 61108**

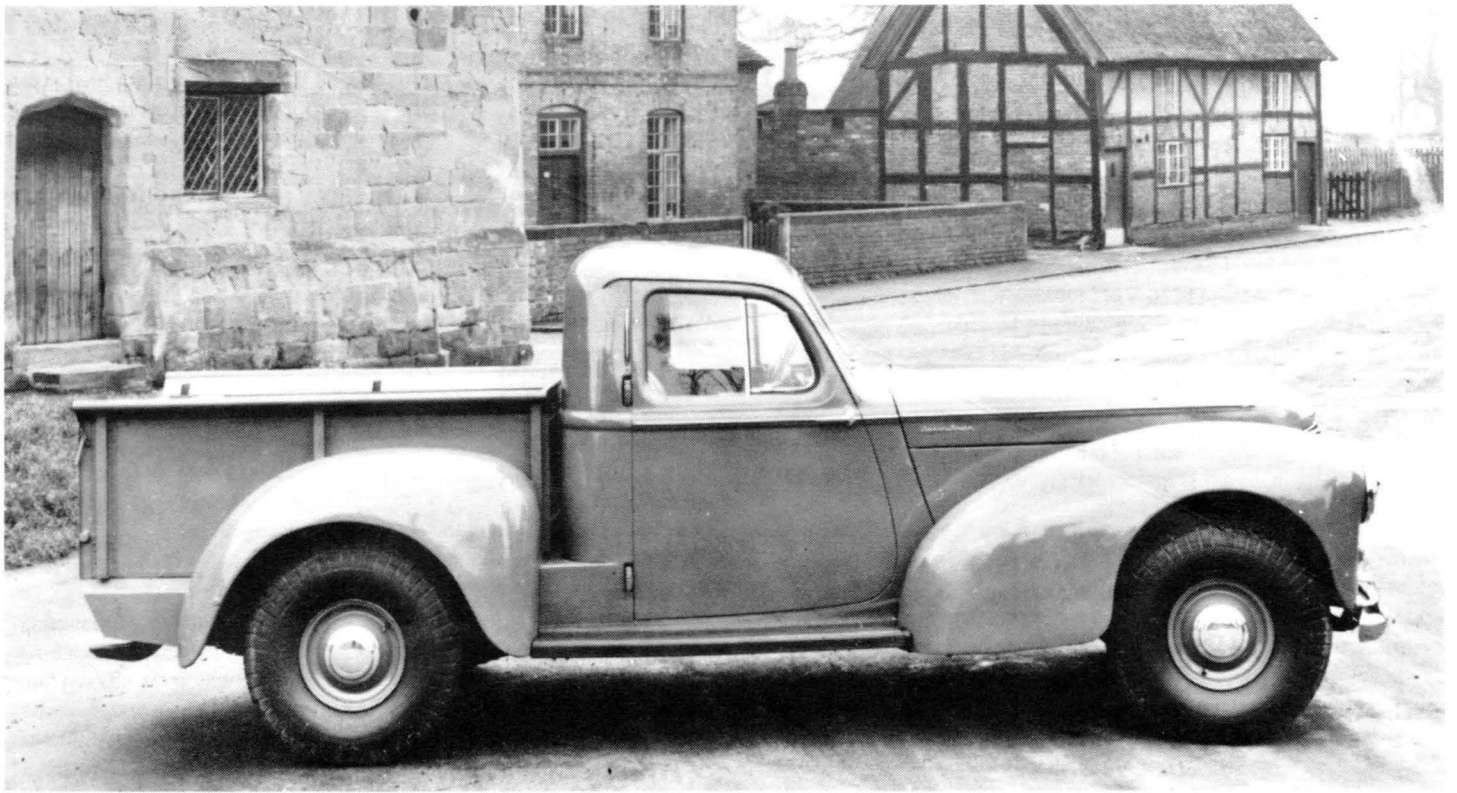
WANTED: Automobile literature 1900-1975. I buy automobile sales brochures, manuals, posters, original artwork, racing memorabilia, promotional items or any literature pertaining to automobiles. **Walter Miller, 6710 Brooklawn Pkwy., Syracuse, NY 13211. (315) 432-8282, FAX (315) 432-8256**

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Little, George T., Jr. .... 1674 7 Turquoise Drive Colchester, VT 05446	Edyvean, David ..... 1680 2508 Campbell Ave. Schenectady, NY 12306	Prescott, Joel ..... 1388 P.O. Box 299 Bernalillo, NM 87004-0299
Bogiatzis, Emmanuel ..... 1675 3 Pambula Street Kaleen, ACT 2617 AUSTRALIA	<b>CHANGES OF ADDRESS</b>	Bibb, James B. .... 278 5166 Bethel Church Rd. Saline, MI 48176
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Hampson, Bruce B. .... 1678 2521 Marshall Road Drexel Hill, PA 19026	Crismon, Frederick W. .... 335 Route 2, Box 333B Irvington, KY 40146	Larrowe, Richard E. .... 84 42650 SE Highway 26 Sandy, OR 97055
	Toensing, William J. .... 1124 13226 Mystic Mine Road Nevada City, CA 95959	<b>REINSTATED</b>
		MacSems, Michael ..... 1199 1716 Giles NW Olympia, WA 98502



*HUMBLE HUMBER: Humber's forte was upscale saloon cars for those who could afford better than a Hillman. Humbers also found favor as military staff cars and with the police. A few Humbers were turned out, however, as estate cars and even pickups. SAH member Macdonald Leach sold Humbers for the Rootes Group in New York City in the early fifties, and recalls selling an estate car, but pickups like this 1951 Super Snipe were rare even in Britain. As far as we can tell they weren't mentioned in the factory literature. Macdonald Leach collection.*

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