

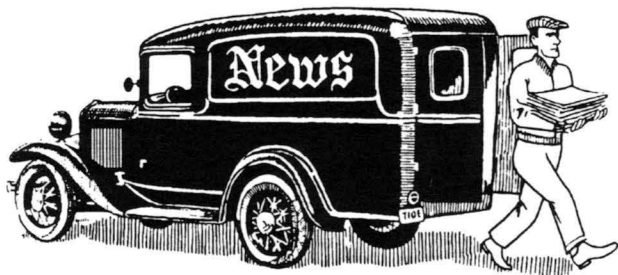


# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September – October 1993

Issue Number 146



## ANNUAL MEETING, BANQUET OCTOBER 8TH

The Society's 1993 annual meeting and banquet will be held Friday evening, October 8th, 1993, at the Hershey Country Club, 1000 East Derry Road, Hershey, Pennsylvania. The event will convene with a cash bar at 6:30 PM; dinner will be served at 7:00 in the Candlelight Dining Room. The banquet will feature a buffet menu of assorted salads, baked stuffed chicken breast, sliced london broil, broiled fish du jour, potato, vegetable, and assorted desserts.

Highlight of the evening will be the presentation of the Cugnot, Carl Benz, and Brigham publication awards, the E.P. Ingersoll Award, the James J. Bradley Distinguished Service Award, and the naming of this year's Friend of Automotive History. Cost of the banquet will be \$25.00 per person, and reservations should be made by calling treasurer Jim Cox at (717) 491-2707 by September 30th.

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

## HERSHEY HOSPITALITY TENT BV 43-44

The SAH hospitality tent at this year's AACA National Fall Meet will again be located in the Blue Field at spaces **BV 43-44**. The meet will be held October 7th-9th 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.

A number of members have already volunteered to help at the tent, but the help of others is needed in order that it may be staffed for the entire duration of the meet. Please contact president Jack Martin today at (317) 852-0431, and tell him when you could be available to help. Everyone has hectic schedules at Hershey, but if 24 members each offer to help for a two hour period during the three-day event the burden will be equitably shared.

## VINSON TO HEAD SOCIETY FOSTER NAMED VEEP NAN MARTIN AND JIM COX RE-ELECTED JACK MARTIN, SINCLAIR POWELL, PAT CHAPPELL DIRECTORS

Taylor Vinson of Alexandria, Virginia, has been elected president of the Society for 1993 to 1995. Christopher (Kit) Foster, of Gales Ferry, Connecticut, was named vice president in the recent balloting. Re-elected to their current posts were secretary Nan Martin and treasurer Jim Cox.

Elected directors of the Society for three year terms were Jack L. Martin of Brownsburg, Indiana, and Sinclair Powell of Ann Arbor, Michigan. Incumbent director Patricia Chappell of Wilmington, Delaware, was re-elected.

Taylor Vinson, vice president 1991-93 and a two-term director before that, is a senior attorney with the National Highway and Traffic Safety Administration in Washington, DC, and an avid literature collector. Foster, editor of SAH publications since 1989, has also served as a director. He is an electrical engineer with the Naval Undersea Warfare Center in New London, Connecticut.

Nan Martin and Jim Cox have served one term each in their respective offices, Cox being named early in 1992 to fill a vacancy.

Jack Martin, president of the Society 1991-93, was previously vice president and also a director. He headed the Indianapolis Motor Speedway Hall of Fame from 1979 to 1987, and is a former president of the Milestone Car Society. Sinclair Powell, a retired attorney, is completing a comprehensive book on the history of the H.H. Franklin Company, and was recently honored by Syracuse University with the Franklin Award for Distinguished Service in Transportation. Best known as author of *The Hot One*, the definitive history of the 1955-57 Chevrolets, Pat Chappell is also a well-known automotive historian, writer, and columnist. She has served on the Society's publications award committee.

## "FORD: THE WAR YEARS" TO BE AT HERSHEY

The Early Ford V8 Foundation's exhibit "Ford: The War Years 1942-1945" will be at the AACA Library and Research Center in Hershey, Pennsylvania, through October 10th. The exhibit features photographs, advertisements, and memorabilia from the Ford Motor Company during the years of World War II. It shows the variety of equipment produced by the company during the war, from the 1942 staff cars to the Ford Jeep to Ford's version of the Sherman tank, from the time of Pearl Harbor until passenger car production was resumed.

The Early Ford V8 Foundation seeks to preserve the history of the Ford Motor Company and Ford automobiles from 1932 to 1953. SAH member Jerry Windle of San Diego, California is president of the Foundation.



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CHRISTOPHER G. FOSTER, EDITOR  
1102 Long Cove Road, Gales Ferry, CT 06335 USA

Richard B. Brigham, Editor Emeritus

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*Vice President* ..... Taylor Vinson  
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*Treasurer* ..... James H. Cox

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Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$25.00 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

There is a certain amount of cachet attached to the phrase "making history." Certainly the pioneer giants of automobilism - Henry Ford, Billy Durant, even Alanson Brush - made history, and we latter-day historians are grateful for it. Every so often, though, I become aware that someone is trying to make his own history, and for all the wrong reasons.

"I have this old car," the story often goes, "it's a (insert the name of any marque here), and it was once owned by (put the name of a prominent personality or automotive notable here)." Or "it's a special model, a prototype made by the factory. They only did one. The former owner told me." Many of you have fielded such queries, I'm sure; the rest of you have seen them appear in the advice columns of our hobby media.

Most of the time, of course, the story lacks any substantiation, and sometimes there's enough evidence to the contrary that the tale goes dormant, at least for a time. In some virulent cases, though, I have suspected that either the owner of the reputed celebrity car really wanted to believe in the tooth fairy, despite a wealth of counter-evidence, or, worse, that the added commercial value of the fictional status made the truth simply unacceptable. A few too many times, when acting as volunteer consultant, arbitrating editor, or merely as a friend, I've had the questioner drop out of sight as soon as I levelled the disputing evidence. Was it merely embarrassment, or did the perpetrator, who, I suppose might have been the person who "faked" the car in the first place, simply fade from the limelight the better to find an unsuspecting, neophyte buyer in another venue?

There are corollary discussions which may ensue, such as

whether it's ethical to create "replica" cars, even if they're plainly labelled as such, but I'll leave such passion for another day. In this instance, I'll simply opine that as historians we have a responsibility to discover and comment on history, but not to make it, nor to abet others in doing so retroactively. Few of us would do so overtly, but it's in our collective interest to be as skeptical as we can be. History, after all, is not simply for the asking.

—Kit Foster

## PRESIDENT'S MESSAGE

Dear Members,

Some years ago, network television presented a program that signed on with the statement "your mission, should you choose to accept it, is...." A few months ago I asked the following members to accept the chairs of various SAH award committees, and each accepted with gusto: David L Lewis, Friend of Automotive History; Matt Sonfield, Cugnot and Benz Awards; Jeffrey Godshall, Dick and Grace Brigham Award; and Jim Wren, James J. Bradley and E.P. Ingersoll Awards. Although the committee assignments are not life-threatening, there is far more detail work involved than most people realize, and the committees do not have exotic tools to work with.

For instance, this year the Cugnot and Benz Committee is composed of Matt and historian members Pat Chappell, Walt Gosden, and Kim Miller. Their project included the reading and reviewing of some thirty books and articles in a period of less than six months. Certainly that is not the type of reading assignment one who enjoys reading is hoping for....yet they managed to complete the project and remain friends. I wish to personally thank each of these devoted committee members, and ask them to stand up and take a well-deserved bow.

As a friendly reminder, the work of this committee and the all-important work of the honorees will be recognized at the SAH awards dinner at the Hershey Country Club, Hershey, Pennsylvania, on Friday evening, October 8th. If you have not yet ordered tickets, please do so today. Don't miss this gala event and the opportunity to meet and greet new and old friends....it is your evening, and we look forward to seeing you there.

Karl Zahm, chairman of the silent auction, has completed cataloging the auction lots, and the catalog has been mailed to you. Karl has prepared the sale to appeal to each of us, and there are many treasures waiting for new owners. Please review the list and place your bids. Many thanks to you, Karl, for handling this task. We are grateful to you, and glad you are an SAH member.

The 1993 elections are history, and I wish to thank Beverly Rae Kimes, Nominations and Elections chair, for preparing the outstanding slate of superb candidates. I am pleased that you have extended your support to Taylor Vinson, Kit Foster, Nan Martin, and Jim Cox. Each of these officers-elect has devoted a great deal of their free time and out-of-pocket expense to managing the Society. Congratulations and thanks to each of you, and to each of the newly-elected directors.

One of the highs of my term has been the opportunity to work with each of you. Taylor has been an excellent vice president, and is always ready to lend his expertise and support, regardless of the difficulties. Kit, too, was always quick to pitch in and help solve problems while never losing sight of editing the SAH publications. Jim is an excellent treasurer, and views managing the Society's funds as a job requiring only special and prudent care. Nan is a great organization secretary and totally responsive to the demands of her job and quick to propose new methods of improvement. Each of these people has imparted a great deal of quality in conducting

the affairs of the Society, and I truly value their individual contributions. More importantly, I treasure their friendship and thank each of them for helping to make me look good!

As your president for the last two years, I wish to thank you for your support and interest in the Society. No doubt there may be areas where we have some differences, but the end goal is what is best for the Society. Although at times things were hectic, and some of the problems were not deserved, it has been an enjoyable term, and I encourage each of you to become active in Society affairs. If there is a chapter in your area, please involve yourself in its activities. Another area requiring the help of each of us is the recruiting of new members. There is a great deal of achievement associated with enlisting new members, and I'm sure each of us has a friend or acquaintance just waiting to enhance the Society by joining with us.

Thanks again for tuning in, and please remember you are invited to call or stop by any time.....your visit is welcome and important to me. Thank you.

–Jack L. Martin

## NOMINEES ABOUND FOR PUBLICATION AWARDS

Thirty works published during 1992 have been nominated to receive the Society's coveted publication awards at the upcoming annual meeting. Nominated for the Nicholas-Joseph Cugnot Award for the best book in the field of automotive history were the following:

*The European Automobile Industry*, by James M. Laux, Twayne Publishers.

*Auburn Cord Duesenberg*, by Don Butler, Crestline Publishing.  
*Chapparral*, by Richard Falconer and Doug Nye, Motorbooks International.

*The American Gas Station*, by Michael Karl Witzel, Motorbooks International.

*U.S. Military Tracked Vehicles*, by Fred W. Crismon, Crestline Publishing.

*The American Automobile, A Centenary 1893-1993*, by Nick Georgano, Prion/Smithmark Publishers.

*Ford Chronicle*, by James M. Flammang et al, Publications International.

*Skoda Laurin & Klement*, by Ivan Margolius and Charles Meisl, Osprey Publishing.

*Bugatti, The Man and the Marque*, by Jonathan Wood, Crowood Press.

*Automobile Quarterly*, volume 30 number 4, an issue devoted entirely to Duesenberg.

Twenty periodicals articles were nominated for the Carl Benz Award, for the best such work published in 1992. They are:

"Rolls-Royce Archives," by David M. King, a column in *The Ellerman Letter*.

"05L: The Proposed Lincoln for 1940," by Richard H. Stout, published in *The Classic Car*.

"Herbert Akroyd Stuart and the Fuel Injection Ignition Engine," by Max Gregory, published in *Automotive History Review*.

"The Checkered History of the Cab from Kalamazoo," by John A. Heilig, published in *Automobile Quarterly*.

"Quest for Perfection, the Motorcars of Frank Stearns," by Thomas S. LaMarre and Jonathan A. Stein, published in *Automobile Quarterly*.

"When Touring Was Truly Grand - The Glidden Tours," by John A. Heiling, published in *Automobile Quarterly*.

"Undeserving of Defeat - The 1932 DeSoto Model SC," by Mike Mueller, published in *Automobile Quarterly*.

"Fiction of the Motor Car," by David Burgess-Wise, published in *Automobile Quarterly*.

"Steamed Up Over Speed," by John Katz, published in *AutoWeek*.

"Locomobile, the Best Built Car in America," by Karl S. Zahm, published in *Bulb Horn*.

"The Buccioli/Peerless Connection," by William J. Lewis, published in *Bulb Horn*.

"On the Wings of Larks and Hawks: The Last Flight of Studebaker," by Robert R. Ebert, published in *Bulb Horn*.

"ReVere, the Short Turbulent Life of America's Incomparable Car," by Karl S. Zahm, published in *Bulb Horn*.

"Major Davidson's Automobile Gun Carriage: the first military vehicle," by Bob Hall, published in *Old Cars*.

"Driving Chrysler's Bronze Blowtorch," by Mike Lamm, published in *Special Interest Autos*.

"Edward B. Jordan and the Last Cars from 'Somewhere West of Laramie'," by Tim Howley, published in *Special Interest Autos*.

"Pulling Together: Ruxton vs. Cord L29," by Michael Lamm, published in *Special Interest Autos*.

"Hewson's Rotund Rocket," by Richard Kelley, published in *Special Interest Autos*.

"Nuccio, Wacky, and Me," by Griffith Borgeson, published in *Special Interest Autos*.

"Lincoln 12 for 1942," by Dave Cole, a series of articles in *The Way of the Zephyr*.

The winners will be announced and awards presented at the annual meeting on October 8th in Hershey, Pennsylvania. Awards of Distinction may be presented to works of special mention which are not selected for the Cugnot or Benz Award.

## BID EARLY, BID HIGH

Catalogs for the 1993 silent auction of automotive books, literature, and memorabilia were recently mailed to all members. The silent auction is the Society's major annual fund raising event.

Over 450 lots have been cataloged for bid by chairman Karl Zahm, many of them rare and unusual items. Closing date for bids is October 22nd, so members are encouraged to make their selections and submit their bids. Send all bids, by the closing date, to:

Karl S. Zahm, Chairman  
4529 Edgewood Hills Drive  
Rockford, IL 61108 USA

Feel free to share your catalog with a friend; one needn't be a member of the Society to bid. If you have not received a catalog, or wish us to send one to someone you know, drop a card to Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335 USA, and one will be sent post haste.

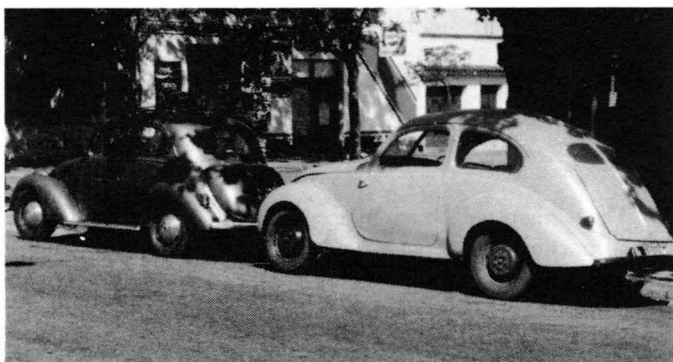
## JTH IS FORTY

The *Journal of Transport History*, a publication devoted to the serious study of the history of transportation, both in its own right and in its relationship with the economy and with society, has published a special ruby anniversary issue. Examining the progress in all forms of transportation since 1953, the issue contains articles on railway history, maritime history, the history of commercial air transport, and a cumulative index. Of interest to automotive historians, particularly, is an article entitled "Slow progress: forty years of motoring research, 1953-93" by T.C. Barker.

*Journal of Transport History* is edited by John Armstrong of Thames Valley University, and published by Manchester University Press. The *Journal* publishes semi-annually, and subscriptions are £27.50 (\$55.00 in USA); for air mail add £6.00 (\$12.00 US) per issue. Contact Manchester University Press at Oxford Road, Manchester M13 9PL ENGLAND.

## PAN AMERICAN MYSTERY

Vincent Hubbard, who hails from the island of Nevis in the West Indies, sent some photographs taken recently in Uruguay by his friend Quentin Henderson. Many of them show venerable American cars of the twenties and thirties still in daily use (including a pair of Whippets, belying the impression that they were rather brittle cars). Others featuring prominently were European marques. One of the latter, however, has so far defied identification. In this photo we're quite certain that the car in front is a Fiat, but what's the vehicle behind it?



## PLUMBING FOR GM

My grandmother's brother was a plumbing contractor in a city about 350 miles from us. General Motors was formed in 1908, and immediately began a large two-year expansion program. They wanted a new building in his city, and my great uncle was awarded the plumbing contract. As the building was under construction, he was asked to make a few additions: a drinking fountain here, another washroom there, a faucet over there, etc. Realizing that the easiest time to make the additions was while construction was still in progress, he made all of them as requested.

When the building was completed, he was paid the amount of the original contract, but General Motors wanted to pay for all the additions with GM stock. My great uncle explained that he had purchased the additional materials and paid his employees to make the additions, so he needed to be paid in full to be able to continue investing in his plumbing business. They went around and around for a while, with GM explaining that there wasn't any more cash. With no other alternative, he accepted the General Motors stock.

GM stock was selling for about ten dollars a share in 1910, but

they were terribly over-extended and had to borrow heavily. For the next five years, until 1915, the firm did not pay any dividends to its stockholders. All GM profits were used to pay off the debt and modernize the cars. They brought out the Delco self-starter, the Cadillac V8, the Buick six, and greatly modernized all the GM cars and got rid of some of the unprofitable operations between 1910 and 1915.

Late in 1915, the last of the huge five-year debt was paid off, and General Motors stock was selling for over eighty dollars a share and began paying dividends. My great uncle sold some of the stock through the years, always at more than the ten dollars per share 1910 price. He held on to as much as he could, however, and with the dividends plus the tremendous increase in value through the years that side of the family became quite wealthy.

—Nelson Bolan



## WILBRAHAM HILL CLIMB

I am searching for any information about the hill climb held at Wilbraham Mountain, in Wilbraham, Massachusetts, starting about September 1906. I have some information on the event held on Sept. 11th, 1908, which was won by a 48-50 Knox, driven by Charles Basle.

What I am trying to find out is whether the climb was held before or after this date, and also the identity of winning drivers and automobiles.

A plaque erected in 1956 by the Connecticut Valley Region, a joint region of the Veteran Motor Car Club of America and the Antique Automobile Club of America, dedicated the hill and commemorated the event. I have restored the plaque for the town, but I cannot find much history about the climb. **Keith Korbut, 16 Saffron Circle, Springfield, MA 01129**

## HUMBER OPINION

The letter headed "Crescent Wrench" in *SAH Journal* No. 145, a play on words by our editor, was not about a wrench of the hand tool type but about a Crescent. It brought to mind, however, a possible companion heading, "Monkey Wrench," for a snippet about the spanner kind of wrench.

In the journal *Australasian Hardware & Machinery* of May 1905, there appeared an item, which is not presented verbatim but in the form of a brief note I made at the time, as follows: "The monkey wrench derived its name from the inventor, Charles Monchy, of Brooklyn, USA."

The Humber Super Snipe on the cover is a Mark 3, which was current during the 1951 and 1952 calendar years. By the look of those fat tires, it was most likely intended for service in sandy terrain, possibly ordered for use in the Middle East. The rear mudguards are the same as those fitted to the contemporary Commer Q-series pickups. **Max Gregory, Beltana, RMB 8825, Drouin South, Victoria 3818 AUSTRALIA**

### RUBYE IS THE ACTRESS

I believe I have found the answer to the identity of the actress in the Packard Demarest cabriolet (*SAH Journal* No. 141). Recently I bought an original copy of *The Packard* magazine from Spring 1921. On the inside front page are two photos of the same actress and the Packard special. The caption reads:

*In this day and age when the masseurs and the crow's feet are having a time of it, with the latter usually a foot or so in the lead, facial serenity is truly a much coveted thing. How natural it is then, that Rubye de Remer, pronounced by Paul Helleu, the French etcher, to be the most beautiful woman in America, has chosen as her personal conveyance this Twin-Six town car.*

*The very motor beats of this carriage are quiet and serene.*

Bob Zimmerman, 365 St. Leger Ave., Akron, OH 44305

Yes, but was she ever married to Mr. Phillips?

—Editor

### THE PACKARD

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“TO SNATCH A GRACE BEYOND THE REACH OF ART”

*In this day and age when the masseurs and the crow's feet are having a time of it with the latter usually a foot or so in the lead, facial serenity is truly a much coveted thing. How natural it is then, that Rubye de Remer, pronounced by Paul Helleu the French etcher, to be the most beautiful woman in America, has chosen as her personal conveyance this Twin-Six town car. The very motor beats of this carriage are quiet and serene.*

### ASÜNA UNMASKED

Kit Foster raised a very important point (*SAH Journal* No. 145) about some General Motors models which may bear different names in Canada than elsewhere. It is a very confusing situation, but here is as accurate and concise an explanation as I can give.

Before World War II, General Motors of Canada established two dealer networks: Chevrolet-Oldsmobile and Pontiac-Buick. Chev-Olds dealers sold Chevrolet trucks and Pontiac-Buick agents handled GMC trucks. Cadillac was combined with some selected dealers of either persuasion. Occasionally there have been some single-make dealers, but generally this arrangement has remained.

After the Auto Pact came into effect in 1965, many people expected the quick disappearance of the unique Canadian cars. Such cars did disappear slowly over several years, but never completely. The Ford Crown Victoria 'S' is a current example of a model sold only in Canada, and Chrysler Intrepids are sold by both Plymouth and Dodge dealers. The reason for Canada-only cars is

to meet Canadian tastes and economic conditions.

For 1985, GM began a new idea in Canadian car marketing when they introduced the Chevrolet Sprint and Pontiac Firefly. They were badge-engineered Suzuki Forsas. Around the same time, the Chevrolet Spectrum and Pontiac Sunburst made their appearance on the market. These were thinly-disguised Isuzu I-Marks. These import models with domestic brand names were sold mainly in British Columbia, Quebec, and the Atlantic provinces.

Since GM found themselves selling imported cars, they established a third dealer network specifically for that purpose, named Passport International. Beginning with the 1988 season, they sold the Passport I-Mark (the Isuzu), so there were no more Spectrums nor Sunbursts. They also sold the Passport Optima, known in the US as the Pontiac LeMans (built, of course, by Daewoo in Korea - Editor).

The Passport dealer network failed to become the expected success, so changes were made for 1992. Saturn became available in Canada then, and was handled by these dealers. At the same time, General Motors of Canada took on the distribution of Saab, following GM's half-interest purchase in that company. (Saab dealers sued GM of Canada as a result.) So, the former Passport dealers became Saturn-Saab-Isuzu dealers, and have done better.

Meanwhile, Chevrolet dealers continued to handle the Sprint, and Pontiac dealers the Firefly country-wide through 1991. It was not until the 1992 model year that the Geo name appeared at Canadian Chevrolet dealers. That name applies to the Metro, Storm, and Tracker, but there has been no Prizm. Pontiac dealers got a somewhat similar line of cars to sell under the concocted name of Asüna - complete with umlaut.

I was present at the 1992 Toronto Auto Show where the Asüna line of cars was announced. It was a complete surprise to just about all reporters. When the press conference was opened to questions, hardly any were asked. Everyone was too stunned to speak.

The Asüna line includes the Sunfire - alias the Storm - and the Sunrunner, which is a new name for the GMC Tracker which Pontiac dealers had been selling. There is to be no 1994 Asüna line.

General Motors of Canada and Suzuki are equal partners in CAMI. Since 1990, they have built Suzuki-designed vehicles at Ingersoll, Ontario, conveniently located midway between Detroit and Oshawa. The plant builds the Suzuki Swift (a/k/a Chevrolet Sprint and Pontiac Firefly). Also built there is the Suzuki Sidekick, known variously as the Chevrolet Tracker, GMC Tracker, Geo Tracker, and Asüna Sunrunner.

As confusing as this is, hopefully it may clear up some bewilderment. Do not try to see these developments with a logical mind, or you never will understand them. **R. Perry Zavitz, 20 Westmorland Road, London, Ontario N6J 3N3 CANADA**

### NORTH DAKOTA DATA DIGESTED

Carl Larson's list of North Dakota registrations (*SAH Journal* No. 144) is interesting from several points of view, not the least of which is the astonishing variety. To a cataloguer of makes for forty years, Massnick-Phipps was a complete surprise, confirmed by Bev Kimes's mammoth listing. Stoughton appears mis-classified; Branham 1921 lists only 1 1/2, 2, and 3 ton trucks for 1920, and Insurance Field of 1928 lists their production for 1923-28 with a wide range of types, including fire engines. Lines of communication from the plant in Stoughton, Wisconsin, to North Dakota were probably shorter than those to major production centers.

Sphinx Motor Car Co. is found in Insurance Field 1918, listed for a 1000 lb. chassis, \$600, but American Cars has a convoluted story of the maker's career with no mention of commercial vehicles.

Cadillac dominance of the premium car market may have been due to its being a General Motors product: three other GM cars are found in the first dozen makes, any one of them might have sold Cadillacs. Packard, a loner, lacked that advantage.

An amazing coincidence is the tie between Harroun and Marmon, five each; the cheapest Marmon was four times the price of the Harroun. (Harroun, it may be recalled, was driver of the Marmon which won the first Indy 500, a day also chosen by Stutz for its slogan: “the car that made good in a day!”)

Two possible origins for “Pharaton” are Paragon and Marathon, both in the time frame. In spite of the initial *P*, a hand-written *M* with a flourish could look like a *P*. If Bull Dog were merged with Mack they would share the number six slot with Chevrolet, impressive as the one-ton Mack cost twice as much.

It would be interesting if someone could share with us details of the North Dakota data for 1911-1914 for comparison. **Charles W. Bishop, 89 Sherland Ave., New Haven, CT 06513**

### HUPP, TWO, THREE, FOUR....

The mystery car depicted in *SAH Journal* No. 145 is a 1911 Model 20 Hupmobile. Note the transverse rear spring which was characteristic of all Model 20s. The photo may well have been taken during 1910, as the owner of the photo believes, because production of 1911 cars began in August of 1910. Fenders on the 1909 and 1910 cars were much narrower than those on the 1911.

I'll let someone else explain the license plate, but I find it difficult to believe that any Texas county accumulated only 45 registered vehicles through 1910. What a wonderful lack of congestion! **Bill Cuthbert, 4555 Cherry Ave., Santa Maria, CA 93455**

*Ralph Dunwoodie and Corny Hauck also identified the mystery car as a Hupp Model 20, though Bill Cuthbert, the Model 20 tech advisor, was the only one to pinpoint it to 1911. Ralph and John Peckham both point out that Gatesville, Texas, is the county seat of Coryell County, but for more on that plate see below.*

—Editor

Plates in Texas were, until 1917, a quandary to keep straight. Most of them went under county supervision, but in many other instances villages and towns also followed suit, and where these villages or municipalities assigned their own numbers those to whom they were assigned were provided by county ordinances. The great majority of the plates of Texas were fashioned from kits, consisting of a black leather pad with a nicked border, onto which the assigned numbers and county or community name were applied.

The numbers themselves were large (like 45) and the plates generally carried the place identification vertically to the far right. Some didn't bother with the place name, and in some cases there wasn't enough room because of a high number. Those with the community or city name at the bottom (as the Gatesville plate) were not as common.

Many other types of plates were issued or made in the pre-1917 days: flat metal, embossed metal, and numbers attached to screen backgrounds (to expedite cooling in front of the car). There were also flat porcelain-coated plates both with embossed numbers and flat. Also, by 1916, at least one city, Fort Worth, was issuing annual plates of embossed steel, which carried identification to the left of the numbers (e.g. “FTS 16”). **Keith Marvin, Apt. A-13, The Village One Apts., 587 Broadway, Menands, NY 12204**



**ROLLS-ROYCE: THE DERBY PHANTOMS**, by Laurence Dalton. 437 pages, 540 black-and-white photographs, with frontispiece in color. Hardbound, 7 1/2 x 10 1/2 inches. ISBN 1-869912-01-2. Published by the Rolls-Royce Enthusiasts' Club, Paulerspury, Northamptonshire, England, and available in the USA from Motorbooks International, P.O. Box 2, Osceola, WI 54020. \$59.95 plus \$4.50 shipping and handling.

Laurence Dalton, one of the foremost writers on Rolls-Royce cars, has come up with another one, a book based on the Phantom I, II, and III cars produced between 1925 and 1940 at the company's works in Derby, England. The work is beautifully illustrated with a large number of photos, some of them owned by the RREC and the Sir Henry Royce Memorial Foundation and published here for the first time. By restricting coverage to the Derby Phantoms, in-depth coverage is possible, as the postwar Phantoms (built at Crewe) and the American Phantom Is built at Springfield, Massachusetts, are excluded. A complete listing of original owners of the cars gives the reader a pretty fair idea of the royal, noble, military, and just-plain-affluent nature of the clientele, and details coachwork type and builder, date of completion, and other relevant data.

I recommend this book without reservation.

—Keith Marvin

**THE AMERICAN AUTOMOBILE - A CENTENARY 1893-1993**, by Nick Georgano. 288 pages, over 300 color and black-and-white photographs. Hardbound, 11 1/2 x 11 inches, ISBN 0-8317-0286-9. Smithmark Publishers, Inc., New York. \$24.98

It's a pity about the title, for some will argue strongly that 1993 *doesn't* conclude the American automobile's first century. Others will give this tome a wide berth because they've seen it on the feature table at Waldenbooks or B. Dalton, and anyway for \$24.98 could it possibly be any good? The answers to these quandaries are yes and yes, in that order.

The only reference I could find to *any* anniversary is the aforementioned title, and I'm inclined to wonder if it wasn't applied for marketing reasons. The text, as one would expect of an author as experienced as Nick Georgano, is readable, correct, and inclusive, beginning with the exploits of Oliver Evans (so much for the vaunted century) and extending to a penultimate chapter entitled “The American Automobile at Bay 1970-1992.” The final segment “Old Bangers and Blue Chip Investments” considers the old car movement, its clubs, collectors, and the “industry” it has beget. Cramming 188 years of history, technical, business, and social, into 288 pages is an ambitious task, and Georgano has proved up to it, though the depth in any one area is necessarily limited. As one would expect in a book targeted at many a coffee table, color photography abounds, and most of it is by Nicky Wright, about which I need say no more.

As an historian, you may not need another survey-type book, but you *might* want to give it to a friend who is less knowledgeable - especially at the attractive price. And if the title does annoy you, you need merely take off the red-white-and-blue dust jacket and enjoy the text and photos between the plain blue covers.

—Kit Foster

**AMERICAN MOTORS, THE LAST INDEPENDENT**, by Patrick R. Foster. 304 pages, 344 black-and-white photographs. Hardbound, 8 1/2 x 11 inches, ISBN 0-87341-240-0. Krause Publications, \$19.95.

I am, perhaps, not the most objective reviewer for this book, for I was one who strongly urged the author to write it. "This is a book that *ought* to be written," I told him, knowing full well that he was likely to be disappointed in his search for a publisher. While the world may not need any more volumes on Fords, Chevys, or Porsches, they still sell well, while books on less popular marques are too often consigned to a vanity press imprint. Happily, Krause Publications took this one on, in addition to its familiar format *Standard Catalog of AMC* (reviewed in *SAH Journal* No. 145). So one really *can* buy the best of both worlds, having a compendium of facts and figures in the *Catalog* and a company history with commentary and analysis in *The Last Independent*.

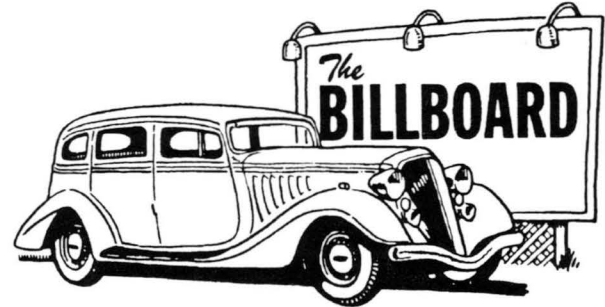
Given those preconditions, did the book meet my expectations? In a word, yes; with one or two minor exceptions it's exactly what it should be.

This is a company history, so it focuses on the people who were American Motors, as well as the cars themselves. The latter are not treated in great depth in engineering terms, and in a few cases I found myself wanting to know more about the way they were designed, but each part of AMC's 1954-1987 product line is explained. Those discussions taught me more than I ever dreamed I wanted to know, but understanding the products is as key to understanding American Motors as understanding the people.

Pat Foster (no relation to this reviewer) has long been fascinated with AMC, and had the benefit of interviews with many of the AMC principals. This is no "kiss-and-tell" history, for Foster maintains some distance when presenting the first-person knowledge. I found myself craving a bit more intimacy, such as that afforded by direct quotes, but his sources may not have been amenable, or he may have felt it would corrupt his own detached analysis of the firm's fortunes, a very well-reasoned chapter entitled "What Went Wrong?" AMC was on a roller coaster for most of its pre-Chrysler life, and Foster attributes each high and each low to a particular set of management decisions and the resulting products. His heroes are Mason, Romney, designer Ed Anderson, and the often unsung Roy Chapin, Jr. He's not afraid to name his villains, either, but you should read the book to learn their identities.

Pat Foster writes in a straightforward style that makes for easy reading but also has a sort of understated intrigue. I found myself wanting to change some of his participles, but pardon that as the quirk of an inveterate editor. I don't often urge all readers to rush out and buy a book, but this is one you should get if you have any interest in America's last independent.

—Kit Foster



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**WANTED:** Loan of books for research: *The Classic Car*, published by the Classic Car Club of America, 1991; *Packard The Pride*; and *Motoring Mascots of the World*. **David L. Edyvean, 2508 Campbell Ave., Schenectady, NY 12306, (518) 346-3513 or 882-6671.**

**FOR SALE:** Collection of Rolls-Royce/Bentley sales literature. **Rob McLellan, 9111 Longstaff Drive, Houston, TX 77031 (713) 772-3285 FAX (713) 772-3287.**

**HISTORICAL** automotive videos included in free video catalog. **C.A. Schliebs, P.O. Box 472, Sewickley, PA 15143-0472**

## DIRECTORY UPDATE

### NEW MEMBERS

Niland, James ..... 1681  
4041 East Massachusetts St.  
Long Beach, CA 90814

Davy, Arnold ..... 1682  
86 The Walk  
Potters Bar, Hertfordshire EN6 1QF  
ENGLAND

Marshall, Paul ..... 1683  
Mariners  
Courtlands Avenue  
Esher, Surrey KT10 9HZ  
ENGLAND

### REINSTATED

Dawes, Nathaniel T. .... 178  
15 Buckingham Avenue  
Poughkeepsie, NY 12601-1603

### CHANGES OF ADDRESS

Gardner, William M. (Bud) ..... 1610  
921 Thirteenth Street NW  
Fayette, AL 35555

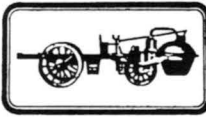
Flaherty, Leonard E. .... 1521  
P.O. Box 117879  
Burlingame, CA 94011

Przybylski, Robert ..... 1549  
Walicow 20 m 1412  
00-851 Warszawa  
POLAND

Burke, Charles L. .... 1428  
7 Wilton Road  
Mont Vernon, NH 03057-1515

### DECEASED

Valliere, John F. .... 997



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**FIRST CLASS**

*NEVER BEEN RACED: Italian tractor manufacturer Ferruccio Lamborghini decided he'd try to give Enzo Ferrari a run for his money—in terms of prestige, for Lamborghini refused to race his cars. This Lamborghini 350GT, circa 1964-65, was clothed by Zagato. Rob de la Rive Box collection.*

