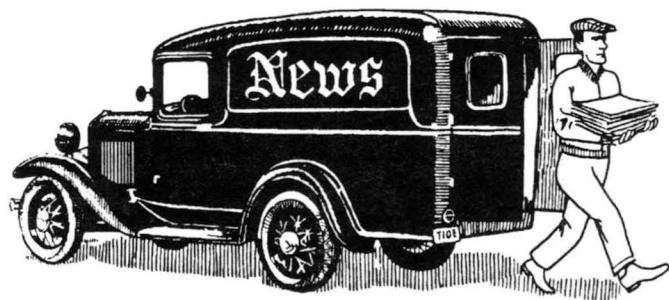


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March – April 1994

Issue Number 149



REYNOLDS-ALBERTA MUSEUM LANDS A DUESIE

The Reynolds-Alberta Museum, of Wetaskiwin in the Canadian province of Alberta, has received a Wolfington-bodied 1929 Duesenberg phaeton. The car was the gift of Bernard and Joan Aaron of Toronto, Ontario, and has been designated a Canadian cultural property by the Canadian Cultural Properties Export and Import Review Board.

The Reynolds-Alberta Museum, located two kilometers west of Wetaskiwin, is home to exhibits on transportation, agriculture, and industry, and also hosts Canada's Aviation Hall of Fame. In addition to a substantial vehicle, aviation, farming, and industrial collection, the museum has a restoration and conservation shop, and a resource center with a library housing much transportation-related information.

The Wolfington Duesenberg, number J-214, was originally built for movie house mogul John Eberson of New York. The Aarons restored the car in 1988, after it had passed through some nineteen owners over the years. The museum assumed title to the car on January 1st, 1994, but it will tour North America with the Aarons during the upcoming season before going on display in the fall of 1994.

BERLIET FOUNDATION HIGHLIGHTS CENTENARY

The Fondation de l'Automobile Marius Berliet of Lyon, France, is now in its thirteenth year. Familiar to SAH members as winner of the 1988 James J. Bradley Distinguished Service Award, the *Fondation*, under the leadership of member Paul Berliet, continues to pursue the twin goals of "safeguarding and enhancing" the history of commercial vehicles of France, and of passenger cars of the greater Lyon area. Its special emphasis this year is on the centenary of the Berliet automobile, made until 1939.

To date, the *Fondation* has acquired about 260 vehicles 1886-1984, in various stages of restoration, and about 150,000 documents. It participates in programs with the General Directorship of French Archives and in conferences, both national and international, on the heritage of industrial history.

Less well known is the encouragement, photos, and documentation that the *Fondation* has provided for the publication of original works of automotive history related to its goals. Two are reviewed in this issue: *Les Rochets* (1988), and *Rochet-Schneider* (1993). The author of the latter has written a work on vehicles of the Lyon region in competition to 1914 (1986), and Paul Berliet himself one on the penetration of the Sahara by the automobile (1990). Both of these were published by the Cahier Technique of the *Fondation*. In 1992 appeared *Camions de Legende*, a coffee-table type book by Francis Reyes, all of whose photographs of vehicles and color reproductions of posters and sales literature came from the *Fondation* archives. The last page in the book shows, with evident pride, the *Fondation's* Bradley Award.

—Taylor Vinson

DOING SOMETHING INTERESTING.....

MEMBERS PREPARE STUTZ BOOK

Ray Katzell, of Medford, New Jersey, is serving as editor for a forthcoming book to be published by the Stutz Club. Other SAH members contributing are Charles Betts, Alan Conant, Beverly Rae Kimes, Keith Marvin, Jim Petrik, and Jack Martin. The book will cover the vehicles, corporate history, personae, and race records of the Stutz marque.

COLE PENS HISTORIC COLUMN

California member David Cole writes a Sunday column on local history for the *Santa Maria Times* in his home town. A recent installment featured the Schilling gas engine tricycle, Santa Maria's first automobile. Sold to a local resident in 1984, the contraption had steel-tired wheels propelled by a one-and-one-half horsepower engine. It was built by A. Schilling and Sons of San Francisco. Dave wrote a complete account of the gas engine tricycle which appeared in *SAH Journal* No. 118, January-February 1989.

COLVIN GOES BY THE NUMBERS

Member Alan Colvin, of Dayton, Ohio, has completed an exhaustive study of Chevrolet part numbers for V8 engines and drive trains. His book, *Chevrolet by the Numbers*, will be published by Robert Bentley, Inc. in June. For information on *Chevrolet by the Numbers*, contact Robert Bentley, Inc., 1000 Massachusetts Avenue, Cambridge, Massachusetts 02138, or call (800) 423-4595.

Doing something interesting in automotive history? We'd like to hear about it, and we're sure other members would, too. Send news of your activities to Kit Foster, editor, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA.



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CHRISTOPHER G. FOSTER, EDITOR
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA

Richard B. Brigham, Editor Emeritus

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EDITORIAL COMMENT

A couple of weeks ago your Board of Directors held their annual spring meeting in the near-idyllic cherry blossom milieu of Washington, DC. Complete accounts of the meeting, and of the social and educational events which surrounded it, are found elsewhere in this issue. One action taken by the Board, however, is worthy of note in this column, because it could have far-reaching consequences for the Society, and particularly because the policy adopted cannot go into effect without the help of one or more of you.

The Board voted to begin accepting paid advertising in *SAH Journal* and the membership directory, for goods and services of interest and benefit to members. More precise policies on those goods and services, and for the ad copy which describe them, will be worked out by the Publications Committee in time for consideration at the October Board meeting. Likewise, a schedule of advertising rates will be devised, and communicated to potential advertisers. It was the consensus of the Publications Committee and of the Board that there were two prominent advantages of paid advertising: that it could help fund the publications and that it could be of benefit in making members aware of products and services that might be useful to them. It was also felt that the potential disadvantages, the commercialization of history and possible advertiser influence, could be dealt with by a

strong Society administration.

However, there's still no free lunch. In order for the advertising policy to go into effect the Society must accept an added burden of administrative and clerical work for the *Journal* and directory. Someone must market our media to potential advertisers, deal with current advertisers, keep books on the advertising space and revenue, and forward ad copy to the editor by the deadline for each issue. This is not a job that I can do collaterally with other editorial duties. Thus, we are engaged in a search for an advertising manager.

The Board agreed on the need for such a person, though the exact job title may be something other than "ad manager." You will see the term "business manager" elsewhere in this issue, and since the person must handle money as part of his or her duties, "assistant treasurer" was also suggested. The job will carry no compensation: all other Society posts are volunteer positions and it was felt that this was of equivalent stature.

So if you have the time and desire to serve your Society in this important way, if you enjoy dealing with the public (although most such dealings might be by mail), if you can organize to meet deadlines, and if you are a stickler for accuracy and detail you might just be the person we need to make advertising work for us. Although theoretically the ad manager could perform the functions anywhere, it probably would be best if that person lived within the continental United States. If you're interested, please contact me at 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA at your earliest inclination. Or call me at (203) 464-6466 most any evening or weekend.

—Kit Foster

ZAHM RETURNS FOR '94 SILENT AUCTION SEEKS BOOKS, LITERATURE CONTRIBUTIONS

Director Karl Zahm has again agreed to chair the Society's silent auction of automotive books, literature, and memorabilia. The Silent Auction is, apart from membership dues, our most important source of income. Funds raised during the auction are important to the Society and are necessary to balance the operating budget.

As in the past, members are asked to scour their libraries for duplicate or excess automotive books and literature. Experience with the previous six auctions indicates that books are always good sellers, as are quality pieces of sales literature. Automotive manuals appeal to a more specialized audience of marque collectors than our membership seems to reflect, and items of automobilia, while interesting, have proved to be a hard "sell." Quality artwork, of course, is always in fashion. Without flogging the proverbial gift horse, let us observe that the more you find an item interesting yourself, the more likely your fellow members are to bid well for it, to the benefit of us all. All items in the 1994 Silent Auction will be offered without reserve or minimum bid.

Send items as soon as possible, but no later than July first, to:

Karl S. Zahm, Chair
1994 SAH Silent Auction
5422 Winding Creek Drive
Rockford, IL 61114 USA

Please note that this is a new address for Karl, and supersedes the one published in the membership directory.

PRESIDENT'S MESSAGE

Perhaps I have been standing in too many supermarket checkout lines of late, but it has occurred to me that SAH may be missing a significant portion of the literate public with its current publications. Here's how SAH could recast one of them:

BUNK!

(formerly *Automotive History Review*)

"History is more or less bunk."

—Henry Ford

"Bunkie is more or less history."

—Henry Ford II

First issue cover stories:

HENRY WAS NO 'SQUARE' DANCER

How "Little Egypt" Initiated Shy Farm Boy at '93 Chicago Fair

I WAS WALTER CHRYSLER'S LOVE SLAVE

Amazing Revelation of 110-Year Old:
Famed Tool Chest Hid Sex Toys

ALLEGE GM BEHIND JFK KILLING

President had Nixed White House Return to Cadillac Limos

MYSTERIOUS DEATH OF BOSS KETTERING

Noted Inventor was on Verge of Discovering 150 mpg
Carburetor

HOW TO FEEL 75 WHEN YOU ARE 15

Dr. John DeL Shares Secret of Magic White Powders

ED COLE SIGHTED AGAIN

Industrialist Faked Own Death in Order to Perfect Taxi
that will Save Mankind and Checker

DID ANCIENT ASTRONAUTS VISIT ST. LOUIS?

Probe Orbiting Luna Films what may be Moon Car

April Fool!

—Taylor Vinson

EXCERPTS FROM THE MINUTES OF THE BOARD OF DIRECTORS' MEETING

April 8th-9th, 1994

Following the format adopted last Fall to excerpt the minutes of SAH Board meetings, the following is an account of the major items discussed by the Board at its meeting in Washington, DC on April 8th-9th, 1994. Any member wishing a full copy of the minutes should send a self-addressed, stamped envelope to the editor.

The meeting, held in the Bellevue Hotel, began Friday, April 8th, at 8:00 PM, recessing at 10:15 PM, reconvening at 8:45 AM on Saturday the 9th, and adjourning at 12:15 PM. Twelve of the thirteen officers and directors attended. Also attending were members Beverly Rae Kimes and Ray Katzell, and Dick Chappell, husband of director Pat.

Amendments to the By-laws

Heretofore, members who have not paid their annual dues by April 1st have been suspended as of that date and so notified in writing; if dues are not received by August 1st, their membership is terminated. The Board felt that this created unnecessary work for the secretary, and amended the bylaws to specify that dues must be paid by January 1st, and if they are not received by March 1st membership is terminated. Appropriate reminders will appear in the *Journal*. Those members who are delinquent at the time of the mailing of the January-February *Journal* will be informed that they will receive no further copies in the absence of a renewal.

The by-laws were also amended to reflect the fact that SAH has corporate as well as individual members. A corporate member will pay the same dues as a regular member.

Finally, the by-laws were amended to delete a provision that requires a new member to be "endorsed" by a current member.

Treasurer's Report

Treasurer Jim Cox reported that because of the receipt of membership dues, the costs associated with publication of the membership directory and two issues of the *Journal* were more than offset, and SAH showed net income exceeding net expenses in the quarter by slightly over \$2,000. An annual financial statement will appear in *SAH Journal* after the end of the fiscal year (October 1st, 1994).

Silent Auction

Next to membership dues, SAH's most significant source of income is the Silent Auction. Its chair, Karl Zahm, is concerned over a significant number of items that did not receive bids last year, attributing it to the quality and newness of the items. Former chair Paul Lashbrook commented that his auctions had not included a minimum bid, and he found that this had resulted in bids for all items. Therefore, the 1994 Silent Auction will be conducted with no minimum for bids.

Acceptance of Paid Advertising in SAH Publications

The Publications Committee, chaired by Nick Fintzelberg, presented a report recommending that SAH accept paid advertising for *SAH Journal* and the membership directory, but not for *Automotive History Review*. The Board accepted the report and instructed the Committee to present an implementation plan at the October 1994 meeting with specific emphasis that the content of the ads must be of direct interest to the members. This is in accord with the Articles of Incorporation which authorize the Society "to provide a means of advertising and exchanging materials or services owned or for sale" relevant to historical materials. Kit Foster provided some tentative suggestions for advertising rates.

Issues to be resolved are the appointment of a business manager, development of a rate structure, and guidelines for ad content. The Board seeks candidates for the post of business manager.

Revision of Membership Brochure; Solicitation of Prospects

Matt Sonfield fulfilled his task of formulating a new membership brochure, and presented his recommendations to the Board. It was decided to retain the current trifold, pocket-size format. The brochure will continue to be two-color but the second color (now old gold) will be the blue used on *Review* covers. Instead of a photograph of a car, it is intended that the cover will show a continuum, in line drawings, of cars from the beginning into the future.

The text of the current brochure is outdated, and three alternatives were presented: modifications of the existing text by Kit Foster and Taylor Vinson, and a question-and-answer format developed by Taylor. The goal is to communicate what SAH is today and why a prospect ought to join. The consensus of the Board was to develop a text based upon Kit and Taylor's modifications of the existing text. A copy of the new brochure will be provided to each member when it is completed, and will be available at Hershey in October.

Matt had also developed two form letters, intended as guidelines for letters to be sent personally by members to friends and corporations encouraging them to join the Society. These will be revised according to suggestions of the Board and will be printed in the Journal for those who wish to use them.

Awards Committee Reports

Nominations for the Cugnot-Benz, Ingersoll, Brigham, Bradley, and Friend of Automotive History Awards are being received. The deadline for publication award nominations has passed. Deadline for the Friend of Automotive History Award is June 1st.

Last year there were three Cugnot winners, resulting from numerical ties of the Committee's rating system. Should a three-way tie occur again this year, chair Pat Chappell agreed that the Committee would hold a further ballot to eliminate one of the contenders.

Treasurer Jim Cox expressed concern over the cost of providing awards winners with two complimentary tickets to the Society's annual banquet in Hershey. The Board agreed that, in the future, complimentary tickets should be restricted to the winners of the major awards, and not extended to those receiving Awards of Distinction.

The question was raised whether more than one Friend of Automotive History Award per year should be given. Because this is the Society's highest award, the consensus was that no more than one Friend award should be given in a single year.

Repository for Cugnot and Benz Award Winners

In April 1993, the Board agreed in principle to assemble a collection of all Cugnot and Benz Award winners for long-term loan to a suitable library. Archival Committee chair Helen Earley and Sinclair Powell have visited several sites since the Board met in October 1993, and expect to make a final recommendation to the Board in October 1994. However, the materials may have to be donated rather than lent.

Observance of the Centennial of the American Automobile Industry

Tom Deptulski reported no firm plans yet by the Henry Ford Museum in planning a conference in 1996 to commemorate the centennial of the American automobile manufacturing industry, nor any discernable intent of the industry itself to celebrate it. Taylor Vinson observed that SAH could conduct its own informal one-day seminar on the subject in conjunction with the planned 1996 Spring Board meeting in Detroit, and this idea was favorably received.

The Board had previously expressed interest in publishing in 1996 its own book of contributions by members in observance of the centennial. Fifteen or so members responded to Jim Wren's request for volunteers and each has submitted a topic on which he would like to write. However, no editor for the project has come forward at this time, and the most likely outcome for the idea is that such articles as are written will be published seriatim in *Automotive History Review*.

Observance of SAH 25th Anniversary

SAH will observe the 25th anniversary of its October 11th, 1969 founding at the hospitality tent and annual meeting in Hershey in October 1994, and in the September-October issue of *SAH Journal*. One topic that may be explored concerns the changes in the treatment of automotive history in the past quarter century.

Because of the closure of the Blue Field at Hershey, the SAH hospitality tent will be relocated to the White Field and will occupy two of Taylor Vinson's spaces, WB 189-90.

Membership Pins

During the winter, the Board had approved the issuance of a pin for members, bearing the name of the Society and the likeness of the Cugnot machine. A retail price of \$5.00 was set and the Treasurer will order 300 of them. Members will be advised when the pins are available.

Condensation by Taylor Vinson

DOING SOMETHING INTERESTING.....

JONES SEEKS TRUCK HISTORY

Canadian member Clive Jones, of Edmonton, Alberta, has become increasingly busy since retiring from the diesel-powered generator industry a few years ago. He has completed a number of model trucks for several customers, and has also written a book on diesel generation which was published by McGraw Hill. He is currently assembling photos and information for a truck-related book.

During the past winter he volunteered many hours at the Reynolds-Alberta Museum library. He has been sorting out pamphlets, parts books, and manuals, so that each item can be properly cataloged. In such time as he has left over, Clive has been canvassing existing truck-related companies for any historic material they might be willing to pass on. He has found from experience that pursuing companies on the verge of extinction was not the right approach; all too often the significant materials had already been consigned to the dumpster. Clive is also a regional vice president of the American Truck Historical Society.

BOARD MEETS AT WASHINGTON, DC

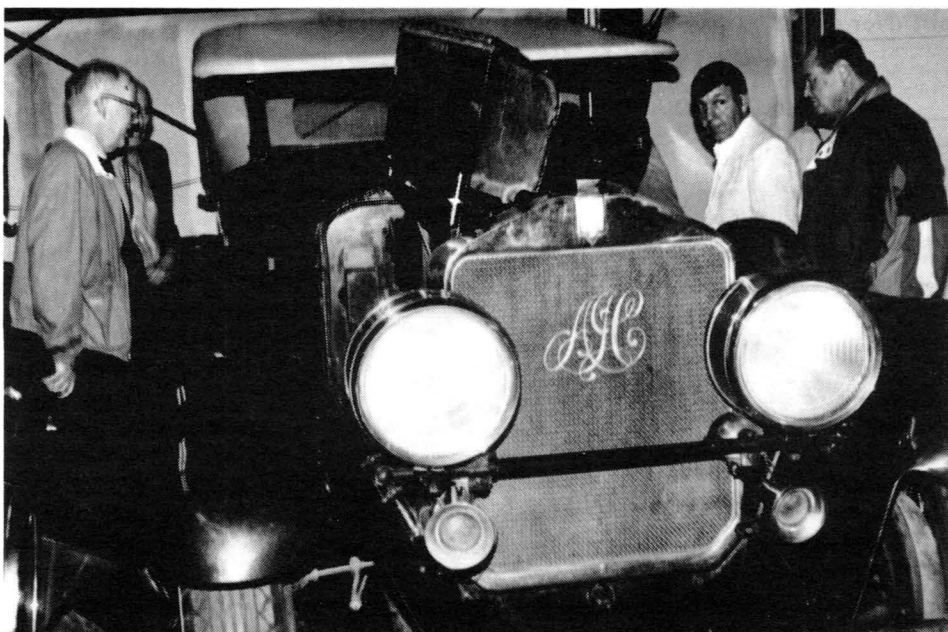
The SAH Board of Directors conducted its Spring meeting on April 8th and 9th in Washington, DC. Headquarters for the meeting and associated events was the historic Bellevue Hotel, owned and managed by SAH member Paul Delaney.

First organized activity of the weekend was a tour of the Smithsonian Institution's vehicle storage and conservation facility at Silver Hill in nearby Suitland, Maryland. The tour, arranged by member Gordon White, consultant to the Smithsonian, was conducted by transportation collections manager Richard Siday. "The Smithsonian is called 'the nation's attic'," said Siday. "Well, this is the nation's garage." The Silver Hill facility houses many vehicles not now on public display, and some that have never been. Such treasures include an Allis Chalmers fuel cell tractor, a Twombly cyclecar, one of the 1964 Chrysler turbine cars, and Tucker number 1036.

Tucker was also the next port of call, as the group travelled to David Cammack's Tucker garage and museum in Alexandria, Virginia. Cammack has assembled probably the most comprehensive collection of Tucker artifacts and memorabilia extant, including the first production Tucker, test chassis number two with an original 589 cubic inch engine, and seven Tucker engines from various significant stages of development.

Paul Delaney hosted a reception in the Bellevue's basement garage, so that visitors could examine one of the hotel's Packard limousines as well as Paul's collection of interesting cars, which range from a Willys Knight to a first-generation Mustang, and include several Peugeots and Citroens. He gave an interesting demonstration of the calisthenics that can be performed by a Citroen SM.

Following dinner at the Bellevue, the Board convened their meeting in the Alexander Room. A full account is given elsewhere in this issue. The meeting adjourned at mid-day Saturday, affording members some free time for the many Washington museums and attractions before the next organized activity.



In the nation's garage: SAH members are awed by the massive one-off 1929 Cunningham touring car built for A.J. Cunningham. Left to right are Sinclair Powell, Ray Katzell (hidden), Jim Cox, and Karl Zahm.

The group reconvened in late afternoon at the Bellevue for transport to Fort Washington, Maryland, in the hotel's 1948 Packard limousine and two cars belonging to Bob Montague: a 1932 Packard Light Eight and a 1992 Leland-built Lincoln phaeton. They were joined by a number of area members and guests, many of whom had come in collector cars, at the home of Bart and Hannah Cox. A buffet dinner was heightened by tours of the Coxes' collection of vintage Cadillacs (and a Locomobile) and demonstrations of Bart's collection of Edison talking machines. Visitors were able to hear Edison himself speak!

The diehards in the garage reassembled on Sunday morning for an encore tour of the Cammack Tucker garage, to watch some Tucker factory films. The weekend drew to a close with a brunch at Taylor Vinson's home in Alexandria and a visit to Taylor's literature collection.

The next Spring board meeting will be held in April 1995 in South Bend, Indiana. Member's in that area will be advised of extracurricular events planned for the meeting weekend.

THE DEAD SHALL BE RAISED

As Yogi Berra is eternally credited with having said, it's déjà vu all over again. When the Bugatti name was resurrected in 1991 after forty years or so, little did we know that it was the beginning of a small parade.

Try Lea-Francis, of which the world hasn't heard since around 1960. It's back as a retro two-seater coupe with separate front and rear fenders, and goes by the name "Ace of Spades." Remember Allard? The P4 is not the open sports car of the early pre-war era, but a Lexus LS400 whose snout and tail have been replaced with aluminum extrusions at a price of roughly \$45,000. You'd swear it was an Aston Martin from the front, which, as a matter of relevance, has just breathed new life into that car of nine lives, the Lagonda. It's back as a four-door Virage.

Which brings us to Isotta-Franschini. Fissore, the folks who briefly gave us the LaForza utility, hope to revive the marque in 1995 as an aluminum-bodied two-seater offering six speeds and four-wheel-drive. The one sketch published shows a grille modelled on the 8C Monterosa, made in a few examples in the late forties.

Most of the US "Cords," "Auburns," and "Duesenbergs" have gone the way of their namesakes, but did you ever wonder what the 1994 Packard would have looked like? Go visit Packard-Bayliff Motor Corp. of Lima, Ohio. Hardly a newcomer, the legal owner of the Packard name has been turning 'em out since 1979, vertical grille, cormorant (pelican? - ed.), spear molding, hexagons and all. Originally the host vehicles were Sedan de Villes and Rivas. Today, the vehicle is a Grand Marquis, and the company is also making a '34 LeBaron roadster replica with a body entirely its own, seated on a Crown Victoria chassis.

—Taylor Vinson

THE AMX/3

by Patrick R. Foster

It would have been perhaps the most exciting car to come out during the seventies, certainly one of the top three. But it died aborning, and details of the machine remain to haunt us.

“It” was the AMX/3, a sports car for the seventies from the newly-rejuvenated design studios at American Motors. AMC had a close brush with bankruptcy in 1967, brought on, supposedly, by the public’s perception that its cars were stodgy little sedans for elderly matrons. Stung into action by lackluster sales and a sneering auto press, AMC launched a multi-year project to revamp its image and win back the younger customers. The production Javelin and AMX were a good start, but AMC was willing to go further out on a limb to prove it was a “with it” company.

Prototype sporty cars like the Vixen and AMX II didn’t get the response hoped for, so AMC tried something wilder, a low-slung pure sports car called the AMX/2, which *did* get the attention desired. Response was so great that the decision was made to engineer a successor car, this time with an eye towards limited production. The AMX/3 was the resulting program, and it was a hoot.

The credentials of the program were impeccable: styling by AMC styling VP Richard Teague, suspension design and development by Giotto Bizzarini, and chassis refinement by BMW. The engineering was also first-rate. AMC planned to use its 390 cubic inch cast iron V8, rated at 340 horsepower, set amidships and hooked to a four speed transaxle, similar to the DeTomaso/Ford Pantera. Bizzarini designed a four coil rear suspension, with double wishbones all around. Brakes were four wheel ventilated disks, at a time when most American cars still used drums on all corners.

Proof that this was a serious program can be found just by the number of cars built for testing. Cash-strapped AMC was loath to spend any money on running show cars. Most of the prototypes AMC showed to the public in the sixties and seventies were fiberglass mockups, built over cheap

wooden structures and with no drivetrains. But for the AMX/3 program, five completely finished, fully running, hand-built steel-bodied cars were made, and a sixth was later assembled from leftover parts. They all still exist.

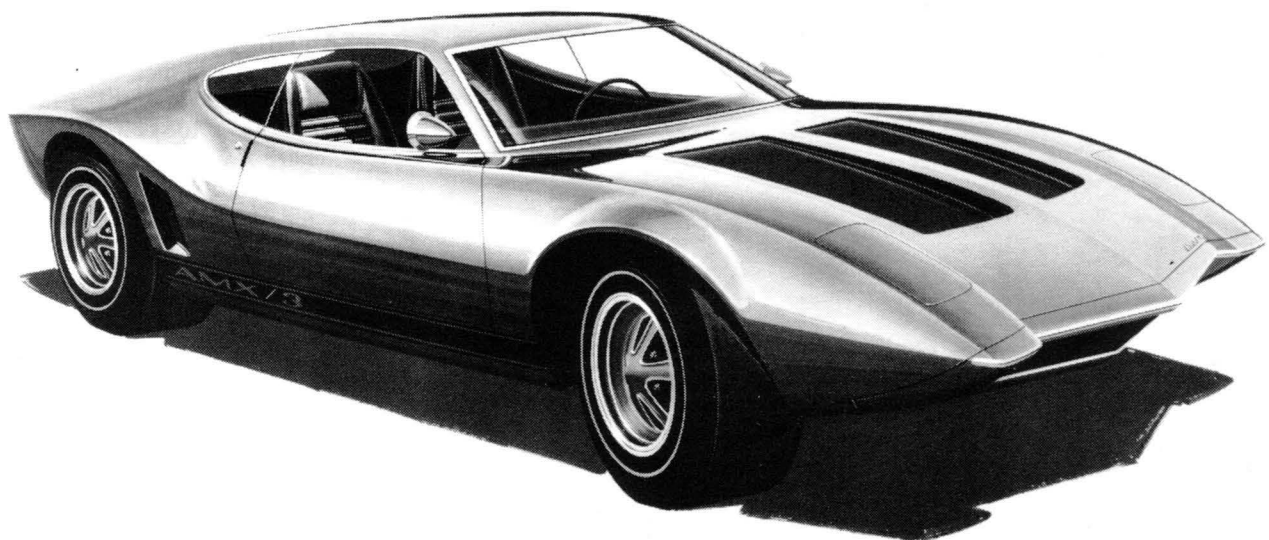
BMW’s road testing proved the body/chassis combination was exceptionally rigid. Because Teague had settled on a 105 inch wheelbase, interior room was good. The styling was a knockout, very Italian, very sensual. If the AMX/3 were standing next to a Pantera, it would be hard to decide which to drive home in. That says a lot for Teague’s versatility.

The plan was to have the car built in Italy, under contract, with very limited production, much like the earlier Nash Healey. It would give AMC a great image builder, and if demand grew, production could always be increased. So what happened?

The car was shown to the public in April 1970, and response was quite good. The sight of this low-slung beauty from American Motors, of all places, was a bit startling. Prices were supposed to be around \$10,000, when and if the car went into production. But production never started. The official AMC line was that they had decided against building it because the cost of insuring it would have been prohibitively high, limiting sales. The actual reason seems to be that the cost of building the car exceeded the selling price. AMC would have had to sell the AMX/3 for \$12,000 to cover its costs, and in 1971 that was a big pile of money: more money than they thought the market would bear, and they may have been right.

The other problem was American Motors itself. True, the company needed an image car, no arguments about that, but it was still trying to recover from near-bankruptcy. Cash was tight, and a cash drain like the AMX/3 could not be tolerated. This was a different company than Nash had been in 1951, when it subsidized a glamorous Nash-Healey. Those days were gone, and would never return for successor AMC. Car programs had to pay for themselves, and that was the last nail in the coffin for AMC.

It’s too bad that the AMX/3 never made it to market, because cars like that, built with single-minded devotion to beauty and performance, are rare things, very rare.



Artist’s view of the AMX/3, billed by AMC as “America’s first mid-engine sports car.” This publicity rendering was authorized for release at 9:00am (EST), Monday, March 23rd, 1970. Patrick Foster collection.

1912-1913 GEORGIA REGISTRATIONS

by Jack G. Thomas

Two recent articles, "What Vermonters Drove in 1918" in *SAH Journal* No. 141, and "1914 Oregon Automobile Registrations" in *Horseless Carriage Gazette* Vol. 54 No. 4, piqued my interest in Georgia registrations for the early years. Georgia's state registration law was passed in September of 1910, and went into effect in October because of a delay in receiving the plates ordered by the Secretary of State. All automobiles sold to 1910 (i.e. from 1900 to 1910) were registered statewide for the first time regardless of the date purchased. Cars sold after October 1910 were, of course, new cars, and would also reflect new companies such as Chevrolet.

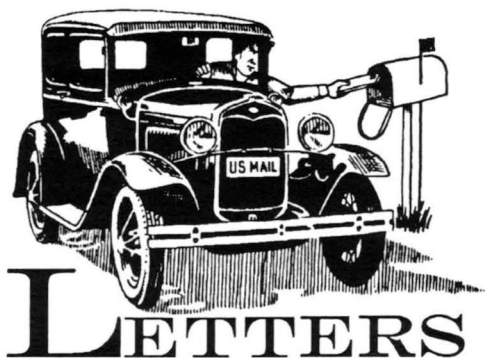
My source of data was the state registration list which covers the period from August 3rd, 1912 (license number 16,303) to April 25th, 1913 (number 20,000), a total of 3,698 vehicles.

There were 128 different makes of gasoline cars, totalling 3,165 vehicles; 14 makes of electrics totalling 80 vehicles, and two makes of steamers among the six such cars registered. Ninety-six trucks of 24 different brands were listed, and 349 motorcycles of 23 different makes. One registration listed simply "motorcycle," and one entry was illegible.

The list gives the date, license number, owner's name and address, vehicle make and horsepower, but no model year or body style. I have listed them as written except in two cases: "Hendee 7" motorcycles I put under Indian, and "Streators" have been shown as Halladays, the correct brand name for cars manufactured by the Streator Motor Company.

The breakdown is as shown below:

GASOLINE VEHICLES			ELECTRICS			STEAMERS			MOTORCYCLES		
Brand name	Automobiles	Trucks	Brand name	Automobiles	Trucks	Brand name	Automobiles	Trucks	Brand name	Automobiles	Trucks
Abbott-Detroit	3		K.R.I.T. "22"	4		Westcott "40"	2				
A.B.C.	1		Lambert	2		White	25	12			
Alco	1	4	Little "20"	13		White Star	6	1			
American		2	Locomobile	6		Whiting "20"	9				
American	6		Logan "30"	1		Winton "48"	4				
Apperson	5		Lozier	7			3,165				96
Autocar		7	Mack	1	1						
Bergdoll	1		Marathon	6							
Brush	15		Marion	8							
Buick	304	5	Marmon	10							
Cadillac	175		Matheson	1							
Call "30"	1		Maxwell	195		Babcock "3"	3				
Cartercar	7		McCue "40"	1		Baker 2-1/2	14				
Case	20		Mercer	3		Broc	1				
Chalmers	81		Metallurgique	1		Columbia 3-1/2	4				
Chase		10	Metz "12" & "22"	14		Columbus 2-1/2	21				
Chevrolet	11		Michigan	6		Dayton "9"	1				
Cole	36		Mitchell	23		Detroit	6				
Columbia	8		Moon	1		Flanders "4"	1				
Columbus Buggy	1		National	19		Hupp-Yeats 3-1/2	2				
Columbus-Detroit	1		Northern "28"	1		Ohio 4-1/2	1				
Courier	4		Nyberg	7		Pope-Waverly	1				
Crawford	1		Oakland	78		Rauch & Lang "3"	15				
Cutting	2		Ohio "40"	4		Standard 2.5 & 7.5	3				
DeMot	1		Oldsmobile	10		Waverly	7				
Detroit Delivery		1	Overland	337			80				
Detroit	1		Packard	39							
Dixie "20"	1		Paige-Detroit	7							
Dorris	1	1	Palmer-Singer "40"		1	Stanley	2				
Elmore	5		Parry "40"	2		White	4				
E.M.F. "30"	95		Patterson "30"	1			6				
Empire "25"	3		Peerless	9							
Everitt	10		Petrel "40"	1							
F.A.L.	2		Pierce-Arrow	13							
Federal "30"		3	Pope-Hartford	10							
Fiat	3		Premier	18							
Firestone-Columbus	13		Primo "30"	7	1						
Flanders "20"	48		Prince "30"	1							
Ford	730		Pullman "36"	2							
Franklin	7		Rainier "45"	1							
Garford	4		Rambler	9							
G.M.C. "40"		1	Rapid								
Grabowsky		6	R.C.H.	29							
Graham "4-1/2"		1	Regal	10							
Gramm		5	R.E.O.	32	1						
Great Western '40"	2	2	Rider-Lewis "40"	1							
Grout	1	1	Royal Tourist "42"	1							
Halladay	12	12	Sanser "37" ?	1							
Harwood		1	Schacht	4							
Haynes	12		Sears "14"	4							
Henderson "40"	2		Selden	6	2						
Hudson	100		Simplex "50"	2							
Hupp "20"	103		Stearns	20							
I.H.C. "20"		23	Stevens-Duryea	7							
Interstate	2		Stoddard-Dayton	15							
Jackson	9		Studebaker	203							
Jeffery	4		Sultan	3							
Kelley "30"	1		Thomas	13							
Kissel Kar	2		Van Winkle		2						
Kline "60"	1		Velie "40"	20	1						
Knox "40"	2		Warren "30"	5							



STEAM CARRIAGE INVENTORS SOUGHT

If any members could help me with a bit of "backyard research" it would be most appreciated.

Could someone from the East Windsor, Connecticut area try to find some info about a Charles E. Reynolds who patented "a mode of propelling carriages by steam" there on August 21st, 1811? Could someone from the Petersham, Massachusetts region please check about an L. Bigelow who patented a "steam carriage" there on September 29th, 1823? Also, could someone from Nassau, New York please check up on Simon Fairman who patented "carriages, land and steam" there on March 27th, 1830? The restored microfilmed pre-1836 patents do not list these.

I found them in an old Patent Office book from circa-1875. **Dean Lehrke, 1927 Telephone St., Fort Mill, SC 29715 (803) 548-4631**

BAIT AND SWITCH

In late June of 1909, an Acme, two Model T Fords, and a Shawmut finished a race from New York City to Seattle. Robert Guggenheim, the Seattle Automobile Club, and the Alaska-Yukon-Pacific Exposition sponsored the race.

According to *Motor Age* accounts, both Fords were disqualified. Ford number one "disqualified itself by changing a rear axle" (July 1, 1909, P. 7:3). Months after the finish, the Automobile Club of America, which had sanctioned the race, overruled Guggenheim who had presented the winner's trophy to Ford number two.

"Based on affidavits and statements made by the Shawmut Motor Co., of Stoneham, Mass., entrant of the Shawmut car in the New York-Seattle race last June, the Ford car, No. 2, which finished first in the contest, has been disqualified, and first place awarded to the Shawmut car.....There were several allegations in the protest against the Ford car, but the one on which the board acted was that the stamped engine had been changed at Copley, Ohio." (November 4, 1909, p. 55:1)

I have taken this all at face value so far. I was therefore surprised to see that a 1972 *Automobile Quarterly* article, "Henry's Model T," treats these reports as mere allegations. Many, if not most, retrospective accounts ignore all these reports. Ford number two won - period. I thus have two questions on this subject for all those who can back their answers with evidence:

1. Were the Fords disqualified or not?
2. Who has the Guggenheim Trophy that was presented to the winner of the 1909 race?

The pathfinding car for the 1909 race was the Thomas Flyer which had won the 1908 New York-to-Paris race. One news account mentions "Eaton" and "Ely" as two passengers on the Thomas. Who were these men - what were their first names and what connection did they have with the Thomas company?

Finally, do any of the four cars which competed in the New York City-to-Seattle race survive today? **Curt McConnell, 921 E St., Lincoln, NE 68508 (402) 475-2234.**

AIR BRAKES, WINGS, AND HYDRODYNAMICS

Could some member help me with the following questions:

1. According to my information, the first use of air brakes in a record car was probably in Piero Taruffi's "Tarf" of 1948. Is this correct?
2. Does anyone know the first use of a hydrodynamic water basin for research on the aerodynamics of motor cars? It probably was in Italy in 1935, but was there any other study of that time in the USA or elsewhere? In Italy during the 1930s, a long basin of the Navy was used by a university professor who tested his car models there. Some years later Fiat used the same basin during their research for the 508C Mille Miglia. Of course, the recent tests of the Swedish SSPA Maritime Consulting on the Minardi Formula I (1987) and on a normal production Ford are well known.
3. Does anyone have any information on the Michel May wing-equipped Porsche of 1956?

Thank you for your kind attention. **Walter Pittoni, via Orciolaia 7/1, 52100 Arezzo, Italy, telephone (0575) 300215**

HUMBER NOT HUMBLE

Regarding the Humber "ute" or pickup on the cover of *SAH Journal* No. 145, I don't think Humbers were ever humble. I *think* you will find that this one was a prototype for a batch built for the Arab Legion Jordanian Army (when General Glubb [Pasha] was in charge i.e. pre-Suez and thus still with some British influence). The production model (if you can call a batch of fifty or so *production*) had a neat little hand rail round the pickup body. That is why the vehicle is fitted with the large sand tires (something like 7.50 x 15 inches).

I vaguely recall seeing a whole batch of these lined up ready for shipping on one of my visits to the Ryton factory. The pickup bodies are scaled-down versions of those fitted to the four-cylinder Commer Superpoise B1512 (i.e. 15 cwt., 112-inch wheelbase) with spare wheel recessed in the near-side rear wing. This Humber must have been quite a "fun" car, for the big six-cylinder engine produced quite a good urge. I wonder if there are any still languishing in the desert. **John O. Dyson, 103 Westoning Road, Harlington, Dunstable, Bedfordshire LU5 6PA ENGLAND**

FRAU JUNEK REMEMBERED

The passing of Frau Elisabeth Junek was noted in *SAH Journal* No. 148. This photo, from a collection of about 700 negatives given to me by the sons of the late journalist Hank Bowman, is labelled as follows: "Outstanding European woman race driver Frau Elisabeth Junek of Prague, Czechoslovakia with 8 cyl. Bugatti in which she competed in Grand Prix at Nurburgring in 1927."



The collection covers various automobiles and races from before the turn of the century through the early fifties. Many are European, but Ford, Franklin, Kissel and Moon also appear in quantity and there are a fair number on the Indianapolis 500. I would be happy to supply SAH members with prints that they might need for their research. I would only charge enough to cover my costs. **Tony Sundstrom, 270 Lambertville-Headquarters Rd., Stockton, NJ 08559 (609) 397-2474**

ERNEST GODWARD

I am engaged in writing a biographical entry on Ernest Robert Godward for the *Dictionary of New Zealand Biography*. A New Zealand inventor who developed a special interest in carburetion, Godward spent the last twenty years of his life mostly in North America promoting, with some success, his own system.

Godward was born in London on 7th April 1869. He arrived in New Zealand in 1886, and learned the cycle business in Dunedin. He attended University in England 1910-1915, and there are records of his Godward Carburettor Company with an office at 53 Victoria Street, Westminster, and a factory at 41 Thames Street, Kingston on Thames. By 1916 he was in consultation with the US Army (Godward Gas Generator, Inc., 280 Broadway, New York City). In 1926 there were tests of the Godward Vapouriser, and the Army tested his gas generator in 1929. The generator was also used in buses that year. He was

elected an associate member of the Society of Automotive Engineers on 8th February 1926. Godward died on 3rd December 1936 on board the "Mongolia" near Gibraltar while returning to New Zealand. He was buried at sea.

As details of Godward's career are hard to come by in New Zealand, I should be grateful if SAH members could let me have any information that may be available. Anything anyone could do to help would be appreciated. **S.R. Strachan, Librarian, The Hocken Library, University of Otago, P.O. Box 56, Dunedin, New Zealand**

BRISTOL FASHION

The unidentified car shown with Franco Scaglione and Nuccio Bertone on page five of *SAH Journal* No. 148 is an Arnolt Bristol. The wheels are Bristol clues, and the high bonnet is needed to clear the tall BMW-derived two-liter straight six. The chassis were from Bristol, the bodies were by Bertone, and marketing was through Chicago auto importer and dealer "Wacky" Arnolt. **Jonathan A. Stein, P.O. Box 348, Kutztown, PA 19530**

Several members have expressed surprise that so easy a mystery was presented in these pages. It wasn't meant to be a mystery, per se, but rather a veiled attempt by the editor to spare himself some research time in his disorganized stacks. Our members did not disappoint. Also identifying the Arnolt-Bristol were Bernie Weis, Charles "Joe" Collins, and founder member Bill Jackson who reminisced as follows:

(Arnolt) approached the Bristol Aeroplane Co. in England, then making some nice tourers including one called the 404, which had a lot of Fritz Fiedler and BMW in its parentage. They made only tourers, so Arnolt got the idea of taking the 404 chassis, sending it to Italy and having Bertone put a wild two-seater body on it (designed by Scaglione?), and marketing the car here in the states as the Arnolt-Bristol.

The Arnolts were king of SCCA Class E Production racing until the AC Bristols came along with a better chassis and brakes, and I can remember racing against them in 1956 and 1957 when I drove for the US east coast Morgan distributor. Jim Robinson was their top driver, out of Washington, DC, and he raced one of their ex-Sebring cars (white with US blue stripe) on the east coast. They had solid rear axles and no limited slip diff, and the AC Bristols with independent rear suspension ate them up on turns.

They always seemed to do well at Sebring, where they ran in the international classes against the two-liter Ferraris and Maseratis, but often won because they were more reliable (first, second, fourth, and fifth in the two-liter class in 1955).

Robbie Robinson and his Arnolt were my instructor car and driver when I went for my SCCA national license in 1956. I remember the car had a long and awkward gearshift; it wasn't hard to miss a shift, and Robbie gave me hell on more than one occasion. **Bill Jackson, P.O. Box C, Hummelstown, PA 17036**

Borgeson tells the story of the Arnolt-Bristol and Wacky's earlier Bertone collaboration, the Arnolt-MG, in "Nuccio, Wacky, and Me" (Special Interest Autos #132). He attributes the Arnolt-MG and Arnolt-Bristol to Scaglione, and cites them as antecedents of the Alfa Romeo BATs. Wacky Arnolt, interestingly, was the first private owner of BAT 5.

—Editor



CORRECTION

The review of *Miller* which appeared in *SAH Journal* No. 146 incorrectly attributed its authorship, due to apparently confusing publicity materials circulated in advance of the book's publication. The sole author of *Miller*, as stated in the book itself, is Griffith Borgeson.

LES 24 HEURES DU MANS 1923-1992 by Christian Moity and Jean-Marc Teissedre, with Alain Bienvenu and David Waldron. In French, two volumes, 828 pages, 3245 photographs in black-and-white and color. Hardbound, 9.75 x 13.4 inches (25 x 34 cm). Published by Editions d'Art J.P. Barthélémy, BP 125, 25014 Besançon, France. FF 1,400. Available from the publisher; please add FF 100 for shipping to USA.

Well, this is it. It's one of those monuments pondering the creative process of which stuns the imagination. But the finished product is there before one, done with intelligent, competent professionalism. Its creators frequently refer to it as "the encyclopedia of the world's greatest endurance race."

One begins to understand how it was possible when one reads the preface, which is by Michel Cosson, president of the Automobile Club de l'Ouest, the organizer of this race from the beginning. The ACO possesses a fabulous archive of documents and photos, to which publisher Barthelemy and his writing team had full access. Christian Moity, top editor for decades of the big magazine *l'Automobile*, and now of *Auto Passion*, has been an insider of the ACO and its quite magical race since the mid-fifties. Co-author Teissedre has similar credentials. His podium has been *Auto Hebdo* and he has been, with Moity, a creator of the ACO's *24 Heures* yearbooks since their inception in 1978. Thus they went into the encyclopedia project knowing most of what there was to know, including the knowledge that there were about 1,500 cars of which photos did not exist in the files. To make the idea work, most of them would have to be found. There are only twelve blank rectangles in the two volumes, one reason being that the authors would not use pictures of cars standing in museums, or which had undergone restoration.

The work kicks off with a concise but lovely and rich historical section, then charges into the racing. Each year begins with a full-page reproduction, in color, of either its official poster or the cover of its program, thus keying what follows into the time-warp perfectly. Then follows a page or two of extremely adequate information about the race which is in the spotlight, along with one or two good, big atmosphere shots. Then come several pages of photos of each and every car, each captioned with its name, model, type of engine, displacement, names of drivers, distance covered, and at what speed. If you are not *francophone* it couldn't matter less; this manner of presenting the information is universally intelligible. And that's it.

Having creamed off this lode of knowledge, one moves on to the next of the sixty races covered, each in a like, penetrating manner.

The thousands of photographs simply defy description. Color begins in 1952, and is always used in preference to black-and-white, other carefully considered criteria being equal. Amazingly, each of this galaxy of cars possesses a character of its own, which one learns to seek and recognize. And then there are the human personalities which are identified with the cars, and for each reader this unique record is a different universe, determined by his personal memories.

The English-language translation by David Waldron is thoroughly worthy of the fine original French text. The systematic omission of French accent marks is felt, because they usually are keys to pronunciation. A monocultural typesetter leaves a trail of consistent punctuation errors which are boring but not grave.

The bottom line: if, after you have merely leafed thoughtfully through this *magnum opus*, anyone asks you "what is a sports car?" he or she will have come to someone whose view of the subject verges on the all-inclusive.

Finally, a third, more atmospheric volume is in preparation. Amen, perhaps.

–Griffith Borgeson

BRITISH CAR FACTORIES FROM 1896, by Paul Collins and Michael Stratton. 269 pages, over 300 black-and-white photographs and diagrams. Hardbound, 8 1/2 x 11 inches. ISBN 1 874105 04 9. Veloce Publishing plc, Godmanstone, Dorset, UK £40.00. Available in USA from Motorbooks International at \$59.95 plus \$4.50 shipping.

There are scads of books on automotive marques, tomes on topical vehicles from ambulances to zoo-wagons, biographies of prominent auto figures, and technical treatises galore. It's not often, though, that we encounter a volume on automotive *factories*, but that's just what this is. *British Car Factories from 1896* is billed as "A Complete Historical, Geographical, Architectural & Technological Survey," and at 269 large pages it just might be.

Collins and Stratton take their task in three bites. The first section treats the origins of the British motor industry, and its processes, in six time periods. It's detailed, but in 33 pages hardly a dissertation. The second part of the triad considers the layout and architecture of the car factory, treating the facility generically. Again, it's a nice overview, but perhaps not the last word on the subject.

The book comes into its own in the third part. Entitled "Gazetteer," it is a catalog of auto plants, extant and extinct, in the British Isles (including Northern Ireland, Scotland, and Wales). Listed alphabetically by county and thence by marque name, there are descriptions of most of Britain's motoring manufacturing, and plenty of nice, crisp black-and-white photos, many of them period shots. These are the sort which delight the historian, and the observant can spend hours poring over these, learning more at each turn. I was delighted to find details of Hudson's British works at Chiswick, a facility I had researched and visited before the swing of the wrecker's ball. Curiously, though, Chrysler's former works at Kew, which were still standing at my last visit, rate nary a mention.

Fully indexed and referenced, *British Car Factories.....* is both reference work and a good read. Published with the help of the Michael Sedgwick Trust, this book has no imitators. One can only hope that others take up this torch in their own countries.

–Kit Foster

LES ROCHET, by H. Cogoluenhe. 32 pages, 33 black-and-white photographs, diagrams, and drawings. Softbound, 6 1/4 x 9 1/2 inches. Special number of the *Revue Rive Gauche* (No. 106, September 1988) published by the *Fondation de l'Automobile Marius Berliet and Société d'Étude d'Histoire de Lyon Rive Gauche*. Available from the *Fondation de l'Automobile Marius Berliet*, 39 avenue Esquirol, 69003 Lyon, France. FF 35 (approx. \$6.50 US).

ROCHET-SCHNEIDER UN GRAND CONSTRUCTEUR d'AUTOMOBILES à LYON 1889-1960, by Pierre-Lucien Pouzet. 164 pages, 77 black-and-white photographs and illustrations. Softbound, 6 1/4 x 9 1/2 inches. ISBN 2 905 230 80 0. Published by *Éditions Lyonnaises d'Art et d'Histoire*. Available from *Librairie du Collectionneur*, 4 rue Cassette, 75006 Paris, France. FF 155 (approx. \$28.00 US).

LES AUTOMOBILES DE BESANÇON 1900-1930, by Marc Douëzy and Raymond Dornier. 160 pages, 189 black-and-white photographs, diagrams, and drawings; 39 color photographs. Hardbound, 9 x 11 1/4 inches. ISBN 2 207 23782 6. Published by *Editions Néo-Typo*, 25000 Besançon. Available from *Librairie du Collectionneur*, 4 rue Cassette, 75006 Paris, France. FF 195 (approx. \$35.00 US).

The common thread in these three works is Théodore Schneider. The first book, magazine really, tells the story of the Rochet family of Lyon, father Jean-François, and his first and third sons, Claudius and Francisque. The Rochets built velocipedes and tricycles during the latter part of the Nineteenth Century. Schneider, a young customer from a family of silk mill owners, suggested that his financial connections could benefit them both if they joined forces, but Rochet père thought mass production vulgar and preferred to keep his a family business. Wanting to capitalize on the Rochet name, Schneider persuaded second son Édouard to join him in a competing bicycle manufacturing venture in Lyon under the name Rochet & Schneider.

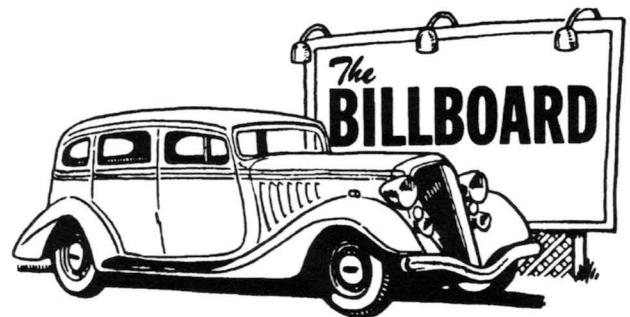
As the century ended, both companies began to manufacture automobiles. When Rochet père and Francisque died within two months of each other in 1902, Claudius put an end to the Rochet business. Rochet & Schneider prospered, but, succumbing to the fashion of some other French concerns of the day, became an English limited company in 1905, though continuing to produce cars in Lyon. The British society was liquidated in 1908, and the company headquarters returned to its origins. Although Édouard Rochet stayed on as the administrator, Schneider didn't get along with the new financial backers, and in 1910 betook himself to Besançon to start his own business. Meanwhile, initially bolstered by profits from the Zénith Carburetor Company of which it owned 88 per cent, Rochet-Schneider did quite handsomely without the man whose name lay behind the hyphen. It became known as a manufacture of high quality cars, and of trucks, buses, and agricultural tractors. The Depression put an end to the automotive side of the business, but R-S continued as a commercial producer until it was acquired by Berliet at the beginning of 1960.

Schneider's new venture was the "Th. Schneider" car, presented at the end of 1910, and successful enough that a second factory was opened near Paris a couple of years later. The marque lasted until 1929, and enjoyed a vogue in Great Britain. Color photos in the book of a surviving tourer and torpedo from the late twenties show handsome cars. One of Schneider's investors, Antoine Jaubert, held engine patents jointly with

Louis Ravel. Ravel had made a car under his own name in Paris for a couple of years at the turn of the century. He and Jaubert began to produce the second Ravel in Besançon in 1922. It was not a great success; only 350 had been made by early 1929 when the company went out of business. Today, only two survive.

The first two of these works tell good and detailed stories that are not, I think, generally known. The third book makes up for its somewhat lesser text with a greater use of photographs (probably the first publication of most of them), including a section on the Th. Schneider and Ravel in competition runs. Together, all three present a noteworthy view of several French provincial manufacturers in a period of roughly half a century, 1880 to 1930. Curiously, none of them indicate when Schneider, the man, died, and the last reference to him is in the year 1914.

—Taylor Vinson



SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustration, memorabilia, information; for sale, wanted, or to trade. Ads for vehicles or parts are not accepted.

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

WANTED: Any information on the Karns car (especially its location), or the Bohn car, both built in Everett, PA around the turn of the century. Any information on the Mohs cars or the 1959 Pioneer electric car (or any purpose-built electric car) would also be appreciated. **Sam Fiorani, 401 Blue Bluff Rd., King of Prussia, PA 19406**

VOLKSWAGEN INFORMATION NEEDED: Researching book about VW from 1935-49. Need photos, magazines, photocopies, or other information in any language concerning prewar development and propaganda stories, WW2 military VWs (Beetles, Kubelwagens, Shwimmwagens) and postwar reconstruction by British REME. Any sources of archive material, military reports, or personal accounts would be helpful. Also interested in any VW information until 1967. **Chris Morley, P.O. Box 1705, Redondo Beach, CA 90278 (310) 371-3919 FAX: (310) 371-4827**

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78 Howard Street
New London, CT 06320



To San Francisco and back: C.T. Crocker, “son of the famous millionaire Crocker of San Francisco,” set out with his fellow Yale student M.C. Scott to cross the continent in this 40 hp FIAT. They left from the residence of Mrs. Charles B. Alexander at 4 West 58th Street, New York City, at 5:00 am on June 25th, expecting to make the outward journey in 26 days. The car is seen here in front of Auto Import Co., the New York FIAT agency. Does anyone know in what year their trek took place? Fiat Automobile Company photo by Lazarnick, courtesy of Beverly Rae Kimes.