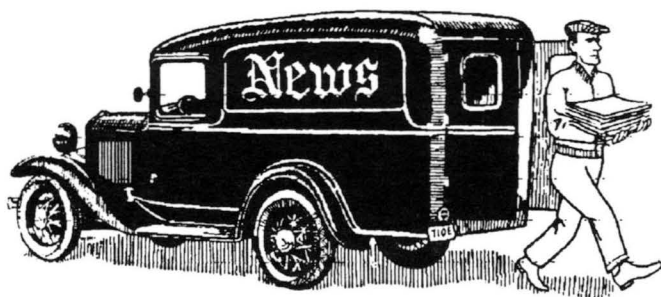


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May – June 1994

Issue Number 150



SWISS CLUB PUBLISHES REVUE

One of our Swiss members, Ernest Schmid, has sent a copy of the 1993 *Revue Annuelle* of the Veteran Car Club Romand, of which he is founder and honorary president.

It is, as they say, a real production: 128 glossy pages (including a number of prestigious ads) with a color cover showing early autos on the streets of Geneva in 1898. Almost sixty pages are devoted to topics of automotive history, such as the centenary of Battista Pininfarina, the 1928 European Grand Prix motorcycle race, the Swiss carrossier Moret, and an amusing juxtaposition of Dietrich: the car and the entertainer.

There is, of course, the expected news of club dinners and rallies, choc-a-bloc with a gamut of old cars from Bugattis to Isettas. The president of Switzerland is at the wheel of one of them. Was it he who inspired Bill Clinton to take his Mustang to the anniversary celebrations at Charlotte?

—Taylor Vinson

SOCAL PLANS ANNUAL LITERATURE FAIRE

The Southern California Chapter will hold its twelfth annual Literature Faire and Exchange on Sunday, July 24th, 1994 in Pasadena, California. The faire is a swap meet for automotive literature, memorabilia, and small collectibles; no non-automotive merchandise or auto parts are allowed.

The meet will take place at Pasadena City College, from 6:00 AM to 3:00 PM. Visitors are advised to take the Hill Avenue off-ramp from the 210 Freeway, and go south to Colorado Boulevard. Admission and parking, as always, are free.

Vendor spaces (20 x 20 feet) are \$15.00 each, and prospective vendors should reserve without delay. Last year's meet sold out by June first. Contact the meet chairman:

David Tobin

6661 North Long Beach Blvd. #114

Long Beach, CA 90805-2055

(310) 639-5428

The event is unique on the west coast, and collectors of automotive books, literature, and automobilia will not want to miss it.

DOING SOMETHING INTERESTING.....

MEMBERS HEADLINE INDIANA SYMPOSIUM

Several SAH members will speak at the two-day symposium "Celebration of the Automobile and its Effect on Humankind" at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana on July 1st and 2nd, 1994. Matt Short, curator at the A-C-D Museum, will present "From Single Cylinders to Dream Machine: the Automobiles of Auburn and E.L. Cord," and Gregg Buttermore, A-C-D's archivist, will delve into the career of Errett Lobban Cord. During and following these Friday morning sessions there will be tours of the Museum.

Richard Scharchburg will be Friday's luncheon speaker, with a talk entitled "Who was first?," examining the controversy over the first person to construct an automobile. Michael Kollins will be Friday evening's dinner speaker, with a slide lecture on "Unwanted Technology," highlighting the early automotive inventors and their innovations.

During Saturday's concurrent sessions, Sinclair Powell will give a talk on the role of small manufacturers in the American car industry, George Hanley will present a history of the Marmon Motor Car Company, and Larry Lehmkuhler will take a look at automotive advertising in the post-World War II period. Also featured will be thirteen other lectures and presentations.

The symposium, sponsored by the Indiana Historical Society, is open to the public. Registration information may be obtained from the Society at 315 West Ohio St., Indianapolis, IN 46202-3299 or by calling their Community Relations Division at (317) 233-5658.

YOUNGBERG HEADS HENRY NYBERG SOCIETY

SAH member Bob Youngberg is the US chair of the Henry Nyberg Society. The Society seeks to discover and preserve the history of the Nyberg automobile built from 1911 to 1913 in Anderson, Indiana, and its builder Henry Nyberg. Bob's transatlantic counterpart is Göran Wärff of Kosta in Henry Nyberg's birthplace of Sweden.

Recent activities of Bob's include a trip to Sweden in January to discuss plans for placing Nyberg literature collections at American and Swedish museums. He displayed his Nyberg literature collection at Car Expo in Chicago from May 20th to 22nd, and is planning a trip to Minneapolis to look at some Minneapolis registration records which feature the Nyberg nameplate.

Information on the Henry Nyberg Society may be obtained from Bob Youngberg at 17822 Chicago, Lansing, IL 60438 USA, or from Göran Wärff at Box 38, 360 52 Kosta, Sweden.



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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. County Road 800 N., Brownsburg, IN 46112-9059

DOING SOMETHING INTERESTING..... PRZYBYLSKI WRITES FOR MOTO MAGAZYN

Polish member Robert Przybylski, who lives in Warsaw, is a staff writer for the automotive publication *Moto Magazyn*. He writes about trucks and motor car history for the monthly periodical, which is now a year old. A 32-page, full-color production, *Moto Magazyn* features news of new models, road tests, historic features, and articles on motor sport.

Robert is interested in the history of proprietary engine makers, and their influence on auto and truck manufacturers. Members who know of books or articles on the subject may contact him at Walicow 20 m 1412, 00 - 851 Warszawa, Poland.

MONTVILLE STARS ON CABLE

John B. Montville, secretary-treasurer of SAH's Pioneer Chapter, is featured in a recent presentation of the Arts and Entertainment cable channel's program "Time Machine." The episode is titled "Trucks, Wheels of Industry," and John comments on the early days of the trucking industry in the United States. He is the author of *Mack*, a definitive history of the marque which won SAH's Cugnot Award in 1974.

A videocassette of the hour-long program is available from A&E for \$19.95 plus \$3.95 postage; call (800) 423-1212.

EDITORIAL COMMENT

A glance at the masthead of this issue tells us that it's our 150th *SAH Journal* (*Newsletter* through number 75, to be precise). When you combine that milestone with the fact that we celebrate our twenty-fifth anniversary as a formal Society this October you will, I hope, agree that we have something to crow about.

When you divide 150 by 25 you get six, the average number of *Newsletters* and *Journals* published per annum over the course of our existence. The frequency has varied somewhat from time to time, but in my recent memory our bimonthly schedule has been inviolable, if sometimes a bit tardy. If there's anything to which we can lay claim it's regularity.

Another thing noteworthy is that in our quarter century we have had but five editors - an average tenure of some five years, but the statistics obscure the overachievements: my predecessor, founder and first editor Dick Brigham, served for nine years and 59 issues over two separate terms. The adjective that comes to mind here is perennial.

Finally, each of my predecessors has given us a consistently high quality of content in our *Newsletter* and *Journal*, a standard I have worked hard to uphold and which you, the membership, have helped preserve with excellent articles, letters, photos, book reviews, and even excellent "Billboard" ads. We are consistent.

So what more could we want for the next 150 *SAH Journals*? Much more of the same, and I'm sure you'll help me keep them regular, consistent, and, above all, perennial.

—Kit Foster

ERRATA

Many of you have said some very nice things about *Automotive History Review* Number 28, and the authors and I appreciate them. Most who commented were too polite to mention the errors which crept into the issue, but three of them were horrendous enough to make parts of the articles in which they occurred indecipherable, so they bear correcting here.

All three errors involved losing a line or two of type at the bottom of a column; who was the prescient sage who observed that technology breeds a false sense of security? Corrections are as follows:

"When War Came....." page 2, bottom of third column, should read "...It should be noted that this is far less than the 435,198 units which could have been built in this period under the agreement."

"Sigmund Haugdahl...." page 8, bottom of second column should read ".....six weeks of careful experimentation to get things right."

"John D. Davis....." page 12, bottom of third column should read ".....the other lever, pushed forward, gave second gear, or when pulled back, high gear....."

Since accuracy is of import in an historical journal, I suggest you deface your copy and write in the corrections.

Two date transpositions crept into *SAH Journal* Number 149. The gas engine tricycle about which David Cole wrote ("Doing Something Interesting...." front page) was sold in 1894; the Leland-built Lincoln ("Board Meets....." page 5) is a 1922 automobile. But then you probably figured those out.

My apologies for these lapses in accuracy.

—Editor

PRESIDENT'S MESSAGE

"Boss" Kettering said he wasn't much interested in the past because the future was where he was going to spend his time. Since the future is where history is going to be made, and every one of you reading this is going to be spending your time there, too, perhaps it behooves us as people involved in automotive history to think a bit about where we are and what's coming, as well as what has been.

World War II is a convenient dividing line in automotive history. We are now 49 years beyond its end, 1945. An equal period of time before its beginning, 1941, is 1892, just before the Duryea Brothers and Elwood Haynes. If the most significant topic of the first half century of the automobile is the development of the industry and its infrastructure, arguably the most significant topic of the second half century is the taming of the beast, or the evolution of social responsibility. If the development and implementation of, say, airbags, is a story in itself, it is merely part of the greater story of the relationship of the automobile to society, where considerations of safety, repairability, fuel conservation, and emissions control have dictated design and performance parameters for the last thirty years.

On being introduced to a self-described "contemporary historian" Sir Isaiah Berlin remarked that "In my day, this was called journalism." Today's copy will be tomorrow's history, awaiting the analysis and shaping that comes with the benefit of hindsight, the third dimensional effect that is added by time. But a subject doesn't have to date from the days of Henry Leland to be "history;" our *Automotive History Review's* most popular issue was the one with the article on the 1962 and 1963 Thunderbird Sports Roadsters. Already the 1980s are truly "history." At this point in the nineties, the significant questions raised by the events of the previous decade have been answered, such as whether Lee Iacocca will be able to save Chrysler Corporation, and whether the Japanese are destined to take an ever-increasing part of the American car and truck market.

The 1990s may present a different challenge for the journalist, and, down the road, the historian. You're all familiar with the oft-quoted motor securities analyst Maryann Keller. In a recent talk to the Washington Automotive Press Association, she spoke of the increasing problem in finding topics of controversy to write about in her monthly column in *Automotive Industries*. The news from Detroit is mostly good these days. But colorful managerial personalities such as Henry Ford II and Lee Iacocca have been replaced by collegial types. Although the companies are the better for it, the journalist's task in creating readable copy has become more difficult (I suspect that is one reason why we are so enamored of the early days of the industry with its larger-than-life founders). The comparatively bland scene of today will some day find its way into the histories of the automobile world of the 1990s, and it is difficult to predict whether there will be much interest in reading about an industry no longer dominated by personalities. Will many of you really want to know about the history of the development of, say, catalytic converters, important as it is? Publishers care about sales, and if there is little market there will be no books, and if there are no books, aspects of history will remain undeveloped. The answer will, as always, depend on the skills of he or she who would tell the story.

What can we presently discern of the issues of the 1990s which will be of interest to future historians? Perhaps the one of most immediate significance is whether California and the tag-along states of the Northeast will stick by their efforts to require zero-emission vehicles in ever-increasing numbers beginning in 1998. It is ironic that the debate about the merits of electric propulsion which opened the Twentieth Century has arisen again to close it.

There are going to be stories, I think, in the histories of the nascent electric vehicle industry, companies such as Solectria which is being run by MIT grads in their twenties. The (success) (horror) stories of NAFTA will be written about a decade hence. Changes in marketing, such as the growing abandonment of the luxury car market to leases rather than retail sales, will bear examination. The development of the industry in mainland Asia is going to be historically important; we're used to Korean cars by now, but those of India and Malaysia have not yet come our way. Perhaps by the time SAH celebrates its fiftieth anniversary we'll have them, and machines from China, Thailand, and Vietnam as well - new corporations, new histories. The globalization of industry is a continuing story; GM is returning to India, and Daewoo has just taken a significant position in Romania's Olcit, known for its Citroën derivatives. And perhaps finis will have been written to such names as Lancia, Citroën, Plymouth, and Olds.

In the latest *Review*, Kit Foster noted my observation that an interesting thing about automotive history is that there's more of it every day. As long as wheeled transportation continues to be made, there is going to be something to analyze and write about. It's up to us aficionados to recognize history as it's happening, to shape its recorded form, and to make our times interesting. And it will be so if we remember that a good "history" should also be a good "story."

—Taylor Vinson

DOING SOMETHING INTERESTING.....

MARVIN PUBLISHES REVIEW OF BOOKS

Keith Marvin's byline is prominent, in this and other publications, on book reviews of interest to auto enthusiasts and historians. Reviews of lesser-known automotive books were a regular feature of the quarterly *Upper Hudson Valley Automoblist*, which he edited for the Automoblists of the Upper Hudson Valley. The new annual format of the *Automoblist* has discontinued the reviews, so Keith has put together a "trial balloon" issue of reviews on recent books of interest to "car people." The trial issue contains 14 pages, and carries 40 reviews on such titles as *Carriages Without Horses*, *The European Automobile Industry*, and *Peterson's Guide to Keychain License Plates*. More than a solitary achievement, *Review of Recent Automotive Books* contains reviews by other contributors, among whom are SAH members Frank Robinson, Dom Lombardo, and Kit Foster.

A limited printing was made of *Review of Recent Automotive Books*, and while the supply lasts copies may be obtained by sending a self-addressed stamped envelope to Keith Marvin, Apt. A-13, The Village One Apartments, 587 Broadway, Menands, NY 12204.

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.

QUEEN LILIUOKALANI AND THE AUTOMOBILE

by Keith Marvin

“Did Queen Liliuokalani Own an Automobile?” That was the title of my article in *SAH Journal* Number 145. The subject of the story was the late Queen Liliuokalani of Hawaii, who lived into old age at her villa in Honolulu. She died in 1917, more than twenty-three years after her abdication of the throne, having succeeded her brother, King Kalakaua, who died at the Palace Hotel in San Francisco in January 1891. Through four rough-and-tumble years, the details of which we shall not go into here, Her Majesty occupied the throne with full power over her subjects, despite a puppet republic set up by the United States and its subsequent annexation into territorial status in 1895 - much to the chagrin of Kaiser Wilhelm of Germany and the Emperor of Japan, both of whom also had designs on the Hawaiian Islands. Hawaii was, after all, rich in sugar, pineapples and numerous other fruits, and, above all, strategic as a military base, an aspect that would become all too apparent some decades later. Hawaii became the fiftieth of the United States in 1959, and is unique among them all in having the Iolani Palace in Honolulu as its State Capitol, the only state to govern from such a site.

The Queen had been born in 1838, and thus at the time of her abdication she would have been a woman of nearly 56. It is almost impossible to believe she ever learned to drive a car, although by

1905 at least two or three hundred of them were in operation on the islands. However, Her Majesty has been photographed, in her final years, in settings which include automobiles. Thus, although I cannot be absolutely certain, I have come to the tentative conclusion that, while she probably never owned a car in her own right, she was never at a loss to have one at her disposal. Many of her friends owned them, and she was known to ride in them frequently.

For the past year, I have been in contact with many persons in an effort to track this down - primarily the Bishop Museum in Honolulu (the State Museum of Natural and Cultural History), and my friend Don Merrill of Waverly, New York, a collector and student of automobile registrations and license plates. Don owns an extremely rare automobile register for Honolulu in 1912, which lists the registered motor cars by license number and owner. There were more than 1,200 automobiles on the Island of Oahu, where Honolulu is located, and I asked Mr. Merrill if he could check them to see if any number was assigned to the former queen. I also suggested he keep his eye out for a “Mrs. John O. Dominis,” or a “Lydia Kamekeha,” or “Lydia K. Dominis.” During this period, the United States was, putting it mildly, jingoistic, and frequently failed to give respect in instances when it might have done so. Thus, Puerto Rico was spelled “Porto Rico” and, as Queen Liliuokalani had been married to a man named John O. Dominis, many of the US diehards insisted on referring to the former queen as “Mrs. Dominis” (although not within the lady’s hearing). In any case, she had been widowed since 1891. I also asked Mr. Merrill to keep a weather eye out in his list for the leading American families in Hawaii, among them the Bishops, Castles, Doles, Dillinghams, and Shepards, many of whom began their work in the islands as missionaries and most of whom later became wealthy tradesmen and merchants. He found no listings which would indicate a registration issued to the queen under any of her names.



Top left, Queen Liliuokalani in what may be a horse-drawn conveyance. Above left, Queen Liliuokalani in the tonneau of an unidentified touring car at Kona, circa 1915. Curtis Iaukea stands at left; the other people are not identified. Above right, the queen with “three other young women,” circa 1915. All photos courtesy of the Bishop Museum.

Through the kindness of The Bishop Museum in Honolulu, and its archivist DeSoto Brown, we have the accompanying photos, all of which include the former queen. In two of them appears a large touring car, which I believe to be the same car, and the gentleman at the left in one of them, Curtis Piehu Iaukea, is (and this is an educated guess on my part) that car's owner. The pictures were taken "about 1915," and I'd put the car as a 1913 model, but cannot identify it further.

Curtis Iaukea was one of Hawaii's most prominent statesmen of the time. Born in 1855, he was a protege of Kings Kamehameha IV and V, as well as of King Kalkaua. He had served as Secretary of Foreign Affairs of the Hawaiian Kingdom, and had served in the Kingdom's Diplomatic Corps in Russia, India, and Japan. His biography is too extensive to include any detail other than that he was decorated by numerous governments, including Russia, France, Italy, Serbia, Great Britain, Japan, Sweden, and his native Hawaii. In every probability, Curtis Kaukea *would* have owned a car, and it's highly likely that this was it. I also believe that this is probably the car to which the former queen had access when and as needed or desired. I hope to check Don Merrill's 1912 register in more detail, to see if there is some hint of the ownership of this car and any possible connection to the queen.

In the meantime, can anyone identify this car, or does anyone know of any other early Hawaiian registration records? You could hold the missing key to this ongoing puzzle.

RACING IMPROVES THE BRANDS

or

WHAT THEY DROVE TO BELMONT PARK IN 1913

by Elliott Kahn

I recently came across an interesting article in the July 1913 issue of *Motor Field Magazine*. Its title was "Horse Racing Helping Trade - Revival of Sport in New York Creates an Increased Demand for Big Cars." It begins: "The revival of horse racing in New York has proved a great boon to makers of big cars, and trade along Gasoline Row has been lively with such automobiles. Firms like Packard and Pierce-Arrow have had fine seasons, and Peerless, Lozier, White, and Alco have increased their sales this season (Spring 1913). Harry S. Houpt, Inc. has had a big season for Lozier, and Locomobile has orders ahead. Even the importers have big activity, and restoration of racing at Belmont and other tracks means 100 sales of cars that list for prices of \$5,000 or more. Metallurgique and Lancia sales have been slow, but most other imports have done well."

The revival of horse racing at Belmont Park, located in Elmont, just over the Nassau County line from New York City, brought out 3,342 automobiles of sixty-one different brands on Decoration Day (which we now call Memorial Day). The cars were estimated to have cost, when new, from \$525 up to \$14,500 each. Now if, like me, you expected most of the vehicles to be Fords, or maybe Buicks, then you are in for a big surprise, for neither brand even made the top ten. The list which follows was tallied by five men from *Motor Field Magazine* who were stationed at the parking lot entrances and carefully counted the arriving vehicles all afternoon long. Even more surprisingly, they also recorded what brand of *tires* each car rode on. The sightings of the 3,342 cars were as follows:

1. Packard	465	42. Thomas	8
2. Cadillac	212	43. Garford	8
3. Chalmers	191	44. Columbia	8
4. Peerless	186	45. Lancia	8
5. Pierce-Arrow	155	46. Rainier	8
6. Hudson	131	47. Marquette	6
7. Simplex	129	48. Isotta (Fraschini)	6
8. Stearns	128	49. Apperson	5
9. F.I.A.T.	124	50. Napier	5
10. Locomobile	120	51. Case	5
11. Ford	119	52. Knox	4
12. Alco	112	53. DeDion-Bouton	4
13. White	98	54. Overland	4
14. Lozier	97	55. Benz	3
15. Mercedes	94	56. Panhard	2
16. Renault	93	57. Minerva	1
17. Pope-Hartford	73	58. R.C.H.	1
18. National	63	59. Crane	1
19. Abbott-Detroit	57	60. Stutz	1
20. Jackson	46	61. Daimler	1
21. Stoddard-Dayton	43		
22. Studebaker	42	And the tires found on the	
23. Buick	41	above 3,342 automobiles:	
24. Velie	40		
25. Oldsmobile	39	1. United States	935
26. Rambler	32	2. Goodyear	467
27. Franklin	31	3. Diamond	401
28. Delaunay-Belleville	30	4. Goodrich	268
29. Winton	30	5. Firestone	233
30. Speedwell	29	6. Republic	202
31. S.G.V.	28	7. Michelin	167
32. Palmer-Singer	28	8. Fisk	163
33. Haynes	27	9. Ajax-Griebe	160
34. Oakland	27	10. Kelly-Springfield	132
35. Maxwell	21	11. Pennsylvania	118
36. Premier	20	12. Swinehart	31
37. Moon	14	13. Lee	28
38. Mitchell	12	14. Century	20
39. Marmon	11	15. Batavia	8
40. Cole	9	16. Shawmut	6
41. Mercer	8	17. Gaulois	3

Of the cars, it was said that 500 were limousines, and big sixes were the favorite in all brands which made such things. One out of seven cars was a Packard.

If one of you says "Gee, I wish we could be back in the old days when you could see such variety," then consider that on January 30th, 1994 I made my way from my home in Clearwater Beach, Florida to a car show near Sarasota-Bradenton Airport, a bit over fifty miles each way. On that one day, at the show and on the way down and back, I saw 88 brands of passenger cars, and over 200 different series or models. I saw 59 brands of trucks that day as well, and ten or so brands of motor homes. The good old days with such variety? Who are we kidding!

THE RHODES-RIDLEY

by A. John Parker

The State of Western Australia had not given the world even one truck marque to drive - until the Rhodes-Ridley was actually manufactured in Perth in the late 1950s, for mining.

In the post-World War II years, Western Australia's rugged northwest began to open up due to its vast quantities of raw materials, manganese being one of these. Working conditions were extreme - midsummer temperatures soared to 106 degrees Fahrenheit, and the vast, lonely distances pushed everything to the absolute limit.

Don Rhodes found his ordinary trucks were not large enough to cart economical quantities of ore to the port, so something beyond the ordinary was called for. Eventually, though, he was able to install a treatment plant on the back of the Rhodes-Ridley and take it to the mine sites.

Employee Harold Ridley acquired a pile of General Grant tank parts. His ideas culminated in a massive truck not unlike a modern-day mine site Haulpak. The chassis was hand-welded to form a boxed section, and the radiator had a grand "R-R" nameplate actually fabricated, rather than cast into the front tank.

The Grant tank steering gear had been designed for left hand drive, so the "R-R" was built up as a lhd vehicle. Two 6-71 GM diesel engines were mounted alongside each other, giving the truck a massively wide front. Power was taken through the five-speed tank unit to twin rear drive axles via an unusual twin driveshaft arrangement providing a top speed of 21 miles per hour.

The three axles were made by Rhodes, the rear axle housings cast locally, machined in their workshop and fitted with the Grant tank gears. Final drive was through reduction gears in the wheel hubs. Rear suspension was by double-cantilever leaf springs capable of transporting about 100 tons. The rear bearings were huge Timken units positioned in axles capable of loading beyond their thirty ton rating. The truck rode on 13.00 x 24 inch Michelin crossply tires.

Local cab builders made all body panels to specifications which Harold Ridley worked out in his head, after drafting them out on the workshop floor. This remarkable engineer then memorized them to protect his ideas!

Originally, plans were to make up a fleet of twelve trucks, but circumstances changed, and the single Rhodes-Ridley was fitted with a processing plant and generator to be used around the mine

sites. In the 1970s it was retired alongside the relics of the old mine where it was gradually stripped of various parts, themselves scattering state-wide.

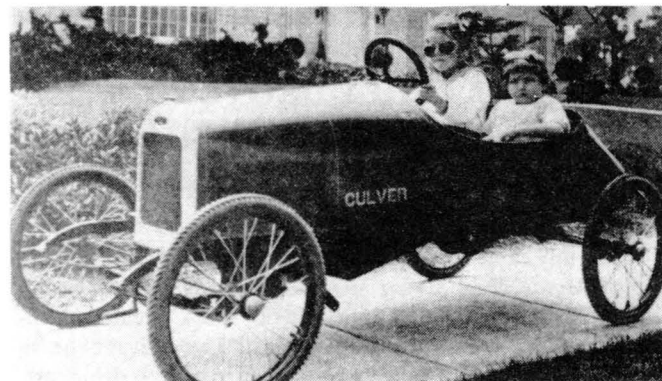
Today, Terry Joyce of South Hedland spearheads restoration of the Rhodes-Ridley. Its remains were found at Woodie Woodie in very poor condition, but slowly the old work horse is being brought back together in Port Hedland. Plans are to have it visit trucking shows around Australia.

Ken Rhodes, Don's son, now runs the company in the Perth suburb of Welshpool, and Bill McConnell still works for R.D. Rhodes, the only employee on the payroll involved in building the "R-R."

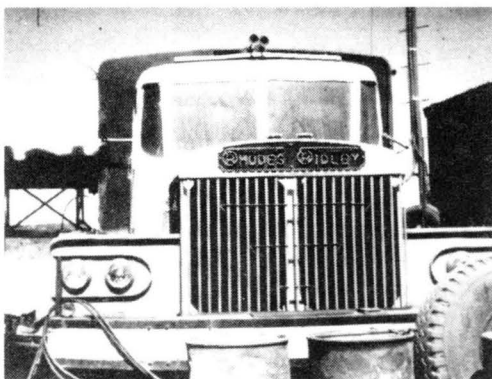
THE CULVER JUVENILES

by J.H. Valentine

The Culver Manufacturing Company was established in Culver City, California, and was incorporated on August 15th, 1915. The firm's initial investors were real estate developer Harry C. Culver, store owner William A. Faris, cashier George E. McHugh, real estate salesman Charles E. Shillito, and George W. Somerville, an attorney. Each made an initial investment of \$100, and these five comprised the board of directors of the firm. The rest of the \$25,000 in one-dollar-per-share stock was not yet subscribed. None of the original investors had mechanical expertise, and it is not known who did the actual design and development work for them.



A Culver Juvenile, with juvenile driver and passenger. Courtesy of J.H. Valentine.



Above, face to face with the Rhodes-Ridley. Right, Harold Ridley stands with the Rhodes-Ridley in 1958. Courtesy of the author.



The company built and sold juvenile-sized automobiles, with racer or two-seater bodies offered. A single-cylinder, four-horsepower air-cooled engine of their own design was used, having a 3 x 3 1/2 inch bore and stroke (24.7 cubic inches). It had splash oiling, a Hartman carburetor, battery-powered Splitdorf ignition, the firm's own three-speed transmission, wire wheels, and a 66-inch wheelbase. The right-hand-drive roadster sold for \$225.

Five Culver cars are known to have been licensed in California during 1916, and were scattered throughout the state. Four had roadster bodies, and one was a racer. Their serial numbers varied widely, all having three or four digits. The business of the Culver Manufacturing Company was suspended in 1918. One 1915 Culver racer may still exist, offered for sale in Texas in 1981.



THE TWIN CAM

I read with great interest Gerald Lombard's letter regarding the 1909 dohc engine of the Sulzer Brothers in *SAH Journal* No. 148. He and I have engaged in periodic correspondence over the years in our mutual interest of engineering history.

My gut feeling, for some years, has been that the genesis of the "classic" twin cam hailed from marine origins. The design made for an engine too heavy for aviation use in the early years of this century, and the twin cam's genealogy down automotive paths has been thoroughly investigated.

In marine use, particularly with an eye toward competition, his concern was over horsepower, not weight. Unfortunately, residing in a relatively landlocked state has not allowed me to investigate the plethora of marine literature that exists in coastal areas. For instance, I have long wanted to set my hands on a copy of the Page and Leitch book of 1920 vintage *Motor Boats and Boat Motors: Construction, design, operation, and repair*. I suspect the Page in this duo was none other than First Lieutenant Victor W. Page, who also wrote a book on aviation engines in 1919 for the Norman W. Henley Publishing Company. Page's aviation book delved into dohc designs that emerged from World War I, although early editions had the cutaways censored by our government. Perhaps the book on marine engines sheds some light on early dohc engines designed for marine use.

It is known that Lucien Picker, Ernest Henry's mentor, participated in Continental marine competition. Perhaps Picker witnessed a dohc engine in operation during one of these competitions, but the press ignored the engine since it was not victorious or was too crude to compete successfully. Picker, however, may have been intrigued with the idea back in his shop in Switzerland, or passed the idea along to Henry, who later brought the classic twin cam to fruition with the collective engineering prowess of *Les Charlatans* at Peugeot. Perhaps the full story will never be known.

It is more than a curious coincidence to me that the Sulzer Brothers and Picker both operated in Switzerland.

The story of the classic twin cam has always intrigued me because, as far as we know, it emerged in perfect order from *Les Charlatans*. To be sure, such a scenario is possible, but generally speaking, footings must be in place before a tower can be built. Herschel Smith, author of *A History of Aircraft Piston Engines*, said it best to me in a letter: "Henry's lack of formal engineering education was possibly more of an advantage than a drawback from the viewpoint of innovation. Remember that engineering schools in the late 1800s and early 1900s were heavily oriented toward steam and not at all to internal combustion engines; a graduate of the polytechnic or Arts et Metiers would know all about designing for 250 rpm and nothing about 2,500 rpm. To the extent that this is true, the lack of a formal or academic background wouldn't have handicapped an ingenious designer. Also, it's always been true that formal engineering schools tend to inhibit creativity. *Mon Dieu*, look at what the great Victorian engineers got out of their own heads, while their contemporaries from the (mostly military, I admit) engineering schools of the time could only move along known paths."

Smith continued: "My own notion on all this is that the first time any innovation is tried, it doesn't work well because of bad proportioning of components, inadequate materials, etc.; and when it does come out in workable form, it's because the needed ancillary stuff has meanwhile matured. From this standpoint, the GP Peugeot was indeed remarkable. There must be a forgotten ancestor somewhere!"

The search for the smoking gun continues. **Lee Beck, 405 Riverside Dr., Piqua, OH 45356**

L'HELICA LEADS

Yves Dalmier is one of France's pioneers in the old car movement. Much of his remarkable career is described with verve and humor in his excellent book *Les Roues de Fortune, Les Roues de Misère* (Monaco, 1991).

Dalmier and a few friends are making a great effort to learn and acquire all that they can concerning the remarkable airscrew-propelled L'Hélica automobile of Marcel Leyat. Two specimens are known to exist in France. One is in the automotive museum of Le Mans, and the other was exhibited at the annual Rétromobile show in Paris in 1988. It was displayed by one F. Peugeot, who had purchased it new.

The Georgano encyclopedia lists these extraordinary vehicles as having been made between 1913 and 1927. Their real heyday was from about 1921 through 1923, when about thirty were built. Around twenty appear to have been exported, mainly to England, although some may have gone to the USA and Canada. Most seem to have been powered by ABC Scorpion engines, but Anzani and Matchless were also used.

Yves Dalmier is equipped to do excellent restorations and re-constitutions, and hence is desirous of finding any and all possible vestiges of these cars. He is equally interested in documents pertaining to them. Any help that you may kindly be able to render will be greatly appreciated. Yves may be reached at 9 rue les Fenouilles, 66170 Saint Feliu d'Avall, France, but English language material should be sent to me for translation. **Griffith Borgeson, Campagne Mirail, 84240 La Motte d'Aigues, France, telephone (33) 9077 7748, FAX (33) 9007 7296**

SEEKS GM OVERSEAS

I am engaged in a project to document the overseas history of General Motors Export Company prior to World War II. A parallel effort is the formation of a register of overseas-assembled Chevrolets. I am trying to determine the chassis numbering and identification system intended by GM and the actual systems practiced by each of the twenty-odd overseas assembly plants during the period.

This project has involved hundreds of letters overseas, beginning with all known past and present members of the Vintage Chevrolet Club of America, universities, institutes, museums, and fellow members of SAH. Of particular importance to me now is being able to locate a library or individual holding copies of *GM World Magazine*, the in-house publication of GM Export Company, from November 1927 through January 1934. These issues are not available at the Detroit Public Library nor at the GMI Alumni Collection.

I am most eager to develop correspondence with anyone remotely interested in this subject. **Tom Krill, 3624 Windfair Lane, Lexington, KY 40515**

WE NEVER CALLED HIM TÉD

Taylor Vinson is incorrect when he states that the common thread linking the three titles he reviewed in *SAH Journal* No. 149 was Théodore Schneider. His correct name was Théophile Schneider. **Mike Worthington-Williams, Glaspart Manor, Capel Iwan, Newcastle Emlyn, Dyfed SA38 9LS Wales**

Mike W-W has reminded us of one of the enduring mysteries of French automotive history, created by M. Schneider's cryptic identification of himself as "Th." While "Théophile" enjoyed a vogue at one time (see, e.g. Georgano, third edition [1982] p. 615), in more recent years the pendulum seems to have swung to "Théodore." Les Rochet ([1988] footnote 6, p. 12) explains (my translation) that "certain historians have baptized him Théopile but the Rochet family always spoke of him as "Théodore." The other two books in the review, of even later date, refer to him repeatedly and without any qualification as "Théodore."

An interesting question is why the name of the car was "Th. Schneider" and not simply "Schneider." I've read no explanation of this. A logical explanation is that the "Th." is an identification exclamation point of sorts, emphasizing that the products that Th. Schneider makes are not to be confused with those that continue to be made by Rochet-Schneider. The prefix also clarifies that the vehicles were not produced by Schneider, the famed arms maker of Le Creusot.

While we're at it, another enduring mystery is the identification of the first name of E. Montaut, the famous racing artist of the first decade of the Twentieth Century. Some say Ernest, some say Edouard. Readers, which is it?

–Taylor Vinson

CROCKER'S JOURNEY

On the cover of *SAH Journal* No. 149 you asked in what year the pictured FIAT made its cross country trek. A news story in the *New York Times* for July 26th, 1908 tells of C.T. Crocker having driven from New York to San Mateo, California, in a "nearly self-contained" FIAT, modified only to the extent of having a larger gas tank, no fenders, and skids or planks in their stead. This story must have appeared shortly after Crocker's arrival. His only mishap was

reported as a broken wheel in Cheyenne, which took two days to repair. Except for that, he made the run in eighteen days, which was said to be within three days of the transcontinental record made by a Franklin, which had a crew of five who worked in relays, running 24 hours daily. Further, it was said to be seven days faster than the best time ever made by a single crew. But history seems to have neglected Crocker's achievement. By 1908, transcontinental auto trips were not all that rare, and it took some special gimmick to arrest the public's attention. J.M. Murdock, who drove his Packard from Los Angeles to New York in 32 days a month earlier, did it by taking his wife and kids along, for example. That made news!

If I'm not mistaken, C.T. Crocker was the grandson of Charles Crocker, one of the four who financed the Central Pacific (later the Southern Pacific) Railroad, and grew fabulously wealthy thereby. One of Charlie's boys was George Crocker, who, upon his death in 1910, left \$2.5 million to be used in search of a cure for cancer, and thus might readily have been alluded to as "the famous millionaire Crocker of San Francisco." One of George's boys was our Charles Templeton Crocker. Fame seems to have eluded him, but on the other hand his name lives on in the next county up the road from mine: Templeton, California, a stop on the railroad (Southern Pacific, of course) was named after him. As I recall, it was to be called Crocker originally, but someone in the family objected, so they settled on Templeton. **David L. Cole, 1119 South Speed Street, Santa Maria, CA 93454**

We have also heard from Carl F.W. Larson, who sent a copy of a New York Times article from July 17th, 1908, dateline San Mateo, which reports that Crocker "arrived here late Tuesday night," which would have been July 14th. It also gives us the insight that Crocker made the journey not only with fellow-student Scott but also with "his chauffeur, Charles West." I knew that members would be able to date this feat.

–Editor



DAYTONA: THE QUEST FOR SPEED, by Tom Tucker and Jim Tiller. 162 pages, 350 color and black-and-white illustrations. Hardbound, 9 x 12 inches, ISBN 0-9640050-8-5. Published by the Daytona Beach News Journal, P.O. Box 2831, Daytona Beach, FL 32120-2831. \$29.95 plus \$6.50 shipping (softbound version available at \$24.95).

Auto racing aficionados and historians will appreciate and enjoy the foresight of the late Herbert M. Davidson, founder, publisher, and editor of the *Daytona News-Journal* newspapers. Mr. Davidson assembled an incomparable and detailed historical archive of auto racing photographs and history, beginning in 1902, that would serve his editors and staff throughout the years. His son, Tippen Davidson, has continually updated the archive with award-winning photographs and chronicles to the present day. This information has been compiled in book form and is now available to the public. This work highlights the many special moments

which have made Daytona Beach the “World’s Most Famous Beach.”

The “wonder beach,” as it was first called, stretches 23 miles southward from Ormond Beach, a 500-foot-wide strip of silver sand ending at the Ponce de Leon inlet. It was naturally formed by the tides of the Atlantic Ocean which created a hard-packed, driveable surface.

In this book’s pages one may travel through the nineteen annual tournaments of speed along the Ormond and Daytona Beaches. The reader may vicariously ride with Ransom E. Olds, Barney Oldfield, W.K. Vanderbilt, Tommy Milton, Sig Haugdahl (see *Automotive History Review* No. 28), Major Henry Segrave, Frank Lockhart, Ralph de Palma, and Malcolm Campbell. The unlimited world Land Speed Record was advanced here fifteen times from 1904 to 1935.

Bill France describes his Florida dream, beginning with his departure from Horse Pasture, Virginia, on October 19th, 1934, and the promotion of his first race on the beach-road course, an event for motorcycles. A field of 98 fearless riders from 28 states and Canada descended on Daytona and competed in the first event, which is now credited with being the second-oldest continuously-running motor sports event in the US (excluding the war years). Ed Kretz of Pomona, California, won that first beach race in 1937.

In the summer of 1958 construction began on the big, new speedway west of town. Charles H. Money Penny, a former City of Dayton Beach engineer, designed the track, envisioned to be the “World’s Fastest Speedway,” around Bill France’s ideas. Some 446 mostly-uncleared acres located on US Highway 92 comprised the site. Construction of the track was completed in ten months at an approximate cost of three million dollars.

The first Daytona 500 late-model championship NASCAR Grand National stock car race took place on a beautiful Sunday, February 22nd, 1959. Spectators were treated to a fantastic race and a disputed finish that required 61 hours to resolve. Lee Petty, driving an Oldsmobile, was declared the official winner over second-place Johnny Beauchamp, driving a Thunderbird.

Daytona.... is a very rewarding book and difficult to put down. It is also an indispensable reference book on Daytona motor sport from 1902 to 1993.

–Jack L. Martin

THE ROOTES BROTHERS: STORY OF A MOTORING EMPIRE, by John Bullock. 248 pages, 94 black-and-white illustrations. Hardbound, 8 1/4 x 10 1/2 inches. ISBN 1-85260-454-9. Published by Patrick Stephens Limited, an imprint of Haynes Publishing, Sparkford, Somerset, UK, and available in USA from Motorbooks International, P.O. Box 2, Osceola, WI 54020. \$32.95 plus \$4.50 shipping.

The story of the Rootes Brothers and their empire is almost a perfect parallel to the “Big Three” of the US, with one exception. Whereas over here the trio of automotive conglomerates were sparked by one Henry, one Walter, and a goodly succession of GM presidents, Great Britain’s team consisted of two brothers known to all as Billy and Reggie, sons of a bicycle manufacturer in Kent. Starting on the bottom of life’s ladder, they worked themselves up - rung by rung - and, following their tremendous aid in the production of war materiel during World War II, went on until they reached the pinnacle of what the automobile industry had to offer.

They weren’t novices in this rapid crawl, for, as super salesmen, they had managed to market more cars in Britain by the 1920s than any other concern. Although this was an achievement in itself,

it was actually only the beginning. It is significant to note that they never placed a “Rootes” car into the marketplace; they were after bigger game.

Ultimately they became millionaires, were honored with knighthoods, and managed to draw the Hillman, Humber, Singer, and Sunbeam cars, plus the Commer and Karrier lorries (trucks) under one gigantic umbrella, thus forming what became known as the Rootes Group. They had become world-known during the lean days in Britain following the war by their burgeoning export division which sent their cars out worldwide, the Hillman becoming almost as common on US roads as some of the smaller independents.

But the boom times which followed heralded into the picture a dog-eat-dog acquisition pattern by the larger corporations which couldn’t be anticipated at the time. Like so many others, the vast Rootes umbrella itself began to falter in sales and demand, with Chrysler slowly gaining increased control. After the death of Lord William Rootes in 1964 the handwriting appeared on the wall, and Chrysler took over the operation.

This is an outstanding piece of automotive history, well illustrated, and a delight to read. The wonder of it all to this reviewer is that it wasn’t written sooner.

–Keith Marvin

MOTOR TRIALS AND TRIBULATIONS, A History of Scottish Motor Vehicle Manufacture, by George Oliver. 112 pages, 64 black-and-white photographs and diagrams, 13 color photographs. Softbound, 7 1/2 x 9 5/8 inches, ISBN 11 495171 3. Published by Her Majesty’s Stationery Office, and available from The Cashier, HMSO Books, 51 Nine Elms Lane, London SW8 5DR England. £9.95 plus £2.36 air mail postage to USA.

Until this book, probably the best-known account of the strange story of motor car manufacture in Scotland is that by Lord Montagu, which rated two chapters in his *Lost Causes of Motoring* (1960). The dust jacket of that book was designed by George Oliver, who, thirty years later, has written his own book on the subject.

In all, there were over four dozen automotive producers in Scotland, beginning in 1897 with no less than six manufacturers and ending with the Chrysler Talbot in 1981. The best-known of the Scots were the Albion, Argyll, and Arrol-Johnston. Albion was the most successful, making cars from 1900 to 1913 and trucks thereafter until being taken over by Leyland in 1952. Arrol-Johnston lived thirty unexciting years, from 1897 to 1927, continuing four more years as the Arrol Aster before expiring.

The most colorful was Argyll, with almost exactly the same lifespan as Arrol, 1899 to 1932, during which it survived several bankruptcies. Its founder, Alex Govan, attached importance to competitions and publicity. Bolstered by optimism, he spent almost half the company’s available capital on the most ambitious car factory in the world at that time, situated on eleven acres northwest of Glasgow. Students of industrial architecture will be fascinated with Argyll’s Alexandria factory (1905-06), which apparently still stands, turreted and the epitome of imperial hauteur. Trouble was, it never even closely approached its capacity of 2,000 cars a year. Govan died, and, after financial troubles of the type that are all too familiar to automotive historians, the palace at Alexandria was abandoned within eight years of its opening.

Technically, the Argyll may best be remembered for its single Burt-McCollum sleeve-valve engine, which it introduced in 1912-13. There can be few business tales more unusual than Argyll’s licensing negotiations with McCollum, during which he sought

advice from his dead father through a ouija board.

Oliver's conclusion is as dour as a Scot gets: "our motor industry was doomed from the beginning as long as its control remained in the hands of Scotsmen." To Oliver, individualism prevented the Scot from persevering in mass production and did not encourage him in limited production of very high grade transport. As for the products, "there were enough dull and really dreary cars being made elsewhere as it was; we didn't even have any advantage there!" Perhaps these controversial remarks explain why the book wasn't published until three years after Oliver's death. The copyright is held by Glasgow Museums, where some of the cars discussed are exhibited.

–Taylor Vinson

AMERICAN AUTOMOBILIA, an Illustrated History and Price Guide, by Jim and Nancy Schaut. 149 pages, 275 black-and-white photographs, 13 color photographs. Softbound, 7 x 10 inches, ISBN 0-87069-688-2. Published by Wallace Homestead Book Company, Radnor, PA. Available at \$18.95 plus \$1.00 shipping from Jim and Nancy Schaut, P.O. Box 10781, Glendale, AZ 85318.

SAH member Nancy Schaut and her husband Jim operate Aquarius Antiques, an enterprise specializing in transportation toys and memorabilia. They also publish the newsletter of the Automobilia Collectors Club International, so they are no strangers either to automobilia or to writing. Their book is a survey, with representative price guide, of the full range of automotive collectibles.

There are thirteen chapters, each covering a type of automobilia (e.g. advertising, license plates and related items, racing memorabilia, toys). In each chapter the history and background of the items are explained, and current prices are given for representative examples. Complementing the topical text are an introduction, a chapter on the state of the collectibles market (not the state of today's market, actually; rather it explains the vagaries of the automobilia market and caveats the values given in the individual chapters), and several appendices. The latter include a directory of clubs, museums, and publications; a bibliography; a subject index; and an index to companies and clubs.

Clearly this is not the last word on automobilia, nor is it a complete catalog or value guide. It is, however, a very nice beginner's treatment of the subject, and the value guides have a sufficiently wide range that readers should be able to "ball park" such items as they might have.

This is a well-done guide, and will be very useful to those becoming interested in automobilia.

–Kit Foster

DOWN THE ASPHALT PATH: The Automobile and the American City, by Clay McShane. 288 pages, 24 pages of black-and-white photographs. Hardbound, ISBN 0-231-08390-4. Columbia University Press, New York. \$29.50

The title, especially the sub-title, of this new book is misleading. It's obvious that the automobile has had a major impact on the American city, but McShane has written only about the pre-World War I days. To read about the much more important later confrontations between city and automobile one must look elsewhere.

What's most interesting about this book, perhaps, is the application of the sensibility of a 1990s academic (McShane is an associate professor at Northeastern University) to the civilization of nearly a century before. In brief, the pre-World War I period was a time in which McShane would not have been happy. The automobile likely is a minor factor in his discomfort. Judging by *....Asphalt Path....*, it's the relationship between the sexes which makes so much of the early automobile period so distasteful to him.

Certainly, he's no antique car enthusiast. On the contrary, one assumes he would be half pleased if the car had never materialized to alter the historical pattern of street use in American cities. His startlingly limited knowledge of automobiles is no benefit to his readers. Writing of the Ford, he notes that the Model T was a "man's car. It required exceptional physical strength to steer and shift," a truly amazing statement given the simple transmission and light steering of the Ford. Mentioning the dummy left door, McShane goes on to claim that the driver had to "clamber across the front seat, past the gear shift, a major obstacle of the skirt wearer." What he obviously doesn't know is that the only lever on the floor of the Ford was mounted to the left of the steering wheel (thus, the non-functioning door) and that the bench seat was free from obstruction. With this kind of non-knowledge, his conclusions about the social, economic, and physical impacts of the car are necessarily suspect.

Perhaps most useful is the author's analysis and description of horse-drawn transportation in the cities before the automobile. The logistics of feed and manure production and transport are things not much considered any more. The accident rate for horse-centered vehicles is another factor now much forgotten, especially the number of horse-pedestrian collisions.

When McShane moves on to the failure of the steam automobile, his essay becomes less compelling. He is convinced the steam car failed in the 1890s, when its successes, limited as they were, really came in the next decade.

But it's when McShane writes about an unspoken but obvious conspiracy among men to deny women their just role in the automotive world that *....Asphalt Path....* veers from its stated right-of-way and becomes a vehicle for McShane's apparent need to correct historical wrongs. Unfortunately, he may well see more wrongs than ever existed. Where, for example, is the evidence of the ostensibly unorganized (but, to McShane, clear) effort by the automobile industry to sell women inferior cars. As examples he cites advertising directed toward women for the "Interstate" and "Playboy" (I can only assume he means the Inter-State and *Jordan Playboy*, the latter introduced after World War I), whose makers turned out "second-rate cars, assembling parts made by other companies," as if parts purchased from outside suppliers are necessarily inferior, and as if the Inter-State and *Jordan* were inferior to other assembled cars never promoted in advertising directed toward women.

McShane describes electric cars as hazardous, "steered with an obsolescent, dangerous tiller," as if there had been a group of men knowingly producing vehicles which would injure women, rather than a group who produced cars easier to drive than the gasoline-fueled competition. The introduction of traffic regulations in New York City in 1905, according to him, roused protests among "Cabbies, teamsters and motorists" who were defending not just their freedom but also their "masculinity."

What all this alleged deprivation of women's rights and challenge to masculinity has to do with the automobile and the city is certainly less than clear, if not obviously beside the point. In brief, McShane has written a book that is enlightening and entertaining but not for the reasons he intended.

–Geoffrey N. Stein

LICENSE PLATES OF THE UNITED STATES - A Pictorial History 1903 - to the Present, by James K. Fox. 176 pages, 54 color and 4 black-and-white photos. Hardbound, 8 1/2 x 11 inches. ISBN 0-9629962-5-4 Interstate Directory Publishing Company, Inc., 420 Jericho Tpke., Jericho, NY 11753. \$29.95 plus \$5.00 shipping.

This world is not exactly devoid of license plate books, but this new one from well-known plate authority Jim Fox makes a major advance over all the rest: it has complete coverage of all the United States plates in full color. This is no mean feat, for to be true to the many hues and shades used by the various authorities over the years the separations must be just right - and these are.

This is not the definitive license plate book; others have more detail on the history of plates and non-passenger plates in particular (the doyen of them all being *License Plates of the World* by Neil Parker, John Weeks, and Reg Wilson; just released in its third edition and soon to be reviewed in these pages). It is, however, the best visual reference for every year of every passenger plate, and a modest text accompanying each color array explains pre-state issues (those used before statewide registration laws), slogans, graphics, and other features. A box highlights particulars such as first year of issue, undated plates, porcelains, windshield stickers, and metal date tabs.

This should not be your *only* license plate book, but if you've a hankering to learn more about US markers (and see what they really *did* look like) it's a great place to start.

-Kit Foster

CARRIAGES WITHOUT HORSES: J. Frank Duryea and the Birth of the American Automobile Industry, by Richard P. Scharchburg. 243 pages, 55 black-and-white illustrations. Hardbound, 6 1/4 x 9 1/2 inches. ISBN 1-56091-380-0. Published by the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001. \$31.95

I think it has been pretty well established that the germ which ignited the flame of self-propelled gasoline-engine vehicles in the United States was completed by the Brothers Duryea - Frank and Charles - in their machine shop at Springfield, Massachusetts, in 1893. There had been previous attempts at such by others, but with the Duryeas there was the intent to build and market the road wagons. After the first experimental vehicle, Frank built a second one and raced the car in 1895. The next year, thirteen Duryea motor wagons were completed and sold. For a number of reasons, which this book explains, the Duryeas became estranged early on. Charles went to Peoria, Illinois, and subsequently built a wide variety of motor vehicles in such places as Reading, Pennsylvania, and Saginaw, Michigan, none of them making much of a mark in the automotive annals. Frank started producing his Stevens-Duryea cars in 1902 with the J. Stevens Small Arms Company in Chicopee Falls, Massachusetts, which became one of the country's most respected, reliable, and (later) most expensive automobiles.

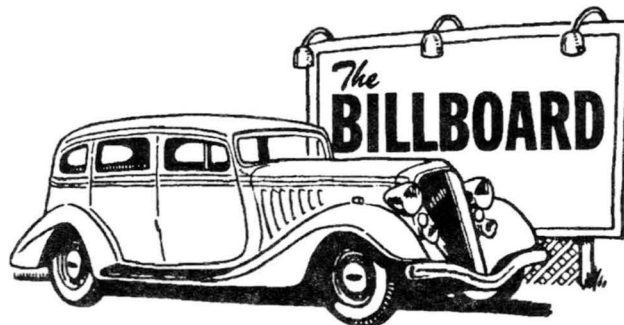
The sad part of the story was that the brothers' estrangement was continued by the next generation, and turned into a bitter family feud, each side claiming that *their* progenitor was *the* inventor. When I was a boy, the credit was focused upon the Duryea brothers, not one or the other. The battle raged through the 1940s and '50s.

In this book, Professor Scharchburg has done a tremendous service in researching the subject, and whereas both brothers may properly be credited in the completion of the first Duryea auto of 1893, he has come to his own conclusions after arduous and painstaking research in legal documents, newspaper accounts, the automotive press, letters, and personal contact with the Duryea

family.

I believe this is one of the most important and accurate books concerning early American automotive history. It is interesting, factual, and in no way pedantic. Without taking sides, I believe he has placed the story as it happened, after decades of misunderstandings and considerable confusion. *Carriages Without Horses....* is outstanding in every way.

-Keith Marvin



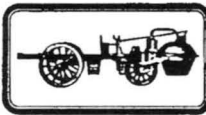
SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustrations, memorabilia, information; for sale, wanted, or to trade. Ads for vehicles or parts are not accepted.

PORSCHE INFORMATION needed: 1948 through 1955. Especially interested in period photos of aluminum bodied cars, production or race cars. The last ten cars were raced in the early fifties throughout Europe. Auto show photos, factory tour photos, or other archive photos. These early cars all had a split front windshield or a "v" bent windshield. Also interested in any Porsche information through 1965. **Chris Morely, P.O. Box 1705, Redondo Beach, CA 90278 (310) 371-3919**

WANTED: Information on possible existence of #50 Nichols/Goldsmith '63 Pontiac SD LeMans. Car was purchased by Daimler-Benz and dismantled. Door from car was supposedly seen recently at D-B. Also information, leads, photos of US postwar prototype Motorama or dream cars, '59 Argonaut, '51 Story, Pontiac-Oakland press, styling, engineering data, photos. **Donald J. Keefe, 6173 Doe Haven Dr., Farmington, NY 14425 (716) 924-7664**

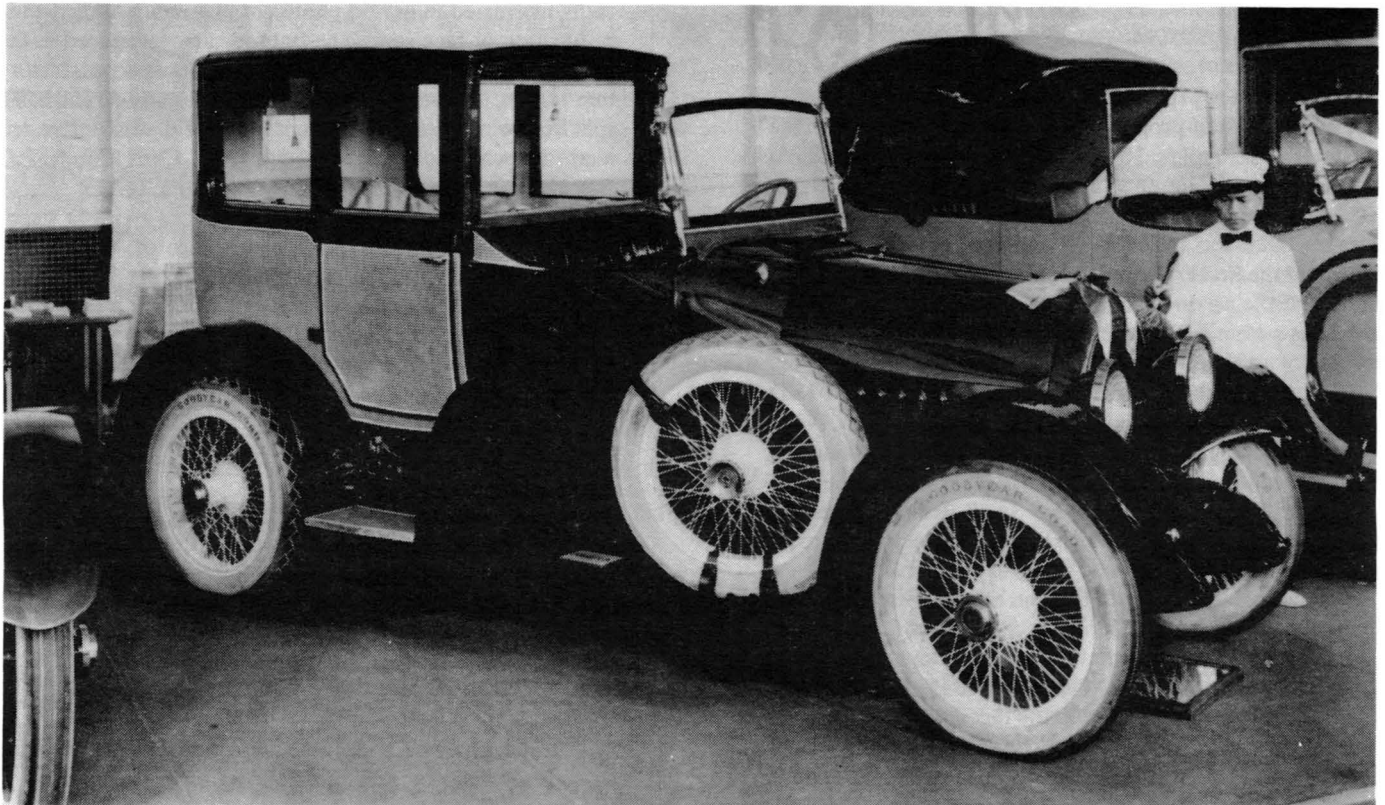
NYBERG LITERATURE AND INFORMATION has nearly stopped coming in. It's doubtful that I could have obtained everything which was written. If you think of something which might be of special interest, please call collect or FAX it. I'd appreciate the response. **Bob Youngberg, The Henry Nyberg Society, 17822 Chicago, Lansing, IL 60438, phone/FAX (708) 474-3416**

FOR SALE: CELEBRITY PHOTOGRAPHS. Twenties/thirties movie/sports stars pose with Auburn, Cord, Duesenberg automobiles. Gary Cooper, Clark Gable, James Cagney, Marx Brothers. Send for free list of historic photos. Modern 8 x 10 prints from vintage negatives, \$6.00 each. **Gregg Buttermore, Archivist, Auburn Cord Duesenberg Museum, P.O. Box 271, Auburn, IN 46706**



Sir Speedy Printing
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New London, CT 06320

FIRST CLASS



THE DISTINGUISHED CAR TO THE DISCRIMINATING: Thus was described the Daniels, built from 1916 to 1924 at Reading, Pennsylvania. The cars were typically built to the customer's order, and coachwork was (usually?) by Fleetwood, in that nearby Pennsylvanian city. The Daniels didn't change much from year to year, so it's tough to figure out when this one was built. The editor hazards a guess that it's 1920; Daniels experts are welcome to enlighten. And what about that rickshaw phaeton behind? Walter Gosden collection.