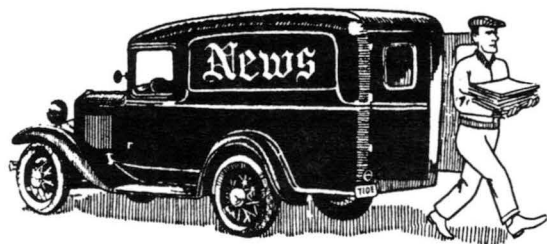


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May-June 1995

Issue Number 156



HERSHEY NAMED TO HONORARY MEMBERSHIP

Franklin Q. Hershey, of Hemet, California, has been named by the SAH Board of Directors as an honorary member of the Society. The board voted to enroll Hershey at the spring meeting held on April 8th and 9th in South Bend, Indiana.

Franklin Hershey began his career as a designer for the Walter Murphy Company, custom body builders, in Pasadena, California, where he worked on the Peerless V16 prototype. He moved to General Motors in 1932, where he has been credited with creating the silver streaks for Pontiacs and later the tailfins on the '48 Cadillac. He also worked in overseas GM divisions, including Opel and Vauxhall prior to World War II, and later Holden in Australia. He subsequently moved to Ford, via Kaiser Aluminum, and became FoMoCo's design director, heading the team which produced the original Thunderbird, among other notable cars.

The Society's by-laws provide that persons who have "made an outstanding contribution to automotive history" may be elected as honorary by the Board. Hershey is the first person to be so named in fifteen years.

LAST CALL FOR AUCTION CONTRIBUTIONS

As this issue reaches you, we are perilously close to the deadline for contributions to the annual SAH Silent Auction. President Taylor Vinson notes, in his "Paragraphs," the importance of the auction to SAH's financial well being. If you haven't already done so, please scour your shelves for duplicate, unneeded books, catalogs, artwork, or automobilia. You will benefit twice: you'll have more room to acquire other treasures and you'll be able to deduct the value of your gifts when next tax season rolls around. SAH will benefit from the income realized, which will in turn come back to you in the form of more and better member services.

RUSH your items, by the July 1st, 1995 deadline to:

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

FIORANI NAMED ASSOCIATE EDITOR

Samuel V. Fiorani has been appointed as associate editor of *SAH Journal* by the Society's Board of Directors. In his new post he will be responsible for news items, Billboard advertisements, and feature material for the *Journal*. He will also assist editor Kit Foster with other aspects of the publication.

Sam Fiorani, a resident of eastern Pennsylvania, is a graduate of Pennsylvania State University and is presently an editor with the Chilton Book Company of Radnor, Pennsylvania. He also publishes a newsletter, *New For.....*, which reviews new cars and automotive products, and is a member of the International Motor Press Association.

Sam assumed his new duties with *SAH Journal* in April, and wrote much of the material in this issue. Members should send news items, including "Doing Something Interesting....", Billboard ads, and feature articles to him at:

P.O. Box 7073
St. David's, PA 19087-7073 USA

Alternatively, contributors may send electronic mail to sahjournal@aol.com. To fax, call him at (800) 695-1214 Ext. 4841 during working hours (Eastern Time) and request fax service.

CHESTER KRAUSE HONORED WITH MEGUIAR AWARD

SAH member Chester Krause has been awarded the inaugural Meguiar Award. Krause, founder of Krause Publications, publishers of *Old Cars Weekly News & Marketplace*, automotive books including the popular *Standard Catalog* series, and other hobby periodicals, was chosen by a panel of fourteen automotive journalists as the Collector Car Hobby Person of the Year. The award, named for the car care products company based in Irvine, California, was presented at the Peterson Automotive Museum on April 6th.

The Meguiar Award was founded to recognize people who help make the collector car hobby visible and respectable. Having founded *Old Cars Weekly*, the Iola Old Car Show, and the Iola Vintage Military Vehicle Show, Chet is the perfect person to receive the first Meguiar.

Among other publications, *Automobile Magazine*, *USA Today*, *Road & Track*, *Car and Driver*, *Special Interest Autos*, and *The Robb Report* were represented on the panel; SAH member Ken Gross is its chair. Also on the panel are SAH members David Brownell and Michael Lamm.

The Meguiar Award can be placed on Chet's mantle alongside his previous awards, which include the 1977 Farron Zerbe Award, the 1990 Wisconsin Small Business Person of the Year Award, and the 1991 Lions Club Melvin Jones honor.



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DUGDALE SHOWS ARTWORK

John Dugdale, member and author of last year's Cugnot Award of Distinction winner *Jaguar in America*, had two showings of his watercolors in England this Spring. The first of these was "Bosham and Other Sussex Scenes," most of which were painted in 1940. War came, and those in the second exhibit, "From Dunkirk to V-E Day," were mostly painted in 1943-45 in a German prison camp following Captain Dugdale's capture at Tobruk in 1942.

John was awarded the Gold Medal of the Royal Drawing Society when he was sixteen, thus being an artist before beginning his first career as a writer for *The Autocar*. An early assignment, when he was 25, was to accompany John Cobb to Utah in August 1939 when the last prewar land speed record was set. He also covered the first postwar Indianapolis 500 for *The Autocar*.

EDITORIAL COMMENT

SAH members always answer the call. On the masthead page of *SAH Journal* No. 154 you noticed our appeal for a new editor for this publication. Headlining this issue we're pleased to announce that Sam Fiorani has been named associate editor of the *Journal* by the Board of Directors, and that he has assumed his duties effective this issue. Over the next few *Journals* he will be taking on increasing responsibility for writing, compiling, and production of this very important publication. We're very pleased to have Sam on our team, and I'm confident that you will find his energy, enthusiasm, and style gives new life to this old medium. Effective immediately, you should send him all news items, ideas for "Doing Something Interesting..." and "Billboard" ads. Note also that he's reviving an old SAH feature, the member survey, in this issue. He hopes to hear from a very high percentage of you on your ideas about America's greatest automotive figure.

Sam, in addition to being a professional print journalist, is also conversant with the new technologies, and I believe his expertise will be important in shaping SAH's part of the information age. He's already been in touch with those of you who are "connected" via electronic mail, and he will be helping us to develop some policies and programs for use of information technologies in historic research. We're hearing from a number of you as to how you think SAH might enter the information highway and become one of the spiders on the World Wide Web. You'll be reading more about that in future *Journals*, as specific proposals come our way and as your administration becomes more familiar and comfortable with these new media.

As I emphasized in my earlier message, however, if you have not embarked on the computer age and have no intention of doing so, don't worry! SAH will be involved in print journalism for a good many decades to come.

—Kit Foster

THE GREATEST AUTO FIGURE REVISITED

In 1978 the Society enlisted its membership to answer a question. David Lewis wrote the results of the survey in *Automotive History Review* Number 12. The survey question was "who is the greatest figure in American automotive history?" Prof. Lewis summed up by saying that this survey "likely should be repeated every decade or so." Well, Professor, we'll do you one better.

As members of SAH, you are encouraged to share your knowledge with your fellow members and the world. In each issue of the *Journal*, we'll ask you another question pertaining to automotive history.

To initiate this tradition, this month we restate the 1978 question "Who is America's Greatest Automotive Figure?" Mail, fax or e-mail your top ten list to the SAH Journal before July 15th. Mail your list to:

SAH Journal
c/o Sam Fiorani
P.O. Box 7073
St. Davids, PA 19087-7073 USA

or e-mail your list to: SAHJournal@AOL.COM. To fax, first call (800) 695-1214 Ext. 4841 and ask for Sam.

PRESIDENT'S PARAGRAPHS

Don we now the hat called "pep talk." The specific occasion is the approaching deadline for Silent Auction contributions, and I want to show you why it's important for each of you to send something to it. Ask not what SAH can do, etc. It can't do much without your help.

SAH's annual budget runs about \$21,000 a year. Of that, \$15,000 is allotted to publications, and the remainder to the annual awards, Silent Auction catalogue, insurance, annual meeting mailing, Hershey reunion tent, and reimbursing expenses of the secretary and editor. Jim Cox has seen to it that we no longer lose money on the annual banquet. Last year we had the printing expense of a new membership brochure. This year, we're thinking of helping out with the '96 Industry Centennial Conference in Detroit next May.

Where does SAH get \$21,000 to pay its bills? Annual dues are the primary source of income. We're running a pretty steady 670 paying members, which at the new rate of \$25, gives us \$16,750 annually (as compared with the \$13,400 for the same number at the old rate of \$20). We get a few contributions and we sell some back issues of our publications, as well as decals and caps. For the first half of fiscal 1995 income from those sources has come to about \$1,200. Advertising revenues from our publications will help, but we haven't had enough experience to predict how much.

So it's the Silent Auction that makes the difference between a year in the black and one in the red. As you see, your dues cover the costs of the *Journal* and the *Review*, but we're dependent upon the auction if we're not to raid the reserves in order to pay our remaining expenses. And it isn't really possible to estimate in advance what each auction is going to bring. One recent year, as I recall, it was a disappointing \$2,700 because of the uninspiring material. Last year, under Karl Zahm's energetic efforts, we realized four cents less than \$6,000! Fortunately, SAH hasn't had a year in the red since '91, thanks to both the auction and a tighter control over expenses.

For the '94 auction, however, only 22 members were donors. That's only about three percent of the estimated membership of 640, and surely more of you can contribute to the auction, members of the Board included. It's a simple way for you to do something for SAH and to help ensure both its solvency and its ability to do more, such as getting back to giving you two *Reviews* a year (that second *Review* is budgeted at \$3,500, the equivalent of 140 memberships). We all have something in a basement or garage that we don't need any more, or that has been sitting for years in our flea market boxes without finding a happy home. Even if it's only a single book, SAH can use it. Remember, next April, you can deduct its value as a contribution to SAH, so the giver gets something more than satisfaction.

Now that the figures are in front of you, I hope enough will respond that we'll set a new high for member participation this year. This old nag is coming down the home stretch of his two-year term, and, to paraphrase Knute Rockne, he'd like you to "win this one for the Griper."

Some of our members have suggested that SAH has a role to play in establishing writer fellowships, promoting funding for chairs or courses in automotive history, or publishing/subsidizing the publication of books and articles that are not sufficiently commercially attractive for the professionals to publish.

Those are interesting ideas, but here again, it's a question of money. Most of our yearly income is used to pay current costs, and we must maintain a prudent level of reserves. There's not much left over. But there is one potential source of funds for the Society

unrealized at present — bequests. Think about this. It would only take a modest 21 bequests of \$1,000 each to match the present budget. If we could accumulate enough bequests, the Society could move forward to encourage and promote automotive history in the ways mentioned above.

Yann Saunders wishes me to note that he is not a "professional translator for the ILO," as stated in *SAH Journal* No. 155, but an Associate Administrative Officer for the ITU, and that translating is a spare-time activity for him. Glad to set the record straight, Yann.

For the third time in five years, the Board has returned to Indiana to meet. This is appropriate. Although SAH was born in Pennsylvania, Indiana is its legal home, the State of its incorporation. But I think that Indiana is its spiritual home as well. We remember Michigan for the cars produced by the single-mindedness of Henry Ford, the business acumen of Alfred Sloan, and the go-get of Walter Chrysler, but the cars that stir our souls are the Auburns, Cords, Duesenbergs, Marmons, and Stutzes of Indiana, lost causes all. There The Brickyard. There Packard died. There for a century and more the patriarch of them all, "Studebaker - The Great Independent." May the moon be shining bright along the Wabash as long as there are cars and memories of cars.

—Taylor Vinson

"MOVING BEAUTY" IN MONTREAL

Inspired by a Bugatti "placed in the context of decorative art" in an exhibition on the 1920s, and convinced that the automobile is not yet understood "in terms of the history of 20th century forms," the Musée des Beaux-Arts de Montréal/The Montreal Museum of Fine Arts has mounted an exhibit of some 50 passenger and race cars which it calls "Moving Beauty." The exhibit, which ends October 15th, 1995, also includes prototypes from the 1886 Benz to the Pinin Ethos electric vehicle of 1995.

SAH member Charles Roy expects to be a volunteer guide during the exhibition, and would welcome the chance to tell other members planning a visit to Montréal "information about our city and the exhibition." He can be reached by mail at the law offices of Lafleur Brown, 1 place Ville Marie, 37th floor, Montréal, Quebec, Canada H3B 3P4, fax (514) 878-1450.

Charles is also the Director of Events for Vintage European Automobile. The VEA, founded in 1974, is dedicated to the preservation, restoration, and "frequent use" of such cars.

—Taylor Vinson

KEEFE EDITS PONTIAC ENTHUSIAST

SAH member Don Keefe serves as Executive Editor of *Pontiac Enthusiast* magazine. *Pontiac Enthusiast*, a glossy 52-page periodical which makes extensive use of color, features technical, historical, current news, and personal interest articles on the Pontiac marque. The March-April 1995 issue carries items on Pontiac carburetors, 1973-74 emissions systems, design of the ill-fated Fiero, re-emergence of the Fitch Firebird, and a historical column by Jim Wangers.

Keefe, of Farmington, New York, besides being a Pontiac specialist, has interests in all US limited-production sports cars and prototype and experimental cars. He also maintains an automotive history message board on America Online.

Pontiac Enthusiast is published by Milestone Miniatures, Inc., of Flushing, New York, and is available on newsstands and by subscription. For subscription information contact *Pontiac Enthusiast*, P.O. Box 6489, Orange, CA 92613-6489.

PRÉCIS OF THE BOARD OF DIRECTORS MEETING April 8th-9th, 1995

Following the format adopted in 1993 to précis the Minutes of SAH Board Meetings, the following is an account of the major items discussed by the Board at its meeting in South Bend, Indiana, on April 8th-9th, 1995. Any member wishing a full copy of the minutes should send a SASE to the secretary.

The meeting, held at the Works Hotel, began about 8:15 AM on Saturday the 8th and recessed about 12:25 PM. It reconvened about 8:10 AM on Sunday the 9th and adjourned around 10:50 AM. President Taylor Vinson chaired the meeting and secretary Nan Martin took the minutes. Eleven of the thirteen officers and directors attended, Pat Chappell and Skip Marketti being absent. Also attending were John Gunnell and Paul Lashbrook. Former president Beverly Rae Kimes was at the Saturday session.

Reports of Secretary and Membership Chair

Although over 80 new members had joined the Society since Hershey, overall membership had declined to about 600 because, as of now, around 110 members had failed to renew their membership, compared with 89 this time a year ago. This reflected the Board's new policy of no longer providing reminder notices other than a box announcement on the front page of the Journal. However, the Society can ill afford the loss of these members, and, recognizing the frailty of human nature, the Board scrapped the new policy, and reminder notices will once again be sent to the tardy, giving them until April 30th (since extended to May 15th) to renew. [At press time, membership stands at 670—Editor]

About a third of the new members are the result of a mailing by membership chair Matt Sonfield to lists of members of other automotive related organizations. Taylor Vinson reported that publicity in *La Vie de l'Auto* regarding its Brigham Award has resulted in two new members, including the Society's first in Luxembourg. John Gunnell remarked that he knew of a number of people who didn't know how to join SAH and suggested that the Society place notices in auto club publications such as *Antique Automobile* and *The Classic Car*, on a quid pro quo basis now that the *Journal* is accepting ads.

Treasurer's Report

SAH continues to show net income exceeding net expenses. During the winter, the treasurer had submitted a budget to the Board for Fiscal Year 1994-95, and, after discussion, upon motion duly made and seconded, the budget was adopted. At the forthcoming Board meeting in October, the Treasurer-elect will present next year's budget. A full annual financial statement will appear in the *Journal* following the annual meeting in October.

No Smoking Policy for Annual Meeting

The Board has adopted a no-smoking policy for the dining room at next October's annual meeting and dinner. Those who feel the need to light up may do so in the bar area before and during dinner.

Silent Auction

Emphasizing the importance of the Silent Auction to SAH's financial well being, Karl Zahm, the chair, asked for contributions to be made by July 1st so that the catalogue may be prepared with a bid cutoff date of September 15th. Winners will be mailed their acquisitions by October 1st.

Editor's Report

Editor Kit Foster reported for publications chair Pat Chappell that the Publications Committee recommended that Sam Fiorani be appointed as associate editor of the *Journal*, and the Board approved Sam's appointment. The forthcoming *Membership Di-*

rectory, replacing that of August 1993, will be dated April 1995, and is scheduled for issuance this summer. Kit sees no problem in issuing *Automotive History Review* No. 29 by the time of Hershey, if not before.

SAH Observance of Auto Industry Centennial

Since the Board met in October, a formal Automobile Industry Centennial Committee has been established in Detroit, but it is not interested in conducting a seminar in automotive history. However, the chair of that Committee, Maud Lyon of the Detroit Historical Society, and others, generally SAH and SAE members, have begun to plan for a program of events with target dates of Thursday - Saturday, May 16th-18th, 1996. SAH members assisting in this effort include Dick Scharchburg, Sinclair Powell, Tom Deptulski, Judy Endelman, Randy Mason, and Jim Wagner. Thus, SAH is no longer faced with the task of sparkplugging the event. A resolution to provide financial support was defeated because of lack of a defined and named entity to receive it. However, the Board adopted a resolution, proposed by Kit Foster, that SAH signify its willingness to be a participant in the seminar and canvass our members for papers to be presented and volunteer help with organizing and carrying out the seminar.

The Board also decided to hold its Spring 1996 meeting in Detroit in conjunction with the May events.

Repository for Cugnot/Benz Award Winners

The Auburn-Cord-Duesenberg Museum has been designated as the repository for a collection of Cugnot/Benz winning works. Taylor pointed out that the Museum, in time, might also serve as a repository for SAH's own records, and that it would be fitting for it to do so since SAH's incorporation papers were drawn up in Auburn.

Awards Committees

The Bradley and Brigham Award winners for 1994 have been chosen and the winners will be notified. There are far fewer Cugnot/Benz, and Ingersoll nominees for books and articles and treatments in non-print media published in '94 than in previous years, apparently signifying an off year for automotive history. The committees were reminded that there have been years in which SAH made no award. Dave Lewis will receive nominees for Friend of Automotive History Award up to June 1st.

Chapter News

John Gunnell provided the minutes of the March 5th meeting of the Wisconsin Chapter SAH, at which he agreed to compile a brief history of Jeffrey/Nash/AMC cars. WSAH's own history of Wisconsin cars, under the guidance of Val Quandt, is on target for publication as a 200 page book in the summer of 1996. WSAH members will next meet on May 27th at the Clintonville FWD museum and will again assist in setting up the Iola Old Car Show which will be held in July. Once again, Taylor, as SAH president, complimented the Wisconsin Chapter on its exemplary programs.

New Business

The election of Franklin Q. Hershey as an Honorary Member is reported elsewhere in this *Journal*. The Board voted to make its yearly contribution of \$100 to the National Automotive History Collection.

Noting that this was the third time in five years that Nan and Jack Martin had the responsibility of planning SAH's Spring Board meetings, the Board adopted a resolution thanking the Martins for all that they had done. A further resolution of thanks was voted for the Hoosier Heritage Chapter which had underwritten the coffee and danish for the Board's breaks at the Works Hotel.

—Précis by Taylor Vinson

AUTOMOBILE INDUSTRY IN AMERICA PAST, PRESENT, AND FUTURE CONFERENCE SET FOR MAY 1996

"The Automobile Industry in America-Past, Present, and Future" will be the title of a conference co-hosted by SAH next May in the Detroit area. Other hosts for the conference include the Reuther Library at Wayne State University, the Detroit Historical Museum, the National Automotive History Collection at the Detroit Public Library, the Henry Ford Museum, the Automotive Hall of Fame, the Bentley Historical Library at the University of Michigan, and *Technology and Culture*, journal of the Society for the History of Technology.

A two-and-a-half-day conference of automotive seminars, both historical and forward-looking, will be held on May 16th to 18th, 1996. Also included on the conference agenda will be a number of keynote addresses and area industry and historic field trips. Maud Lyon of the Detroit Historical Museum will serve as general chair of the event; committee chairs will be Judy Endelman of the Henry Ford Museum, Program, and Tom Deptulski of SAH, Local Arrangements. A Development Committee is now in formation.

Judy Endelman's program committee is currently discussing topics with potential presenters; subjects under discussion include the pre-history of the auto industry, management and labor, manufacturing, suppliers, government, styling and design, engineering, and marketing and advertising.

A number of related meetings will be held during the same time period: a meeting of the National Association of Automobile Museums on May 15th will provide a forum for interchange of information among members of the museum community, and SAH will hold its Spring 1996 Board of Directors meeting contiguous to the conference.

Future issues of *SAH Journal* will announce further developments of conference topics and schedule. Interested members should note the dates on their long-range-planning calendars.

DOING SOMETHING INTERESTING.....

WIMPFEN CHRONICLES CHAMPIONSHIPS

János Wimpffen has been an avid motor racing enthusiast for more than 30 years. The Austrian-born Hungarian (and new SAH member) has decided to put his love into publication (and share with the world). First of several planned works is *The Record of the World Sports Car Championships*. Covering the entire history of the World Sports and Manufacturers Championships, the work is complete with text, photos and tables of all involved events from 1953 to WSC and GT races of today.

Over 500 races are covered. The detail is so great that an expanded version of the information will be available in electronic formats. For more information on *The Record...*, contact the Motorsport Research Group, LLC; 9255 151st Avenue N.E., Redmond, WA 98052. MRG can also be reached at (206) 869-1831 by phone, (206) 869-1226 by fax, or e-mail at 73340,2702 @ Compuserve.com.

CZECH VEHICLE BIBLIOGRAPHY BY SUMAN-HREBLAY

SAH member Marián Šuman-Hřebly has brought to our attention his bibliography, published in 1991, of the history of motor vehicle production "on the territory of Czechoslovakia" from 1815 to 1965. As he states in the introduction, his work is "an effort to better understand the cars, motorcycles and coachbuilders... and their interrelationships."

Over 100 pages are devoted this task. Even to those whose knowledge of Czech vehicles and coachbuilders extends beyond Škoda, Tatra, Jawa, and Sodomka, it will come as a surprise that the bibliography covers 163 marques of automobiles and commercial vehicles, 115 marques of motorcycles, and 309 coachbuilders. The data has been gathered from 104 publications and contains a total of over 3,300 entries.

As might be expected, most of the citations are to Czech publications. Taking as an example the Škoda Hispano-Suiza of 1925-27, we do find one reference each to English and German magazines, but the remaining 10 entries are Czech sources. This means that the primary usefulness of the work as a research tool is for those who are conversant with Czech and who have access to Czech publications. To others, a browse through it provides a tantalizing and elusive glimpse of the richness of the motor vehicle history of "the territory of Czechoslovakia."

If you've ever wondered how "Society of Automotive Historians" would look in German and Czech, we're told that it's "Mitglied der Gesellschaft der Automobilhistorikern" and "člen Společnosti automobilových historikův."

Since the "velvet divorce," Mr. Šuman-Hřebly has become SAH's only member in Slovakia. He can be reached at Podbreziny B6/43, 031 01 Liptovský Mikuláš.

-Taylor Vinson

TAXI!

Behaviorists like to argue about which is more important to human development, heredity or environment. A case for the latter can be made for Nathan Willensky, one of the more engaging residents of Manhattan, who has never met a taxi he didn't like. As befits a boy of the Boroughs, Nathan has gone through life without the joys of car payments and repairs, ripped-off radios, and parking tickets. The "family car" was the first available taxi. Natural it was, then, for Nathan to grow up with his right arm in the air, and loving Checker and Yellow the way the rest of us did our Dad's Duesenbergs and Bugattis (yeah, right!).

As a result, Nathan has accumulated one of the largest collections extant of taxi history, literature, models, and assorted memorabilia. On a recent visit to New York, I spotted the following fairly recent books which may be of interest to some of you, and which Nathan says are still available:

La Grande Histoire des Taxis Française 1898-1988, by Claude Rouxel, hardbound, 302 pages, printed in 500 copies in 1989 by Edijac, 6 Impasse Chabone, 95300 Beltoise, France. ISBN 2-904675-23-X. As the title says, taxis of France.

Taxi - Das mobiliste Gewerbe der Welt, by Ulrich Kubich, softbound, 352 pages, 1991 exhibition catalog of the Museum für Verkehr und Technik, Berlin. ISBN 3-87584-489-0. Taxis of the world, but predominantly those of Germany.

Alla Våra Taxi Billar, by Gert Ekstrom, hardbound, 128 pages, published in 1982 by Alt om Hobby AB, Box 9185, S-102 73 Stockholm. ISBN 91-85496-13-8. Taxis of Sweden.

Vuodet eivät ole veljeksiä, softbound, 130 pages, 1992, ISBN 952-90-4116-0. Taxis of Finland.

-Taylor Vinson

THE PRIX BELLECOUR

France's Académie Bellecour created its annual prize, the Prix Bellecour, in 1984 "to crown, each year, the best book in the French language, having the automobile as its subject." It has the ring of the Prix Goncourt, France's most coveted literary prize, but the similarity ends there. The name comes from the central square in Lyon, the Place Bellecour, where, for years, members of the automotive literati convened at the now-vanished Café Vettard. It was there that Lyonnaise journalist, author, and editor Maurice Sauzay and his Parisian counterpart Antoine Prunet had the idea and founded the Académie to foster it. Its jury, having lost the late Serge Pozzoli, now consists of twelve distinguished experts, six of whom are from the Lyonnaise region, five from Paris and the Loire, and one from Nice. The jury's voting record over the past decade is thus:

- 1994: *Amilcar* by G. Fournier, published by Rétrovisueur.
- 1993: *l'Album Williams Renault de la FI*, by Faroux-Palacio, Chimits, and Granet, published by Renault Communications.
- 1992: *Talbot-Lago de Course*, by P. Abeillon, published by Les Editions du 22 janvier.
- 1991: *Renault FI: Les Années Turbo*, by Mocet, Dudo, and Sage, published by M. Albin.
- 1990: *Monaco, Histoire d'une Legende*, by Y. Naquin, published by Automobilia Monaco.
- 1989: *Bugatti Magnum*, by Hugh Conway and M. Sauzay, published by EPA.
- 1988: *Carrera Panamerica "Mexico,"* by A. Cimarosti, published by Automobilia Milan.
- 1987: *La Tour de France Automobile 1899-1986*, by M. Louche, published by the author.
- 1986: *Une Collection d'Avance* by H. Poulain and A. Martinez, published by EPA.
- 1985: *Gordini*, by C. Huet, published by the author.
- 1984: *La Carrosserie Touring*, by A.T. Anselmi, published by EPA.

-Griffith Borgesan

OFFICERS, DIRECTORS VISIT SOUTH BEND AUTO SHRINES

Traditional fare surrounding the annual Spring SAH directors' meeting involves visits to notable auto collections and historic sites in the region where the meeting is held. This year's meeting was based at South Bend, Indiana's Works Hotel, and a full program of automotive side dishes was arranged by Nan and Jack Martin through the good offices of Ron Radecki, director of the South Bend's Studebaker National Museum.

Events began on Friday afternoon with a tour of the AM General Corporation plant in nearby Mishawaka where the "Hummer" High Mobility Multipurpose Wheeled Vehicle is built for military and civilian customers. The SAH party was treated to a complete walkthrough of the plant and able to watch all of assembly, painting, and test operations. One of the group's guides commented that it was the most inquisitive party he had ever seen.

Following the Hummer tour, the group was treated to a visit to Ed Mark's extensive Packard collection in Niles, Michigan. Ed Mark, who builds and markets office furniture under the "Packard Industries" label, has been collecting and restoring Packards for many years, and has examples of cars from all eras of the company's history.

The Board meeting was held in two parts, to allow adequate time both for business and pleasure. On Saturday afternoon, officers, directors, and guests toured the automotive museum of

member S. Ray Miller in Elkhart, Indiana. Miller's collection is eclectic, and concentrates on Indiana-built (and particularly Elkhart-built) automobiles. All vehicles in the collection are restored to concours condition.

The Studebaker Museum is currently closed for structural renovations, but Ron Radecki gave the SAH party an extensive tour of the Studebaker Archives collection, housed in a separate building, and also a behind-the-scenes tour of the Museum. A driving tour of surviving Studebaker buildings was also provided. Following the tours, the SAH group dined at Tippecanoe Place, a vast restaurant which operates in the former mansion of Clement Studebaker.

Sunday morning dawned rainy, but a diehard group of industrial archaeologists (Messrs. Vinson, Foster, Sonfield, and Lashbrook) set out after the reconvened Board meeting in search of the former Studebaker Proving Ground, west of the city. Finding the site without much trouble (its 1920s brick fence pillars being a dead giveaway), they were frustrated that the operative section, now used by AlliedSignal Corporation, was securely locked. The western portion, however, is a county park, and the sleuths came upon a park ranger who was a third-generation Studebaker veteran. The ranger was only too pleased to admit the group to the park headquarters, once the home of Sherwood Egbert, to see the modest display of memorabilia, which includes an example of the ceramic "turning wheel" ornaments which once adorned the fence pillars. He was also eager to share his reminiscences of working at Studebaker. Of the closing of the South Bend plant in 1963, he said: "Word came down just before Christmas. Bad news always seemed to come right before Christmas." What began as a lark turned into a very personal glimpse into the past, courtesy of a champion of automotive history.



HMMMMMM....Director Nick Fintzelberg, right, lectures president Vinson on the subtleties of Hummer assembly while tour guide, rear, sings the "Hummer Song." Wisconsin Chapter rep John Gunnell and director Matt Sonfield, left, look on.

JUST YESTERDAY 25 YEARS AGO AT SAH

SAH Newsletter Number 9, of May 1970, noted the recent passing of Floyd Clymer, 73, publisher of over 300 automotive books, and a pioneer in that field.....Seven months after SAH's founding, membership had exceeded 100. New members included Jeff Godshall #99, who has become one of the Society's prize-winning authors.

THE KARNS KAR

by Sam Fiorani

There was a time when young boys didn't daydream about when they'd get their driver's licenses; there was time when driver's licenses didn't exist. The more adventurous of the boys at this time dreamed about just building a car.

In Everett, a small town in south central Pennsylvania, there was such a boy. Chester Karns's father, Albert Karns, built and repaired horse-drawn carriages. One day in the mid 1890s, Chet approached his father about putting an engine on a carriage chassis. His father was not interested.

Chester was never discouraged from his idea. Later, he designed, and his brother Clayton built, a car. The Karns brothers christened the only car to be built in Bedford County the Karns Kar. Power came from a Lycoming two-cylinder twelve-horsepower engine. Forward-facing seats for two were available, ahead of the steering wheel, while the driver and another passenger sat in back.

Chester wanted to manufacture cars in his home town. *The Motor World* announced in its September 14, 1905 issue that production was planned. All Chester had to do was scare up some investors. His travels up and down the east coast failed to gain enough money to produce the car in quantity. Like the tales of most other prospective automobile ventures, the story of the Karns car should have ended here.

The beautifully hand-crafted car and its creator appeared in *The Antique Automobile* in June of 1952. A full article was devoted to Mr. Karns. The Karns Kar was being recognized for its participation in the Glidden Tour.

For years, the Karns resided in a garage in Everett, under the care of J.W. Richey. The car made a second appearance in print in *The Bulb Horn* in May of 1971. The caption beside the picture read: "Here's a rare one! 1902 Neustadt-Perry owned by [Veteran Motor Car Club of America] member J.W. Richey of Everett, Pennsylvania." There were two errors in this caption. First, the car was mistaken as a Neustadt-Perry, a body company in St. Louis, Missouri. Second, J.W. Richey never owned the car. Mr. Karns had donated the car to the town of Everett, on April 29, 1971.

Shortly after the *Bulb Horn* appearance, the car left Everett. Trying to get a tax break, Mr. Richey tried to donate the car to the State Museum of Pennsylvania in Harrisburg. The museum could not accept the Karns from Mr. Richey, because he didn't have the title for the car. But Mr. Richey did find a buyer for the car not too far from the state capital.

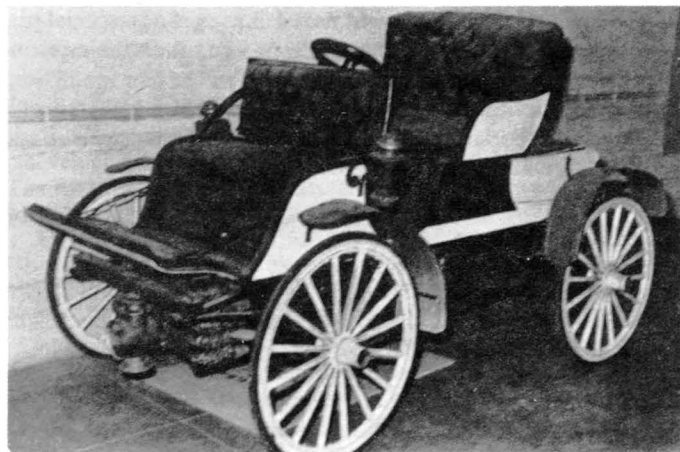
Chester Karns applied for a proper title for his car. Title application for the Karns Kar was dated June 8, 1971, sixty-six years after he first registered the car in Bedford. In the summer of 1971, the car received an official title and the car's care was turned over to the Everett Fire Company. The only problem was that car disappeared around the first of that year.

The car remained missing for nearly two decades. Everett Borough, the official owner of the car, wanted to return the Karns to its proper home. Mr. Karns, the mayor of Everett, had passed away in his eighties, but had wanted the car to be preserved "as a Historical Relic."

In 1993, a man traveled from the midwest to inquire about the small town's desire to recover the car. The price of the car was quoted at \$175,000. Mr. Karns would be proud that his \$1000 car had appreciated this considerably. But how could a town with fewer than 3,000 people (and unemployment that sometimes reaches double digits) afford a "Historical Relic" priced about the same as a new fire truck?

Unfortunately, the Karns Kar's owner can afford to lose

\$175,000 as much as Everett can afford to pay it. This sleepy little town has very few footnotes in history. Chester Karns opened the first automobile showroom in Pennsylvania and built Bedford County's only car. The showroom is no longer selling cars and the Karns Kar has been lost. It's a sad ending, but Everett can be proud of raising an entrepreneur like W. Chester Karns.



BACK SEAT DRIVER: The Karns Kar appeared in the May-June 1971 Bulb Horn, where it was described at a Neustadt-Perry. Reprinted with permission from The Bulb Horn, courtesy of Beverly Rae Kimes.



LETTERS

PUBLISHING ON THE NET

As part of a "magazine" which will be available via the Internet, I am compiling a worldwide list of automobile, motorcycle, and bicycle manufacturers (both current and defunct), antique vehicle clubs and organizations, and related museums. I currently have individuals in Canada and Australia who are interested in compiling this information for their areas, and I will soon be writing to several other countries in an attempt to get a representative in each.

Other areas being considered for the "magazine" are not dissimilar to those mentioned under the heading of "World Wide Car Network" in "Letters," *SAH Journal* No. 155, but on a much more structured data base which would allow searches for specific information.

Perhaps some SAH members might be interested in becoming representatives for this project. I would be interested in hearing from them. **Ken Davis, 53 Forest Ave., St. Thomas, Ontario N5R 2J4 Canada**

AUTOS IN THE CLASSROOM

It occurs to me that a section in the Journal might be devoted to materials and topics of interest to those who teach about automobiles in schools, museums, and bars, etc. This might be a fun project which could help us establish an interest in automotive history among young people.

I'm working on a syllabus for a course on the automobile in American society, to be taught next fall as part of a special program for college freshmen. It will also count as their second semester of English composition, so there will be plenty of writing in the course. I'm interested in what other SAH members would consider appropriate topics. **Bill Cathey, 2330 Tamarisk Dr., Reno, NV 89502, e-mail billca@unr.edu**

MYSTERY ENGINE

These photos from an unknown source were sent to me as a result of my book *The Classic Twin Cam Engine*. At first glance, the three-quarter rear view triggered a mental image of "twin cam Bugatti, 1930 or later." The cover letter (from Mr. George Ktsanes, 2875 Manning Ave. North, Lake Elmo, MN 55042) explained, however, that I was looking at a dual overhead cam conversion of a 1916 Chalmers 6-40 single ohc six-cylinder engine. The stock engine's 3.125 inch bore had been taken out to 3.25 inches, which, with the standard stroke of 5.0 inches, results in a displacement of 249 cubic inches. Why? Mr. Ktsanes had determined that Chalmers had fielded a team of contestante for Pikes Peak in 1916, in which event they performed tolerably. Was this engine from one of those cars? The firm's competition program seems to have gone no further, and I could not help.

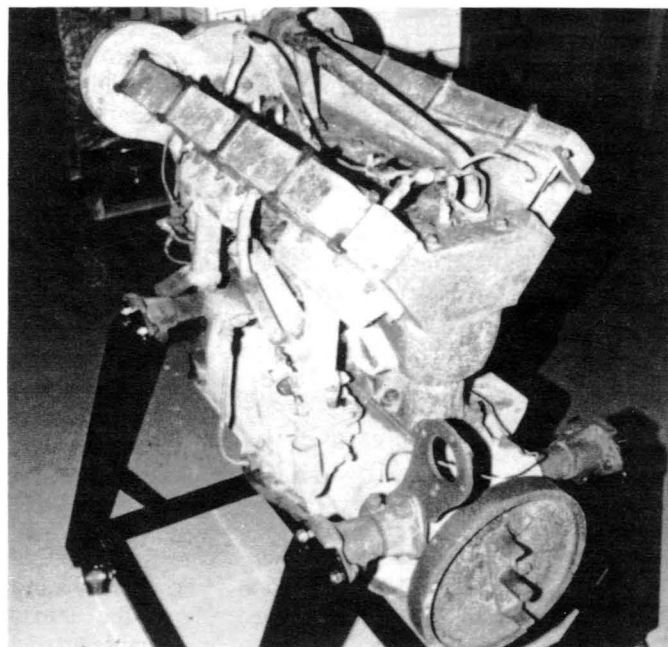
Of course the rectangular cam covers and the form of the timing gear housing anticipate Bugatti of the distant future, but this is mere coincidence. The cylinder head and timing gear train are of nice design and execution. The tapered upper water manifold is a refined touch. The oil lines to the camshaft bearings were done by other hands, later. The original cover of the timing gear housing must have been broken in some accident, leading to its replacement by application of tin snips to a thin sheet of aluminum.

The most exciting detail that met my eyes was cup-type cam followers. This idea had been patented by Albert Morin in France

in 1916, and its first known use always seemed to be in the Indy Ballot straight eight of 1919. In 1953 the great Ed Winfield told me that he had seen an engine with that feature in a wrecking yard before the Ballot existed, but he could not remember its identity.

Ktsanes recently came up with a feature article on the basic sohc Chalmers engine, by the late Alec Ulmann, in an unidentified issue of *The Bulb Horn*. In it, Alec identifies the vary advanced Chalmers as being a George Weidely design - he of Premier, HCS, and other advanced stuff. It would be strictly in character if the dohc Chalmers were an experiment built by Weidely himself. This is an important clue. I believe that he did the still-mysterious Indy Premiers of 1916. They were supposed to be fours. The Ktsanes engine may have been related to that development program.

George Ktsanes's find may have other secrets to yield. Who can help reveal them? Contact George at (612) 779-7000 (FAX ditto). I am fascinated, too. The most urgent task would seem to be fixing the date of the twin cam conversion. **Griffith Borgeson, Campagne Mirail, 84240 La Motte d'Aigues, France, fax (33) 90077296**



Above, the mysterious twin overhead camshaft engine; left, the gear-drive mechanism for the cams.



COATALEN AND THE INDIAN

I wonder if some member of the Society might be able to help me with my research into the life of Louis Coatalen, my wife's grandfather.

Toward the end of his time working for the STD (Sunbeam Talbot Darracq) Group, Coatalen developed a diesel engine intended principally for use in aircraft. During the latter part of 1929 and early in 1930 he was actively seeking partners in the USA to build and commercialize this engine. Although he seems to have had a number of manufacturers interested, the Indian Motorcycle Company came closest to realizing the project.

I have reconstructed the story from a file of letters which still exists, but there are gaps which I would like to try to fill. Have any Indian Motorcycle Company archives survived, and are there any traces of the relationship with Coatalen?

In one of the letters I have, Charlton Ogburn, a New York lawyer trying to help Coatalen find American investors, refers to

“cowardly, dastardly, unprincipled attacks which have been made upon the Indian Company.” I wonder what they were. Packard and Pratt & Whitney both somewhat stole the thunder of Coatalen’s “Silver Bullet” engine by demonstrating planes with diesel power at just this period. Were either of them more successful, or were they all finished off by the Depression?

I would be most grateful for any suggestions as to how I might fill in the gaps in the story. **Oliver Heal, 4 rue de la Gare, 29120 Pont-l’Abbe, France**

THE SELDEN PORTENT

I would like to find out details of the life of George B. Selden and of his automobile works. My father purchased a five-passenger touring car from the factory in 1911, and then had the car shipped to Liverpool in the United Kingdom. From Liverpool the car was shipped to Le Havre, France, and then he drove throughout Europe for three months in the summer of 1911.

A photographic record was made of the trip, which will be the basis for an article I am now writing. I would like to have more information on the car’s specifications and on the life of George B. Selden. **Anthony W. Morris, 843 Frenwood Pacific Dr., Topanga, CA 90290 phone (310) 455-2479**

FORD AT THE GARDEN

In connection with my duties as a member of the Dating Committee of the Veteran Car Club of Great Britain, I am investigating the Ford Model C, made in both 1904 and 1905. I am anxious to know what cars the Ford Motor Company exhibited at the Madison Square Garden Motor Show of January 1905. I particularly need to know whether the Model C cars exhibited there had side entrance or rear entrance tonneau bodywork. **Michael Worthington-Williams, Glaspant Farmhouse, Glaspant Manor, Capel Iwan, Newcastle Emlyn, Dyfed SA38 9LS Wales, FAX**



HOTCHKISS, by Daniel Tard. 317 pages (in French), over 800 black-and-white and color illustrations. Hardbound, 9 1/2 x 12 1/4 inches. ISBN 2-7072-0249-5. Published by Editions Massin, 16-18 rue de l’Admiral-Mouchez, 75014 Paris, France. 345 FF.

Provided one is familiar with (or at least can get along with) a French text, this book is a real bonanza on a famous car which has been under-written over the years. Hotchkiss cars (1903-1955) were well-known for their quality and performance, and their distinctive round radiators and hoods with exceptionally high vertical louvers distinguished them in traffic patterns worldwide. Hotchkiss’s history, too, set the car apart from its peers: founded by an American, the firm went to British ownership, followed by many years of British management under French ownership. It

was partially nationalized in 1936.

Besides producing a highly-regarded automobile, Hotchkiss was involved in numerous other fields, including the manufacture of heavy weapons, machine guns, tanks, trucks, and buses. Although the company left the passenger car market in 1955, it hung on with production of light trucks (and the American Jeep under license) as late as 1970.

The book’s format, as noted in its subtitle “Petit Dictionnaire du Juste Milieu,” is primarily that of a reference book. As such, it is presented alphabetically rather than chronologically. Historian Jan Norbye, one of the eight researcher-historians assisting the author, called attention to the fact that many of the illustrations (nearly all of which are superb) have been published here for the first time, including material on the post-1945 prototype cars which never saw production.

This is the complete story of a car which was highly acclaimed for many years as one of the best. The book’s illustrations alone make it a desirable addition to any fine automotive library. Even if you don’t read the language, a lot of the information can be gleaned from concentration. Better still, you may have a friend in France or Québec who would be happy to go over it with you.

—Keith Marvin

LA HISPANO-SUIZA - The Origins of a Legend 1899-1915, by Emilio Polo. 507 pages, 989 (!) photos and drawings. Hardbound, 9.4 x 12.6 inches/237 x 321 mm, ISBN 84-920031-1. Available in English or Spanish language from the publisher, Wings & Flags, Calle García de Paredes 27, 28010 Madrid, Spain. fax (34) 1448 1510. Price 16,000 pesetas plus 750 pta. for registered shipping. American Express, MasterCard, Visa or international money order accepted.

The name means “Spanish-Swiss,” but most of those who remember the glories of the marque think of it as French. The parent company, however, was founded in Barcelona in 1904, by the owner of a local hardware emporium, Damián Mateu, and a 26-year-old engineer from Geneva, Marc Birkigt. The light, graceful, but rugged cars which he designed for the little company did very well, as did his trucks and buses. When in 1906 the country’s teenage king, Alfonso XIII, drove an all-Spanish car for the first time, his admiration for the product made him Hispano’s royal patron. In 1908 private owners began demonstrating the cars’ competition potential, and the company itself soon became a leading contender in international voiturette racing. Purchase orders poured in, but Spain was in a state of social upheaval and the industrialized Barcelona region was paralyzed for months on end. Mateu and his board of Catalan capitalists wisely opted to set up a branch factory on the outskirts of Paris, to which they sent technical director Birkigt in 1911. Up to that time he had been arch-conservative in his mechanical designs. Now, quite possibly under the stimulus of the ultra-developed industry which surrounded him in Paris, Birkigt embarked upon a period of high engineering adventure. At first his bold experiments were disappointing, but finally they paid off with a deluge of successes. Among them were his famous direct-actuation cam followers, and, marvel of them all, his V8 aero engine, which played a key role in the winning of World War I. H-S Paris was a branch of H-S Barcelona. The chief engineer shuttled between the two, and the firm’s conquests were Spanish conquests.

Birkigt had a dream of a contract with Mateu and his board. One, it did not require that he assign the patents for his ideas to the company, which usually is the case. Two, he received royalties from the sale of products which he had designed. By the end of the war, over 48,000 of his costly aero engines had been sold, and

he had become a rather wealthy man. He was practically in a position to buy the branch outright and in 1923 the autonomous Société Française Hispano-Suiza was born, Birkigt at its head. The Spanish firm shrank to mere national importance, while the French one became increasingly famous worldwide, for its exquisite automobiles and equally superlative aero engines.

Remarkably, there is little literature on Hispano in any language. Almost all of what there is has been written in French or in English, and it has paid limited attention, at best, to the vastly important Spanish side of the story. The greatness of Emilio Polo's monumental new work is that, over ninety years after the founding of the firm, it fills this void massively. It does so with the authority of such authentic resources as factory production records, the minutes of board meetings, and the correspondence and reports of Mateu himself, who liked to write and who wrote well. This mass of documented factual material is complemented by nearly 1,000 photos, most of them super-rare. In presenting a detailed history of Spanish Hispano-Suiza history up to 1915, Polo's book is an absolute first in world automotive literature, and a precious one. He is working on a second volume, devoted to the story of the French company.

This book is a quality product that is worthy of its subject, although it is not without its imperfections. These include naiveté in technical matters, frequently poor translation, and absence of an index.

—Griffith Borgeson

THE END OF THE LINE: Lost Jobs, New Lives in Postindustrial America, by Kathryn Marie Dudley. 182 pages, 13 black-and-white photographs. Hardbound, 6 1/4 x 9 1/4 inches, ISBN 0-226-16908-1. University of Chicago Press, \$26.95.

Here is a new book which presents us with another facet of automotive history, one not usually explored by the automobile enthusiast: a sociological view of the closing of an automobile plant. Author Kathryn Marie Dudley is assistant professor of American Studies at Yale, and a trained anthropologist. A Wisconsin native, Dudley chose the old Kenosha, Wisconsin, American Motors complex as her research project. The Kenosha plant had an interesting history, having formerly built the Jeffrey automobile, later Nash, and, for a short period, Hudson as well. Kenosha was an old plant by the late 1980s, and fell victim to the same market forces that caused the closing of so many other auto plants in that decade.

What Dudley records here is a social study of the culture of the auto workers: how they viewed themselves, their work, and the world they lived in; and how the plant closing modified their outlook. The fear and frustration of these workers, most of them with long seniority in the plant, is a wrenching tale brought home much more vividly than the short mention usually seen in the newspapers. This is indeed the story behind the story.

As this is an academic study of people and culture, the author shied away from an in-depth look at the economic reasoning behind the plant shutdown. That is probably the best approach, for that part of the story could probably fill another, though smaller, book. Instead, the reader gets an inside look at the shop floor culture of an auto plant, with guidance and direction from a trained researcher. Happily, charts and graphs are kept to a minimum. We are instead told the story through the workers' own words.

This a different sort of auto book, and perhaps not for most car people. The few photos offered are mostly of the workers them-

selves, and only the sparest of space is devoted to any of the history of the company. Still, as a scholarly and unconventional look at the industry, it's a worthwhile effort.

—Patrick R. Foster

THE EDWARDIAN ROLLS-ROYCE, by John Fasal and Bryan Goodman, with a 147-page dissertation by Tom Clark on the 107 pre-1907 40/50 horsepower cars. Two hardbound volumes in slipcase, 904 pages total, 1,118 black-and-white and 15 color illustrations, 8 1/2 x 12 inches. ISBN 0-9506489-5-7. Privately published; Thames View (Holdings) Ltd., Thames View Business Centre, Abingdon, Oxon. OX14 3LF England. \$315.00 plus \$58.00 airmail shipping and handling.

There is no way to adequately describe this set in space available in the Journal, but if you're in any way geared toward Rolls-Royce you'd be well-advised to strike while the iron is hot. The press run on this magnificent set is low, the demand will be high, and a second printing is not guaranteed. Anyone who has seen Fasal's *The Rolls-Royce Twenty*, published in 1979 with a second printing nine years later, will have some idea of the careful chronicling done here: the history of every one of the 106 two-, three-, four-, six-, and V8-engined cars and the nearly 2,700 "40/50s" produced from 1907 through 1917. I have honestly never seen anything like this from the standpoint of general information, accuracy, and presentation. The authors deal with engine and serial numbers, coachwork and coachbuilders, chassis test dates, original owners, and - as far as is possible - subsequent owners, many of them extant to this day.

Nor does it stop there. As a great many of the cars carried numerous bodies over the years, these, too, are listed, with their coachbuilders, and if a car has come to an untimely end by accident or fire this is also recorded. Where a car merits special attention it get it, and a great many of them are illustrated, most of the photos being uncommonly sharp in detail, as only glass-plate negatives can accomplish.

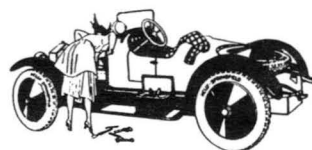
This set must be seen to be believed, and, once seen, will probably be purchased as long as the supply lasts. High quality glossy paper and superb printing, binding (including gold-leaf titles, pagetops, and bookmarks) will turn this into the jewel in the crown of your library. There may be some "glitches," but after a week of reading the first volume I have yet to find one.

The price may seem high, but for what you get the price is secondary.

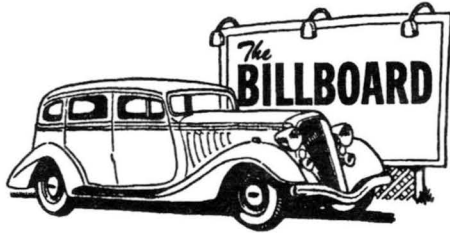
—Keith Marvin

WANTED: AUTOMOBILE LITERATURE 1900-1975

I buy sales brochures, repair & owner's manuals, showroom items, artwork, models & toys, posters or any items pertaining to automobiles, trucks or motorcycles...I travel to purchase collections.



WALTER MILLER
6710 Brooklawn Parkway
Syracuse, NY 13211 USA
Phone: (315)432-8282
Fax: (315)432-8256



WANTED: Can anyone supply me with a good source for side-seal polyethylene 9 x 12 inch bags suitable for automobile advertisement storage and display? I have been having a difficult time finding a supplier who can meet the fairly accurate tolerances and quality control my needs require. Thank you. **Michael MacSems, 1716 Giles NW, Olympia, WA 98502 phone (360) 754-9585**

FOR SALE: SAH Newsletters, 41 issues No. 28 to No. 69 (missing Nos. 56 and 57), \$30.00 postpaid. *Automotive History Review*, 10 issues No. 1 to No. 11 (missing No. 8), \$20.00 postpaid. 1973 SAH Membership Directory, \$2.00. **Bernie Weis, 135 Edgerton St., Rochester, NY 14607-2945**

SAMPIETRO: Seek career details of this British engine designer. When did he go to work for Willys in Toledo? **Kit Foster, 1102 Long Cove Rd., Gales Ferry, CT 06335-1812 USA**

WANTED: Literature, memorabilia, parts, etc. related to the Jewel, Jewell, and Croxton-Keeton automobiles, which were manufactured in Massillon, Ohio. If you have anything, please contact **John Klassen, Director, Massillon Museum, 121 Lincoln Way East, Massillon, OH 44646 phone (216) 833-4061**

OBITUARIES

RALPH B. PRICE

Ralph B. Price of Westminster, Maryland, SAH member number 545, passed away on February 17th, 1995. He was predeceased by his wife Margaret.

Dr. Price was particularly interested in the early history of Buick and Marmon cars.

MILDRED KAHN

Mildred Florence Kahn of Clearwater Beach, Florida, wife of SAH member Elliott Kahn, died May 19th, 1995 after a long illness. She was the daughter of Richard Gerard Husch, who wrote over 200 songs, including the lyrics and part of the music (with Harry A. Armstrong) for "Sweet Adeline," and "Down by the Old Mill Stream."

Elliott wrote recently "She went to many a truck stop, rail yard, and car show with me, car shows she enjoyed and others she could have done without, and I have over 36 years of memories shared with her." Elliott would be pleased to hear from his many friends: members may write to him at 58 Verbena Street, Clearwater Beach, FL 35630.

Curt McConnell

Great Cars of the Great Plains

"Copious research and a love for his subject stand behind McConnell's thorough, lively history of five auto companies that operated out of the Midwest in the early years of the century. . . . This attractively illustrated volume is a sprightly read. . . . **A book that will thrill car fanciers.**"—*Booklist*

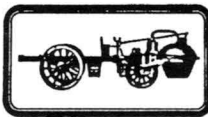
One basic truth about automobiles is that they weren't made just in Detroit, New York, Indianapolis, or Cleveland—they were made everywhere. This book details the stories of five Midwestern automobiles: the Luverne of Minnesota, Moon of Missouri, Patriot of Nebraska, Smith and Great Smith of Kansas, and Spaulding of Iowa. The stories of these firms are an under-appreciated thread in the history of American automobiles, and they are fascinating glimpses into the business, labor, and social history of the communities where the firms were based.

\$40 cloth 448 pages, 173 illustrations.

Available at bookstores.

University of Nebraska Press Lincoln NE 800-755-1105

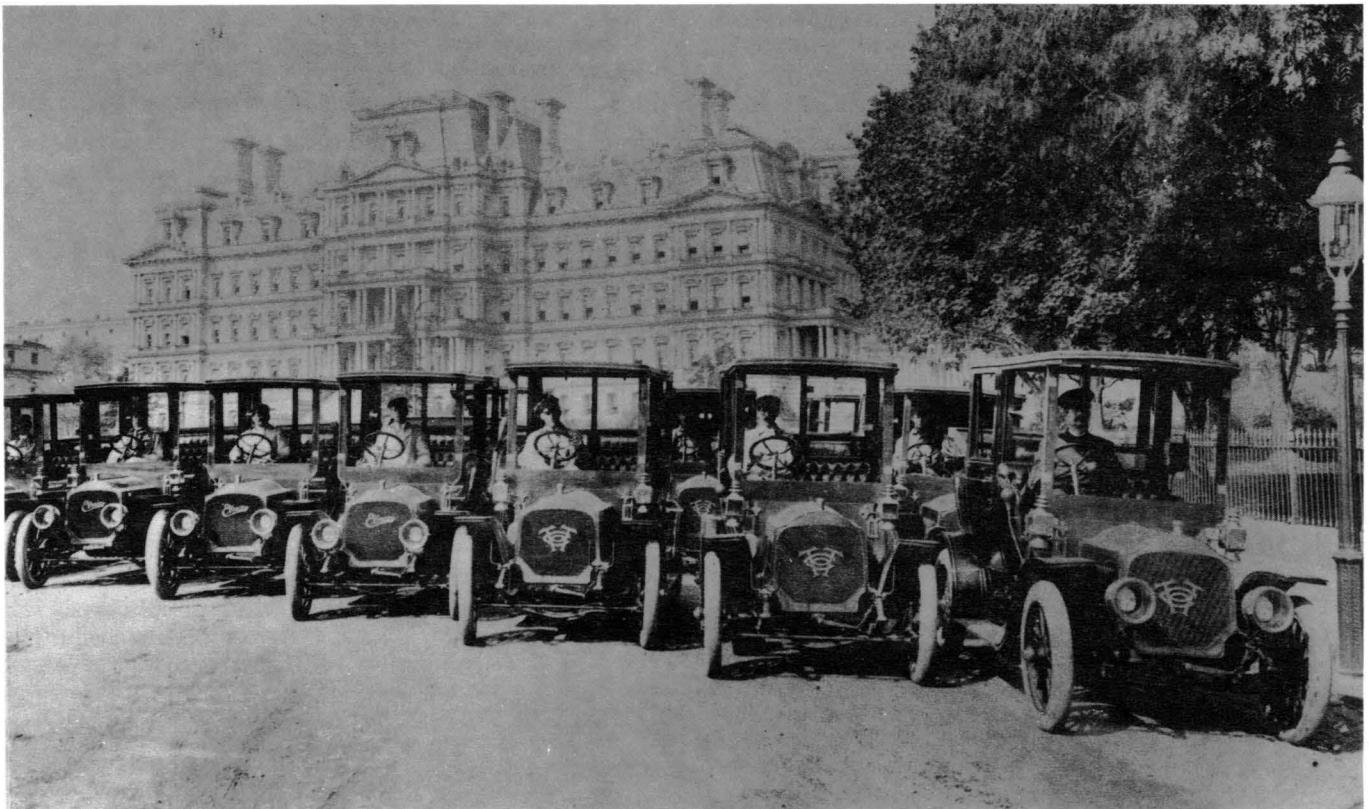
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FIRST CLASS



TAXI! A fleet of 1907 Elmore taxicabs lines up before the Army-Navy Building in Washington, DC. Were these the first taxis in the Capitol? The Elmore, of course, was built in Clyde, Ohio, from 1902 to 1912. Do the radiator monograms on the three cabs at right identify the taxi company? Courtesy of John Conde.