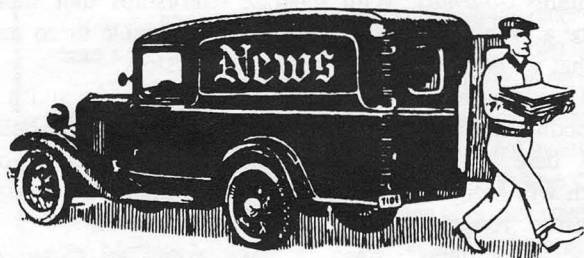


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September-October 1995

Issue Number 158



ANNUAL MEETING AT HERSHEY OCTOBER 6TH

The Society's Annual Meeting and Banquet will be held Friday, October 6th, 1995 in Hershey, Pennsylvania, in conjunction with the AACA National Fall Meet and Flea Market. The banquet will be held in the Candlelight Dining Room of the nearby Hershey Country Club at 1000 East Derry Road; a cash bar will open at 6:30 PM with dinner following at 7:15 PM. Presentation of awards will follow the dinner.

The SAH Hospitality Tent will be located in the White Field of the AACA Flea Market at spaces **WBD 1-2**.

ELECTION RESULTS ARE IN!

The polls are closed! No more ballots will be taken. The election results have been tallied just prior to press time. Our new president is Christopher "Kit" Foster. Vice president for the next two years is Sinclair Powell. Re-elected as secretary is Nan E. Martin. Chosen as our new treasurer is Paul N. Lashbrook. Elected to the board are Nicholas Fintzelberg, Thomas M. Deptulski and James J. Schild. Due to Sinclair Powell's elevation to vice president, there is a vacancy on the board. The vacancy will be filled by the board at the October meeting.

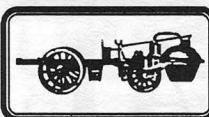
BENZ AND CUGNOT AWARD NOMINATIONS SELECTED

Automobile Quarterly, *Special Interest Autos*, and *Collectible Automobile* have grabbed most of the nominations for the 1995 Carl Benz Award. This year's nominations for the best article on automotive history appearing in a periodical are "One Piece at a Time: The Cars of C.H. Metz" by Thomas LaMarre from *Automobile*

Quarterly, "Robinson Meets the Pope: The Cars of John Robinson" by Edward Peterson from *Automobile Quarterly*, "ReVere's Short Ride" by Spencer Riggs from *Automobile Quarterly*, "Not on the Way to Anywhere: Fleetwood's Early Years" by Stuart Wells from *Automobile Quarterly*, "The Fabulous 1949 Ford" by Tim Howley from *Special Interest Autos*, "Franco Scaglione: Unsung Master of Aerodynamic Design" by Griffith Borgenson from *Special Interest Autos*, "It Flies! It Drives! It's the Aerocar!" by Pat Tobin from *Special Interest Autos*, "Speedway Survivor: The 1931 Studebaker Indycar" by Rich Taylor from *Special Interest Autos*, "Jim Alexander and the Cowboys" by Patrick Foster from *Collectible Automobile*, "Virgil M. Exner, Sr.: Distinguished Designer" by John Katz from *Collectible Automobile*, "1967-73 Jeepster Commando: Fighting the Good Fight" by Patrick Foster from *Collectible Automobile*, "1946-70 King Midget: 'World's Most Exciting Car'" by Patrick Foster from *Collectible Automobile*, and "Willow Run" (author unlisted) from *Nova Times* edited by Wayne Bushey.

The Nicholas-Joseph Cugnot Award honors the best book in the field of automotive history. Nominated this year are *The Heart of the Beast* by Anthony Young published by Automobile Quarterly Books; *AutoOpium* by David Gartman published by Routledge; *By Brooks Too Broad for Leaping* by Denise McCuggage published by Fulcorte; *Chrysler (Automobile Quarterly 32:4 devoted entirely to Chrysler Corporation)* published by Automobile Quarterly; *Registration Plates of the World* by N. Parker, J. Weeks and R. Wilson published by Europlate; *History of the Electric Car* by Ernest Wakefield published by The Society of Automotive Engineers; *Shelby Cobra: ...Original Archives 1962-65* by Dave Friedman published by Motorbooks International; *License Plates of the United States* by Jim Fox published by Interstate Publications; *The Bobby, the Babe and Me: The Herk Edwards Story* by Earl Fabritz published by Witness Publications; *Chevrolet, By the Numbers (Volume 2: 1965-69/1970-75)* by Alan Colvin published by Robert Bentley Publications; *Taking Charge: The Electric Automobile in America* by Michael Brian Scheffer published by the Smithsonian Institution; and *Mercedes 300SL* by Dennis Adler published by Motorbooks International.

With such strong competition, picking a winner is a difficult task. But all of the ballots are in and are being tallied. The winners will be announced and awards will be presented at the annual meeting on Friday, October 6th at the Hershey Country Club in Hershey, Pennsylvania.



SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

SAH Journal (ISSN 1057-1973) is published six times a year by the Society of Automotive Historians, Inc.

CHRISTOPHER G. FOSTER, EDITOR
SAMUEL V. FIORANI, ASSOCIATE EDITOR

P.O. Box 7073
St. Davids, PA 19087-7073 USA
Email: SAHJournal@AOL.COM

OFFICERS

Taylor Vinson
President

Nan E. Martin	Christopher G. Foster	James H. Cox
<i>Secretary</i>	<i>Vice President</i>	<i>Treasurer</i>

BOARD OF DIRECTORS

<i>Through Oct. 1995</i>	<i>Through Oct. 1996</i>	<i>Through Oct. 1997</i>
Karl S. Zahm	Patricia E. Chappell	Helen J. Earley
Thomas M. Deptulski	Jack L. Martin	Matthew C. Sonfield
Nicholas Fintzelberg	Sinclair Powell	Skip Marketti

PUBLICATIONS COMMITTEE

Patricia E. Chappell, Chair
James H. Cox Christopher G. Foster Macdonald H. Leach

ADVERTISING MANAGER

Macdonald H. Leach
One Poplar Point Road
Edgewater, MD 21037 USA
(410) 266-7253

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

Send membership inquiries and changes of address to
Secretary, Society of Automotive Historians, Inc.
6760 E. County Road 800 N.
Brownsburg, IN 46112-9059 USA

©1995, The Society of Automotive Historians, Inc.

EDITORIAL COMMENT

Elsewhere in this Journal you will read that I have an exciting new job. While our organization does not forbid the holding of elective office by the editor, it's only sensible that the person entrusted with producing our publications be able to devote most of his or her energy to that task alone. Juggling the demands of being vice president and editor during the past two years has brought that home to me, so with this issue we begin transition in earnest.

Fortunately, the new team is already on the field. Sam Fiorani, a journalist in his own right, has taken on an increasing role in *SAH Journal* since his appointment as

associate editor in April. You've seen his work in the last few *Journals*, and this one is more his than mine. From now on, all news, letters, billboard ads, and feature articles should be sent to Sam, whose address has replaced mine on the masthead. I'm pleased to be able to leave the Journal in such able hands.

Automotive History Review, too, will have a new shepherd. You will note the addition of an associate editor in the issue you will receive shortly, and by the subsequent issue, soon to follow (promise!), it will have a new, dedicated editor. During my tenure, the *Review's* frequency was continually interrupted by the need to produce bimonthly *Journals*. With separate editorships that should not be a problem. Thus, I hope, we will be able to do more of what we do best: publish automotive history.

I said my new job is exciting. It certainly is, and a bit foreboding, too. But my immediate predecessors have built a good base of administrative knowledge and teamwork, which will help me start the next term without the need for extensive reorganization. In the past seven years as custodian of these pages, I have come to know and collaborate with many of you, and I have been able to appreciate what a "network" really is. I look forward to meeting more of you, in person or through the mail (or the Internet), in months to come. I'll be at Hershey, and, next issue, on another page.

-Kit Foster

PRESIDENT'S PARAGRAPHS

Two years ago Frank Robinson, a former SAH president, wrote me that the job would bring disappointments. And I once heard another president say bitterly that several members of the Board had thwarted him from accomplishing all he wanted.

T'ain't so, McGee. We've been blessed with "quiet realms and faithful parliaments," as the old prayer for British monarchs would have it, and the experience of those two predecessors, thankfully, has not been my own. To be sure, once in awhile the road could have been smoother, but these were only potholes, not washouts. The experience and enthusiasm of the officers and Board has made this so. Thanks to Kit Foster, our new president, in the past two years we've enjoyed twelve timely *Journals*, plus a *Membership Directory* and an *Automotive History Review*, with another of each planned to be available by Hershey. Nan Martin, staying on as secretary, kept track of our growing number of members, and Jim Cox made sure that the black ink flowed for two years in a row. Matt Sonfield captained the revamping of our membership process, with the result that we had over 80 new ones in the six months between Hershey '94 and the April Board meeting in South Bend. Karl Zahm, Pat Chappell, Nick Fintzelberg, Helen Earley, Dave Lewis, Jim Wren, and Paul Lashbrook selflessly and constructively served in the thankless roles of committee chairs. Finally, getting out and meeting many of you, or even just hearing from you, provided a greater appreciation of the depth of talent and interests in our membership. To the member who scrawled on his ballot two

years ago "No More Lawyers!", I'll simply say I hope you didn't find it all bad.

But that's past, and where does SAH go from here? "Niche markets" is a trendy term in the auto industry today. The Society is already unique in emphasizing history rather than hardware, but it's my thought that there are at least two "niches" within this area which could further broaden the Society's appeal. First, because of our interest in the written word and the advent of the worldwide information superhighway, SAH should become familiar with the new technology and its capabilities for historical research, publishing, and the electronic dissemination of information. This way the future lies, and I think Kit Foster and Sam Fiorani will be educating us in these new fields as developments occur.

Second, we can expand our publishing capabilities into areas that are not of commercial interest to other automotive magazines. We don't have the wherewithal to pay for our *Review* articles or to put out a glossy color magazine, but we can find interesting stories to tell without spending a bundle to do it. The forthcoming *Review* will contain an article which was passed on to us by the editor of another publication. The *Review* after that will begin to implement our project of finding non-English language articles for translation and publication. With desktop publishing and diskette storage, elaborate layouts and bindings and minimum print runs are no longer required to put out longer works. The Berliet Foundation, for example, has several monographs in spiral binders which are available for around eight dollars. Perhaps we should examine this format as well.

Keith Marvin has noted a trend for automotive publications to discontinue book reviews or to reduce the space available for them. Who better than SAH, which presents a yearly award for the best automotive book, to step in and become the recognized medium for automotive book reviews? It would require a book review editor for the Journal, to be sure, but more attention to books would serve in the end to ensure that worthy contenders for the Cugnot Award will not be overlooked, and to expand the opportunities for reading pleasure for us all.

That's all, folks. See you at the Reunion Tent. It's been fun, and thanks for the job.

-Taylor Vinson

25 YEARS AGO AT SAH

Newsletter No. 12, September 1970: The Society receives a press release on a new magazine to be called *Special-Interest Autos*, "which will be devoted to collectable (sic) non-classic and non-antique cars." The editor will be SAH member Mike Lamm (the future fourth SAH president).

Newsletter No.13, October 1970: New members include David W. Brownell (the future seventh SAH president), who, many years later, will become editor of *Special-Interest Autos*.

OBITUARY

PHILIP S. DUMKA

Phil Dumka, SAH member number 542 of Carlisle, Massachusetts, died unexpectedly on August 4th, 1995. Phil was an aerospace engineer who had avidly pursued his automotive interests as a hobby during his working career and as a full time endeavor since retiring in 1972.

Phil is probably best known in SAH for his work on Cadillac history, but his interests were far more wide-ranging than that alone. He had accumulated a vast library which he used both for his own purposes and to assist others in research on their projects. Phil was well known for giving generously of his time and knowledge to many of us. He was a thorough researcher and very meticulous in his attention to detail. He became attracted to Cadillac not because the cars themselves were of special interest, but because of the diversity of their literature, as well as their engineering tradition. After many years of work he had just about completed his chapters on the one- and four-cylinder cars for his projected history.

Phil will be remembered for his friendly nature, his willingness to help, his wide-ranging knowledge, and his intolerance of error and mistakes that found their way into print. In his passing the Society has lost a dedicated member who cared deeply about automotive history. Indeed, the local paper headlined his obituary "Philip Dumka, automotive historian." I think he would have appreciated that.

-Fred Roe

DUPONT PLANT SOLD

The former automobile plant of duPont Motors in Wilmington, Delaware was recently sold by the family's heirs to a long-time tenant of part of the plant. Since June 1930, when duPont Motors absorbed Indian Motorcycle Company and moved to Springfield, Massachusetts, the plant had been rented to various tenants under the name of Commerce Street Realty Co., Inc. Its stockholders were heirs of E. Paul duPont. One of the buildings remained a garage to repair and service duPont cars and sell parts for a number of years following the end of duPont Motors in November 1933. Then it became an Indian dealership until that company died. Mr. duPont had been its owner-president until November 1945, when it was bought by the Atlas Company (not chemicals).

The building continued as a garage, run by Allen Carter who had represented duPont Motors after June 1930; he had become a duPont employee in 1926. Mr. Carter, now 88, has until next year to vacate the building. Perhaps this is a record for a mechanic working in the same building.

Incidentally, the name duPont Motors is still incorporated.

-Hayden Shepley

IT COMES FROM THE MISTY AGES...¹

or

The Second Coming of the Temple-Westcott by Keith Marvin

To those dedicated to probing the lesser-known brands of American motorcars, the name Temple-Westcott has been surrounded by an aura of mystery dating back to the time it was presumably a viable part of the automotive rosters: 1921-22. Although its name appeared in a few of the more obscure rosters of that time, information frequently contradicted itself. Even in more modern histories, one is treated to a mixed bag of information such as this:

"TEMPLE-WESTCOTT (US) 1921-1922. Bealer (sic) Body Co., Framingham, Massachusetts." (*The American Car Since 1775*, edited by L. Scott Bailey. E.P. Dutton Co., Inc., New York, NY, 1971)

"The Temple Westcott was a six cylinder automobile with body by Bela. Built in Amesbury, in 1921-1922. Twenty of these were built." (*Cars Built in Essex County, Massachusetts*, by Hayden R. Shepley, 1976)

"TEMPLE-WESTCOTT, Bealer (sic) Body Co., Framingham, Mass. Other than the car used six cylinder engines, no details have been discovered. This has also been referred to as the TEMPLE-WOODGATE." (*The Specification Book for U.S. Cars 1920-1929*, by G. Marshall Naul, Keith Marvin, and Stanley K. Yost. Motorbooks International, Osceola, WI, 1978)

"Virtually nothing has been discovered about this elusive make, other than the fact that a six cylinder engine was used and an estimated 10 to 20 cars were built. The car is frequently (and/or) erroneously listed as 'Temple-Woodgate'.² (*Illustrated Encyclopedia of the World's Automobiles*, by David Burgess-Wise. Quarto Publishing, Ltd., London, 1979)

"TEMPLE-WESTCOTT (US) This was a 6-cylinder assembled car, whose chassis was made at Amesbury, Mass., and bodies by the Bela Body Co. of Framingham, Mass. Only about 20 were made." (*The Complete Encyclopedia of Motor Cars*, Third Edition, by G.N. Georgano. Ebury Press, London, 1984)

"TEMPLE-WESTCOTT, Framingham, Massachusetts 1921-1922. The Temple-Westcott is a conundrum." The account continues that it was built in the shops of the Bela Body Co. of Framingham, adding "but that was about it," and noting that a "total production of both ten and twenty have been reported." (*Standard Catalog of American Cars 1805-1942*, by Beverly Rae Kimes and Henry Austin Clark, Jr. Krause Publications, Iola, WI, 1985 and 1989)

Thus it would appear that a modicum of confusion has been the name of the game. But, to quote an old adage, "Them days are gone forever."

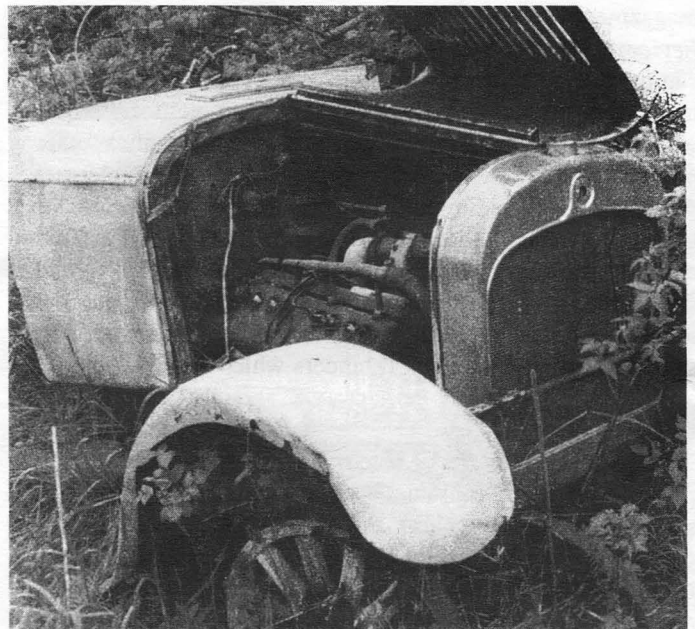
Frustrated by my inability to uncover anything on the car, I traveled one day, many years ago, to the Framingham-

Amesbury area to check out anything I could on the car and its history.³ I spent many hours seeking out corporation papers and oldtimers who had been in the automobile business (Amesbury had been a goldmine of carriage builders and later custom body companies in its day). The result? Nothing! Thus, for more than thirty years I've kept the Temple-Westcott on a back burner, so to speak....

Until now. Do you believe in miracles? I do.

A few weeks ago, I received a long letter from a gentleman in Massachusetts who had read in one of the foregoing references that the Temple-Westcott had been a six. He wanted to clarify this as the Temple-Westcott, he explained, had been a V-8.

The writer was familiar with the Temple-Westcott (or a Temple-Westcott). He explained that he had known the Temple brothers who had built the car, and that he recalled



that the car had a Herschell-Spillman V-8 power plant as its heartbeat.⁴ He recalled seeing the then-deteriorating car in the 1950s. The car, he continued, still survives, but is in deplorable condition and under wraps in New Hampshire. He stated that, as far as he knew, the body had been removed or had fallen apart, and the surviving parts consisted of the frame, front fenders, engine, radiator, cowl, steering column, and fenders. The radiator badge was missing,⁵ as were the hubcaps. He explained that the Temple brothers had operated a machine shop replete with antiquated, heavy machinery; had been consultants at one time to the late Howard Hughes; and had designed a monorail system for the city of San Diego, California.

A missing link in this scenario is whether the brothers built a single car or had produced more. My correspondent believes that perhaps a half-dozen were completed; however, he explained that he had a friend who had taken color photos of the car. I asked whether he had copies of them.

Could he perhaps send them to me? He could, and did, and you see them here.

Since that time, I have contacted his friend from the 1950s who took the photos. This friend also had information on the car, citing that the body had been a coupe, and that he believed the wheelbase had probably measured between 125 and 130 inches. Further, he explained that it was his understanding that the "Westcott" half of the car's name had been that of a doctor or dentist who had put money into the venture. He also said that the dashboard on the car had been fashioned or cast brass! He gave me the name of a third party who he felt certain could fill in some of the unanswered questions, but, not having been able to contact this person, I've decided to write what I've learned and to save further details for a future issue of the *Journal*.



At their own requests, I am not divulging the names of the two gentlemen who have done so much in tracking down this wayward car which has eluded so many of us over the years. Hopefully, we might, with luck, determine more about the car: how many were built (if there were really more than one), who *was* Westcott, and just what gave rise to the venture in the first place.

NOTES:

1. My title has been taken from that of the choral epilogue of the cantata "The Banner of St. George," Opus 33 by Sir Edward Elgar, widely considered to have been the greatest of English composers.
2. I apologize to David Burgess Wise as I was the source of his information, and, like other sources, obviously took my information from hearsay.
3. Although I cannot pin down the exact year, this trip was made by train on the Boston & Albany Railroad, and was probably around 1963.
4. It will be obvious to readers of this account that there was a divergence regarding the Temple-Westcott's engine (most

existing figures credit it as using a Continental six), the spelling of the Bela or 'Bealer' body works (which should be 'Bela'), and the production figures. Many years ago I traced the figure of twenty cars to the source, which turned out to be rumor only. I have traced at least a half dozen other "facts" from the same source, none of which proved factual. This "source" passed away several years ago.

As we aren't certain whether the Temple-Westcott existed as a lone prototype or one of several, the Herschell-Spillman V-8 engine could be of great significance. At the time, it was not unusual for cars of such limited production as this may have been to buy standard parts from various specialists "on the cuff," and then find themselves unable to pay for them, this cutting off further supply. Frequently, parts were then obtained from other specialty manufacturers. An apt example of this practice is the Drake Six, built at the same time as the Temple-Westcott, by the Drake Tire & Motor Co. of Knoxville, Tennessee. At least five, and probably six, of these cars were completed, plus one truck and perhaps a tractor. When contacting residents of Knoxville who had been familiar with Drake's operations, I was told that at the time of the firm's dissolution several engines were left on the company's property, presumably meant to power additional Drake cars. They were of a different brand from those which had been used in the cars which were completed and sold. (See "The Drake Six: Built Like the Rock of Gibraltar," by this writer, *The Upper Hudson Valley Automoblist*, January 1983.)

5. I once owned a Temple-Westcott radiator badge in a small collection I had during the 1930s and '40s. I have seen one or two others in private collections.

Besides the two gentlemen who have assisted me in preparing this article, with recollections, facts, and photos, I'd like to extend my profound thanks and appreciation to Ralph Dunwoodie for his help in research.

-KM

QUESTION TIME!

SAH surveys are gaining popularity. Please keep your answers coming. The question for this issue is **What is the least attractive automobile of the post-World War II era?** We're still taking answers to the question from last issue: **What is the longest continuously-running model name for a car in America?** A few very curious answers have come in on this one and they will appear in the next issue.

Answers to our first survey, **Who is the greatest figure in American automotive history?**, were quite obvious. Henry Ford won the survey by far. W.C. Durant, Henry Leland, Walter Chrysler, and the Duryeas all garnered a noteworthy number of votes.

Drop us a note, email, phone call or fax with answers to either of the current surveys. Share your knowledge and opinions with the rest of us.

NEBRASKA AUTO-REGISTRATION FIGURES FOR 1905-07

by Curt McConnell

Auto-registration figures show that the twelve most popular cars in Nebraska from 1905 to 1907 were Oldsmobile (179), Cadillac (173), Rambler (163), Reo (108), Ford (78), Maxwell (52), Buick (46), Orient buckboard (41), Stevens-Duryea (37), Pope gasoline autos under various names (36), Queen (30) and Glide (25). Nebraskans registered more than 100 makes of autos during the two-year period. Nearly half of the automakers represented on the list, however, had just one of their vehicles registered in the state.

A law which took effect July 1st, 1905, required Nebraska auto owners to pay \$1.00 to register their vehicles with the Nebraska Secretary of State's office in Lincoln. Some autoists got a jump on the deadline, according to Nebraska Secretary of State Motor Vehicles Register, 1905-07 (microfilm roll RG2 at the Nebraska State Historical Society in Lincoln). The handwritten record shows that some owners began registering their vehicles as early as June 1905. In June 1907, the register ends abruptly in the middle of its 41st page, after 1,488 registration numbers had been assigned to autos, motorcycles, and a handful of trucks.

The register generally gives the date, registration number, owner's name and hometown (sometimes a street address), vehicle name, often a body style and a model number -- Cadillac Model M, for example -- and, for many entries, the car's horsepower rating. Inexplicably, these horsepower ratings disappear from June 22nd, 1906, until March 4th, 1907. In rare instances, an entry will include an auto's serial number. The register fails to include the year of the autos.

The 1,372 autos and trucks here compiled by make exclude motorcycles, 28 homemade autos, and the many blank spaces or generic entries -- such as "Stanhope," "Auto Truck," and so on -- under the automobile make column. The following list also excludes ten scrawled entries that were truly illegible.

An asterisk signals that the *Standard Catalog of American Cars 1805-1942* (second edition) lists no car under this name for the year of registration or years previous to it. Some automobiles so marked may be homemade vehicles, though they are not registered as such. Footnotes explain various quirks in other compilations.

Autos by make, alphabetically, Nebraska 1905-07

America*	1 ¹	Gale	14	National	1 ⁷
American steamer	1	Geneva	1	National electric	1
Apperson	1	Glide	25	Neustadt	2 ⁸
Auburn	7	Globe*	1	Northern	1
Babcock electric	1	Grout	4 ⁶	Oldsmobile	179
Baker electric	6	Haynes	3	Orient	4
Barnes	1	Haynes-Apperson	4	Orient buckboard	41
Blomstrom	1	Hoffman	1	Peerless	4
Brown	1	Holley	2	Phillips*	1
Buckboard	1	Holsman	23	Pierce	2
Buckeye	2	Hotchkiss*	1	Pope gasoline autos	36 ⁹
Buick	46	International	2	Pope-Waverly elec	18 ¹⁰
Cadillac	173	Jackson	9	Premier	3
Cadillac delivery	1	Jewell	3	Queen	30
Cameron	1	Kiblinger	1	Rambler	163
Cartercar	1	Kidder	1	Rapid delivery wagon	1
Clarkmobile	7 ²	Knox	9	Reliable Dayton	1
Columbia electric	3	Knox bus	1	Reo	108
Crestmobile	1	Ladd*	1	Richmond	2
Cushman*	6 ³	Lambert	7	Royal	1
Dayton	13	Locomobile	16	Royal Tourist	1
Dragon	1	Logan Baggage Car	2	St. Louis	1
Duryea	1	Marion	3	Shelly	1 ¹¹
Duryea steamer	1	Maxwell	52	Smith	1 ¹²
Eldrege	1 ⁴	Mears*	1	Sommer	1
Elmore	3	Milwaukee	4	Stanley steamer	22
Flag*	1	Mitchell	3	Stevens-Duryea	37
Ford	78	Mobile	6	Stoddard-Dayton	8
Foster	1	Model	1	Success	2 ¹³
Franklin	23	Moline	4	Swan	1
Freedman*	1	Monarch	4	Tarrytown Steamer	1 ¹⁴
Fuller*	1 ⁵	Murray	1	Thomas	10

Toledo steamer	3
Vehicle Equipment Co. 1 (delivery truck)	
Veracity	1 ¹⁵
Victor electric*	1
Waltham	9 ¹⁶
Wayne	19
Waverly electric	4
White steamer	20
Winton	19
Witman Racer*	1 ¹⁷
Woods electric	12

NOTES

1. American of Indianapolis?
2. The spelling varies -- Clark, Clarks, Clarke -- but these all appear to be Clarkmobiles, made in Lansing, Mich., during 1903-04.
3. Cushman Motor Works of Lincoln evidently produced these cars; two of the six owners were Cushman family members in Lincoln. The Cushman fleet would number seven if the car of his "Own Make" that Leslie Cushman of Lincoln registered on Dec. 26, 1906, was in reality a Cushman. The wide range of horsepower ratings for the six registered Cushmans suggest the experimental status of the autos. The horsepower ratings are 2, 4, 4, 6, 10 and 16. Two of the autos were labeled "Cushman runabout" and the remaining four labeled simply "Cushman."
4. Though registered as an "Eldridge," this 10-horsepower runabout appears to be the 10-horsepower 1906 Eldredge built in Belvedere, Illinois.
5. Registered on July 10, 1905, this car is thus too early to be one of the 1908-10 Fullers that the Angus Automobile Company produced in Angus, Neb. It could be one of Charles Marion Fuller's turn-of-the-century prototypes, however.
6. One car is identified as a steamer; entries for the other three cars fail to specify if they were gasoline or steam Grouts.
7. The register fails to state whether this is a gas or electric National car.
8. One of these St. Louis-made autos is called a Neustadt-Perry runabout.
9. This category includes 21 cars registered simply as "Pope" autos and presumed to be gas-powered cars. Six are registered specifically as Pope-Tribunes, three as Pope-Toledos and two as Pope "gasoline" cars.
10. These Pope-Waverly electrics include eight cars and one delivery vehicle simply called "Pope electrics."
11. This may have been a misspelling for the Shelby car of Shelby, Ohio.
12. Manufactured by the Smith Automobile Co. of Topeka, Kansas.

13. The spelling "Suggest" for one of these cars suggests a clerk's unsuccessful spelling of "Success."

14. Perhaps a convoluted entry for the Mobile steam car, made in Tarrytown, N.Y.

15. Made during 1903 and 1904 by the Smith Automobile Co. of Topeka, Kan.

16. Evidently all products of the Waltham, Mass., auto-maker, five of these cars are called "Walthams," three "Waltham buckboards" and one "Waltham-Orient."

17. This could be a misspelled entry for the 1900 Wittmann auto that Joseph H. and Otto Wittmann built in Lincoln.

HORSELESS CARRIAGE LIBRARY REOPENS

The Horseless Carriage Foundation Library has recently resumed full operations at a new location in La Mesa, California. Now located at 8186 Center Street, Suite F, in La Mesa, it is adjacent to the Grossmont Shopping Center, ten minutes east of downtown San Diego.

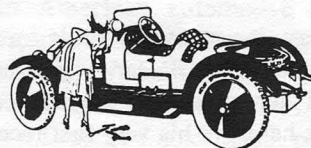
Staff-assisted hours are 10 AM to 4 PM, Pacific Time, Thursday, Friday, and Saturday, during which time telephone inquiries and personal visits are welcome. The library may be visited at other times by appointment. Telephone requests may be made during those hours to (619) 464-0301; the library may be reached by fax at (619) 464-0361. All mail for the library should be sent to P.O. Box 4119, La Mesa, CA 91944-4119 USA.

The library's research services are fee-based. However, there is no charge for personal client-directed research. Mail, phone, and fax requests receive the first ten minutes of staff research free, after which the client is billed at \$15.00 per half hour with a \$5.00 minimum. Members of SAH and the Horseless Carriage Club of America receive discounts on research and copying fees; research fees are waived for students with current registration at an accredited school or college.

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



RACE CAR VEHICLE DYNAMICS, by William F. Milliken and Douglas L. Milliken. 890 pages, over 400 drawings, diagrams and photos. Hardbound, 7 1/2 x 10 1/4 inches, ISBN 1-56091-526-9. Published by the Society of Automotive Engineers (SAE International), Warrendale, PA 15096-0001, USA. \$85.00, plus \$11.50 for shipping and handling. Overseas surcharge \$10.

I have been waiting all my life for a book like this. Now that it has arrived at last, I believe that it will rapidly become a bible not only for the technical elite, but also for growing numbers of car people who really want to know the laws and limits which define and control the behavior of their machines. The book is not concerned with engine behavior but with that of the vehicle as a global system, and the role of its components, from tires to aerodynamic form.

Test driving is the art of analyzing vehicle dynamics from the seat of the pants. Good test drivers are precious to carmakers, and they are rare. More precious yet is the trained engineer who can bring that discipline to test driving, as Rudolf Uhlenhaut did for Daimler-Benz and Giotto Bizzarini for Ferrari and others. A leap above and beyond those qualifications is the talent who can add to them a broad background in aeronautical engineering and flight analysis. Such a rare individual is the primary author of this work. He writes, "It is our belief, and it permeates this book, that the great reservoir of vehicle dynamic knowledge resides in aircraft engineering." It is there that this discipline began, decades before its application to the automobile.

For a quick overflight of Milliken's career, he was born in Maine in 1911. At age 19 he built, flew, and crashed his own airplane, which aroused in him a special interest in vehicular control. After majoring in physics and mechanical engineering at the University of Maine he went to the Massachusetts Institute of Technology, where he specialized in math and aeronautical engineering. He went directly into the aircraft industry in 1934 and spend most of the World War II years doing flight-test engineering for Boeing. The war over, he became head of the Cornell Aeronautical Laboratory's Flight Test Department at Buffalo Airport, New York.

Liking nice, gutsy machinery, it was at about this time that he bought a vintage Bugatti T.35 GP car, which he used for daily transport and for practicing high-speed technique at the airport. In '47, he drove his very first race, the Pike's Peak Hill Climb, in which he finished a very decent sixth. He then became one of the pioneer members

and organizers of the Sports Car Club of America. He drove in over 100 road and mountain races in the next few years, in a variety of competition cars.

Of course he interpreted car behavior with the scientific baggage which he toted. Early on, he created a really pioneering research center for land-vehicle dynamics at CAL. The innovative approach developed by Bill and his collaborators led to important contracts with General Motors and other big US car firms, with Lotus in England, and with such racing enterprises at home as those of Jim Hall and Roger Penske. In 1976, he left CAL to found his own firm, Milliken Research Associates, which thrives today. Bill's son, Doug, now 40, learned the art by growing up in this environment, by also going through MIT, and through unending study and application. Today he is vice president of MRA, and his dad is president of the firm.

The big volume which they have created, with inputs from several outstanding colleagues, is several books in one. There is a fascinating 54-page chapter devoted to the historical development of this school of dynamics studies which Bill and his teammates have generated. The 87-page chapter on applied aerodynamics can stand on its own and, like all the others, is a concise compendium of knowledge on its particular subject. One of my favorites is the 24-pager which is devoted to chassis set-up for racing written by Doug. In my notes on the 23 chapters the word "terrific" keeps recurring.

"The purpose of this book," say the authors in their Preface, "is to make available to the racing community, and race engineers in particular, an understandable summary of vehicle-dynamics technology as it has developed over the last 60 years. We have tried to follow a path between a 'theoretical' textbook...and producing a 'popular' book on handling, skipping over the engineering details."

This midway path provides abundant material for everyone -- for those who are fluent in math and for those who are not. The writing style is refreshingly non-pedantic; it is relaxed and lucid. Freshness and clarity characterize the entire text, as well as its excellent graphics. Remarkably well done.

-Griffith Borgeson

DASHBOARDS, by David Holland. 224 pages, over 200 color photos. Hardbound, 11 3/4 x 10 1/4 inches, ISBN 0-7148-3172-7. Phaidon Press, Ltd., London. \$39.95.

The instrument panel has long been a neglected feature of the automobile. It is ironic that so much effort and ink is devoted to the exterior design while the part of each car that the owner-driver most frequently sees is relegated to a minor feature. All too frequently, the legibility of the instruments seems to be secondary to that great god "style."

This seems to be the first book devoted exclusively to the subject of instrument panels, née dashboards. It does a wonderful job as far as it goes, with illustrations across two pages for each example of a dashboard. Generally the little text is lacking in technical details. For example, there is no mention of glove compartments, despite their general use. The inclusion of US-built cars is at a minimum, as the

photography was done in British museums and car collections. The relatively few US examples are late models, aside from a Ford Model T.

The Duesenberg instrument panel seems to have been a poor choice for the full double-page treatment when a much better example is shown in a tiny illustration. What is claimed as a 1937 Chrysler Imperial is actually one of 1933.

Of all the panels shown, the most impressive is that of the Mercedes 540K of 1938. Some panels could have used more careful cleaning before being photographed.

This is strictly a coffee table example, but should stand as a pioneer piece, awaiting a more thorough exposition of the subject.

-G. Marshall Naul

AUTOMOBILES, a television series produced by Forever Blue Entertainment. Aired by The History Channel, Sundays at 7:00 PM EST/4:00 PM PST.

As a long time devotee of PBS and The Discovery Channel, I was excited to hear of the new History Channel. *Motor Week*, *World of Collector Cars*, *Wild About Wheels*, and *The Centenary of the Motor Car* were among the few automotive shows on the air. The History Channel debuted in January and one of their cornerstone programs was about automotive history. Each week *Automobiles* explores another aspect of automotive history. At an hour long each, individual episodes cannot delve into every facet of their subjects, but at the end of the hour, there is very little disappointment.

One program explored Saab from its beginnings as an airplane manufacturer in the 1930s through to the automotive joint venture with General Motors. Each car from the Model 92 through the 9000 was traced from inspiration to production.

Another show followed the history of the Corvette. *Automobiles* outlined who Harley Earl was and why General Motors needed him. The Corvette came from a show car to production car to automotive icon, and *Automobiles* outlined it well.

Automobiles is not perfect, but it is entertaining and educational. Automotive historians can now properly move from the printed page to the television screen without fear.

-Sam Fiorani

THE LANCHESTER LEGACY, Volume One - 1895 to 1931, by C.S. Clark. 279 pages, 275 black-and-white photographs and drawings; 59 color photographs. Hard-bound, 8 1/2 x 11 7/8 inches, ISBN 0 905 9493 07. Published by Coventry University Enterprises, Ltd., Priory Street, Coventry CV1 5FB England. Available from the publisher at £30.00 plus £5.00 postage.

I usually enjoy books about the smaller-volume automotive manufacturers, so I looked forward to this volume. My initial reaction, though, was that it verged on overkill to contemplate a trilogy on a marque which managed scarcely over 30,000 cars in 62 years. After delving into this first volume, however, I must admit I was very much mistaken.

Chris Clark is historian and registrar for the Lanchester Register, so he is eminently qualified to write this book. He

also writes well, which is the other part of the equation, sometimes lacking in marque books. Not this one. If you know anything about automotive history you've probably come across references to Frederick Lanchester as the consummate engineer, a British Leland if you will permit a linguistically perverted metaphor. What you probably didn't know is within the pages of this book, and you will be fascinated with it.

The table of contents is deceiving, for it reads rather like a catalogue of cars. The chapters themselves, however, are not just a recitation of what was in each car, or how many were built. That information is there, of course, but what's much more interesting is what Frederick, and brothers George and Frank, did, thought, and said, the latter possible only because Clark has done his homework and scoured all the evidence from those early days. The reader learns how Lanchester made his own fasteners, because the Whitworth screws, then in general use, tended to unfasten themselves because of their relatively coarse pitch. Lanchester devised his own, the "M" thread, and used them until the similar British Standard Fine convention came into being some ten years later. Interchangeable parts were a theme of Lanchester's, and his use of them predated the much-touted feats of the aforementioned Mr. Leland. These and many other historical gems can be found between *Legacy's* covers.

The book concludes with an appendix listing surviving pre-1932 cars and a satisfactory index. The publisher sells only by mail order, apparently in UK Sterling. Trade discounts are mentioned, so you might find it in the better automotive bookshops. Now I am looking forward to volumes two and three.

-Kit Foster



THE AERO LOOK

The mystery car in SAH Journal number 157 is a 1934 Hillman Aero Minx two-seater, which was basically a Hillman Minx with a four-inch-shorter chassis, slightly tuned engine, higher gearing, and a choice of no fewer than six attractive body styles. For all that, it was not a success against MGs and Singers, and with a change of radiator and styling became in 1936 the Talbot Ten. As an aside, I've been told the unusual style of wire wheel, shrouding the brake drums, was interchangeable with those on the 997 cc ohv Fiat Ballila sports two-seater. I suspect that this was

because Fiat realized that to sell a sports car in England it had to have "knock ons," so they went to Hillman's supplier for them.

Incidentally, all the '34 Minxes shared with the '34 Alvis Speed 20 the distinction of having a four-speed all-synchromesh gearbox - this was probably the best thing about the Minx. **Peter B. Richley, 14 Upper Queen's Rd., Ashford, Kent TN24 8HF England**

We did not think this mystery would be difficult. To date, Parke Snyder, Mike Worthington-Williams, Max Gregory, Peter Marshall, and Hayden Shepley have weighed in for the Aero Minx, though we've had one vote for a Triumph. Nick Georgano is quite certain the car pictured, the two-passenger sports model, was a new model for 1935, corroborated by its registration CGO205, which was a London issue of September that year.

-Editor

AUTOCAR LIVES!

Contrary to Elliott Kahn's item in SAH Journal No. 157, it is my understanding that the famed Autocar name will not disappear.

For the past few years, ever since they put the "Volvo slash" on the radiator grilles, all trucks produced by GM-Volvo were branded "WhiteGMC." That nameplate appeared on the lower driver's side of the grille. On Autocar models, the "Autocar" nameplate was affixed to the sides of the hood, technically making the truck a "WhiteGMC Autocar," much in the manner of "Ford Taurus" or "Chrysler Concorde," where Ford and Chrysler are the make names and the modifiers are the submake (or model) names.

However, so valued was the Autocar name by buyers, that dealers, at customer insistence, began mounting the distinctive "Autocar" nameplate to the top of the radiator shell, so that the truck read "Autocar" on the shell and hood sides, while also sporting a "WhiteGMC" nameplate on the grille itself. Eventually, the factory bowed to customer demand and began adding the Autocar name to the radiator shell during assembly.

With the decision to rename, beginning with the 1996 model year, the trucks as "Volvo" as opposed to "WhiteGMC," the WhiteGMC name (one of the most awkward combinations in American truck history) will indeed disappear. However, the Autocar name will be retained on the hood sides on certain models, making such trucks technically "Volvo Autocars" rather than "WhiteGMC Autocars," as in the recent past. But the famed Autocar name will still be present.

Personally, I'm betting that history will repeat itself and loyal Autocar customers will be, as before, adding the Autocar nameplate to the top of the radiator shell of their new Volvo Autocars, eventually forcing the factory to do the same.

Incidentally, according to a small ad in the September 1995 issue of *American Trucker* we have gained another

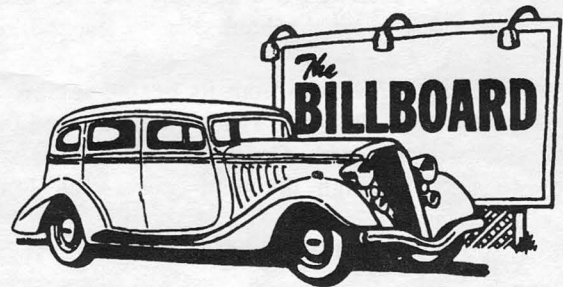
custom truck and truck tractor manufacturer. Superior Truck & Tractor Mfg. Co., a wholly-owned subsidiary of Superior of Ohio (manufacturers of Superior coaches), has entered the field as builders of Class 7 and 8 heavy duty trucks, dump truck chassis, cement mixer truck chassis, and truck tractors, available in wheelbases from 144 to 240 inches. The ad pictures a new Superior-brand tandem dump mining truck, duplicates of which are advertised as in stock and available for immediate export. So we can add the Superior brand to our truck manufacturer roster. **Jeff Godshall, 406 Oakland, Apt. 5, Royal Oak, MI 48067**

Member Jim Bibb concurs, and sent a photocopy of the new Volvo brochure, which clearly shows the "Volvo Autocar" model.

-Editor

TEMPLARS, ANYONE?

I recently wrote a feature article on the Templar automobile, which was published in *The Automobile*. This has prompted Granville Angell, Lord of Cannock, who is a member of the Knights Templar, to write to me to ask if any Templar cars survive in the USA. Do any members know of any? **Mike Worthington-Williams, Glaspart Manor, Capel Iwan, Newcastle Emlyn, Dyfed SA38 9LS Wales, UK. Fax (01559) 371253**



The Billboard welcomes non-commercial advertisements from members. Ads are free, and should concern items of interest to historians: information, books, literature, photographs, illustrations, memorabilia; offered, wanted or to trade. Ads for vehicles or parts are not accepted. To advertise regular sales or services, contact ad manager Don Leach, One Poplar Point Road, Edgewater, Maryland 21037 for display ad rates.

WANTED: Formal Car Society. Would like to correspond with persons interested in organizing a club for Formal Classics. Please send name with interests and suggestions to: **David L. Edyvean, 2508 Campbell Avenue, Schenectady, New York 12306.**

FOR SALE: *Roaring Roadster*, a history of track roadster or "hot rod" racing in the United States. The story of the men and machines of an almost forgotten era in American racing. 202 pages, 8 1/2 by 11 with 1100 photos. \$22.95 including shipping. Order from author **Don Radbruch, 3880 Road 396, Sagle, Idaho 83860. (208)263-5953.**

"...*Race Car Vehicle Dynamics* puts the fruits of a half-century's accumulated knowledge into the hands of the layman...I suspect that *Race Car Vehicle Dynamics* will become the standard reference on this subject, as no other source to date provides such complete answers to why racing cars behave as they do. Very highly recommended."

- David M. Woodhouse, Vintage Motorsport

Race Car Vehicle Dynamics

William F. Milliken and Douglas L. Milliken

Truly comprehensive in its coverage of the fundamental concepts of vehicle dynamics and their application in a racing environment, *Race Car Vehicle Dynamics* has quickly become the definitive reference on this topic. Although the book's primary focus is the race car, the engineering fundamentals it details are also applicable to passenger car design and engineering.

Written for the engineer as well as the race car enthusiast, *Race Car Vehicle Dynamics* includes much information that is not available in any other vehicle dynamics text. Authors Bill and Doug Milliken have developed many of the original vehicle dynamics theories and principles covered in this book, including the Moment Method, "g-g" Diagram, pair analysis, and lap time simulation. The book also includes contributions from other experts in the field.

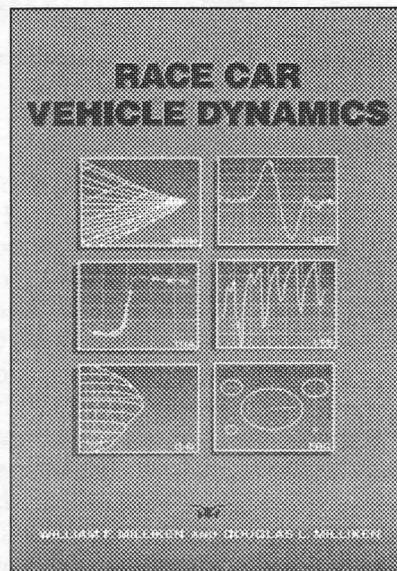
Chapters cover:

- The Problem Imposed By Racing
- Tire Behavior
- Aerodynamic Fundamentals
- Vehicle Axis Systems
- Simplified Steady-State Stability and Control
- Simplified Transient Stability and Control
- Steady-State Pair Analysis
- Force- Moment Analysis
- "g-g" Diagram
- Race Car Design
- Testing and Development
- Chassis Set-up
- **Historical Note on Vehicle Dynamics Development**
- Tire Data Treatment
- Applied Aerodynamics
- Ride and Roll Rates
- Suspension Geometry
- Wheel Loads
- Steering Systems
- Driving and Braking
- Suspension Springs
- Dampers
- Compliances
- References
- List of Symbols

Well-illustrated with over 450 figures and tables.

About the authors

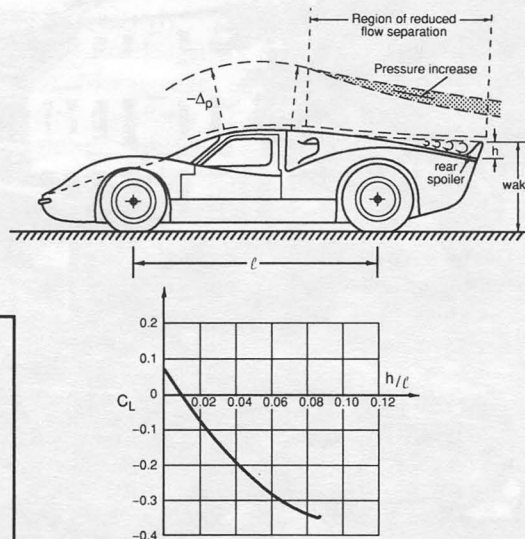
Bill and Doug Milliken have pioneered the transfer of aeronautical stability control technologies to the automobile. As President and Vice President of Milliken Research Associates, Inc., respectively, they have collaborated on research programs for race teams and automobile companies for over 20 years. Bill has been involved in various aspects of racing and race car engineering since the 1940s, and has over forty years of experience in automotive and aeronautical vehicle dynamics.



ISBN 1-56091-526-9, 923 pp.,
Hardbound 1994.

\$85.00

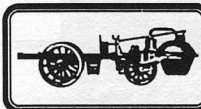
Order No. R-146



Effect of rear spoiler on typical G.T. racing car.

Order your copy today!

To order, contact Dept. 131, SAE Customer Sales and Satisfaction, 400 Commonwealth Drive, Warrendale, PA 15096-0001. Telephone (412) 776-4970. Facsimile (412) 776-0790. If ordering by phone or fax, please be sure to reference Dept. 131.



SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September-October 1995

SAH Journal No. 158

Sir Speedy Printing
78 Howard Street
New London, CT 06320

FIRST CLASS
U.S. Postage
PAID
New London, CT
Permit No. 100

FIRST CLASS



THE PRINCESS PIROUETTES: The Renault Dauphine was, for a time, the second-best-selling imported car in the USA. No sporting history? Forget not the Dauphines hotted-up-by Gordini, and the team entered by Renault and managed by the late Rene Dreyfus in the "Little LeMans" series at Lime Rock Park in the late fifties. This car, labeled "Alpine" on the back of the photo, dates from 1961. Ami Renault are welcome to comment. From the editor's collection.