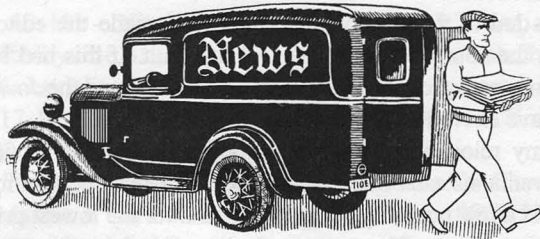


SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

May-June 1999

Issue Number 180



CADILLAC ADMITS AN ERROR

Since World War II, one brand of automobiles has been able to claim, year-after-year, that they were the top-selling luxury brand in America. That brand has been Cadillac. And, since its inception, Cadillac's chief rival, Lincoln, has not been able to claim the best-selling title (Lincoln has outsold Cadillac in the past, but Lincoln was outsold by Packard in those years).

In November of 1998, Lincoln was poised to take that title for the first time. Their Navigator sport-utility, introduced in the summer of 1997, had entered the market early enough to catch Cadillac resting on its laurels (please excuse the pun). The Navigator was a run-away success and would not have competition from Cadillac until late in 1998. It looked as though Lincoln had the sales crown wrapped up and would over-take Cadillac.

When the numbers came in for December, Cadillac had made a miraculous comeback and taken the lead from Lincoln. The margin of victory was 222 vehicles. The victory was powered by Cadillac's new truck, the Escalade. Cadillac took full advantage of this win and sent out press releases with a doctored photo of Harry S. Truman holding a newspaper that read "Lincoln Defeats Cadillac."

Oddly, Cadillac sold about 200 fewer Escalades than had been built. This meant that, if true, Escalades were selling so well that people were lined up AT THE FACTORY to buy them. Not impossible, but highly doubtful.

In May, Cadillac released the findings of an internal audit. It revealed what everyone had suspected: Cadillac had not sold as many vehicles as they had claimed. With the revised numbers in, Lincoln had actually been the victor by well over 1,000 vehicles. Lincoln's victory seems to be very short-lived. As of the end of May, Lincoln was in fifth place among luxury brands in America with Cadillac in third behind Lexus and Mercedes-Benz.

RENAULT HELPS OUT NISSAN

Troubled Nissan has been looking to other manufacturers for a number of months for help. Last summer, DaimlerChrysler (at that time, Daimler-Benz) was eyeing the Japanese automaker for a link-up or full purchase. While Nissan has performed poorly on the financial end, they have a solid foothold in Asia—an area where most western automakers are weak.

DaimlerChrysler backed away from any deal with Nissan Motors when it was revealed how far in debt the company actually was (approximately \$39 billion). No sooner had the German company walked, Renault announced its intention to help out the troubled automaker.

Renault purchased 36.8% of Nissan. By Japanese law, ownership of one-third of a company gives the stockholder veto power. In effect, Renault had taken control of Nissan.

Plans are sketchy, but Renault and Nissan are working closely to combine future platforms in order to cut costs. Renault has discussed openly the possibility of Nissan products carrying the Renault badge in Europe (most recently the new American-built Xterra truck) and Renault products wearing the Nissan badge in other countries, primarily the American market where Renault has been absent for more than a decade.

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Richard B. Brigham	1-29	September 1969-(undated) 1973
G. Marshall Naul	30-50	July 1973-December 1976
John Peckham	51-59	Feb 1977-July 1978
Walter Gosden	60-87	Nov 1978-Dec 1983
Richard B. Brigham	88-117	Jan/Feb 1983-Nov/Dec 1988
Kit Foster	118-157	Jan/Feb 1989-July/Aug 1995

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EDITORIAL COMMENT

MY HUMBLEST APOLOGIES

As I'm sure you noticed, the previous issue of the *SAH Journal* (No. 179) was late. While I am the last person to take credit for my triumphs, I am the first person to claim responsibility when I make a mistake. Last month, I was moving and starting a new job (the one that pays the bills, as opposed to this one that is just enjoyable) and working on my taxes and visiting my wife (we're temporarily 300 miles apart) and...and...and...

This led to a few problems. First, this made the editorial work on the *Journal* a little late. All my fault. If this had been everything,, you probably wouldn't have noticed and the *Journal* would have arrived a few days late.

In my relocation, No. 179 needed a new printer (one in Pennsylvania instead of Massachusetts. I took this opportunity to save SAH a few bucks by shopping around for the lowest priced printer in the West Chester area. I surveyed eight printers (of which six replied) and I visited the two lowest bids to verify their quality of work. Of the six printers, two were slightly high, three were within a hundred dollars of each other. The last printer was 25% cheaper than the second lowest price. I was shocked. Thoughts raced through my mind of how the SAH board (and the membership at large) would enjoy saving all of this money.

The quality of the two interviewed printers were about equal so, of course, I went with the less expensive printer. He promised that the *Journal* would be returned in three days! Nearly three weeks after dropping off the master copies, I picked up the finished *Journals*.

To say the least, I was disappointed in the turnaround time and the obvious quality of the pictures. The proof pages I was shown were very good but the final drafts were not of the same quality and followed the proofs by more than a week.

Second, I was unable to do a proper job in editing the issue. I received a few letters and emails complaining about the quality of the editorial work. I take full credit for the problems, but I take offense to the way the complaints were addressed to me. When something gets improved on the *Journal* or it comes in under budget, few people are there for the pat on the back. When one issues gets fouled up, people threaten to never contribute and, people you consider friends, turn against you without even asking for a reason.

This issue (No. 180) may be a bit late, but that's for the extra time needed to edit it. Also, it is being printed by the runner-up. Since the printer is reading this, I have full confidence that he will deliver this in a VERY timely manner. My apologies for No. 179.

What more can I say.

- Sam Fiorani

Please note that the address for the *Journal* has again changed. The wife and I have purchased a home and are expected to remain at this address for the foreseeable future. Our new phone number is (610)385-6990 but the email remains the same. Drop us a line.

In their efforts to conduct basic research automotive historians often are confronted with two key problems. The first is the challenge of finding where research materials which deals with the subject the historian is studying can be found. The second is obtaining permission to examine such material in a comprehensive manner, and when desirable make copies of key items.

At the annual Michigan History Conference held in early April, 1999, at Wayne State University in Detroit, these two subjects were dealt with in a panel discussion which featured archivists from each of the "Big Three" automobile companies. Following the formal presentations, in which the speakers described very generally the materials (including pictures) held by each corporation, questions were raised by members of the audience as to the availability of such archival material to automotive historians. The responses to such questions could best be described as somewhat guarded. Citing the ever-present concern in the modern era about litigation, one of the panel participants indicated that requests to examine company holdings might first have to be channeled through the firm's legal department. A second panelist noted that although copying pictures of a historic nature usually would be permitted, company staff would do this with a substantial fee charged. It was stated frankly by this speaker that a company department, which dealt with historical items, would be expected to at least "stand on its own feet" financially, and perhaps even show a profit.

In summary it was clear that researchers would not find achieving access to archives which were under the control of major automotive companies an easy task. Your president, in discussing the access question with one or two automotive parts companies, discovered that similar policies generally would be followed. A check with a historian at a major research university also disclosed that in addition to the problem of obtaining permission to examine company historical documents, firms might insist on the right to review prior to publication those sections of a book or article which utilized data from company archives.

Access to historical material located outside the automobile industry presents varying problems to motorcar historians. Normally the facilities that present the least difficulty are public institutions such as libraries supported by some level of government, or universities, which are public in nature. More difficulty may be encountered in obtaining access to quasi-public facilities, such as historical societies or museums that may admit visitors generally but are less inclined to freely grant permission to examine archival items. The most difficult of all are collections, which are held by private individuals, where access is completely at the discretion of the owner.

Obviously, in many borderline cases the willingness of the person in control of archival material to permit access may depend on the credentials that can be submitted by the historian. Our Society has recognized this, and discussed ways and means by which members undertaking historical research can present a card or letter which identifies the person as a

SAH member and (in the case of a letter) asks that the courtesy of access to documents be granted. We are exploring this matter further, and one or more approaches will be developed in the near future.

News about two research facilities, one recently opened and the other in the planning stage, will be of interest to automotive historians. The Watkins Glen Motor Racing Research Library was officially opened in Watkins Glen, New York, on June 4, 1999. This new 5,000 square-foot facility is both a research library and an archives. The facility will operate under professional archival standards of preservation and bibliographic cataloging, and will be open to all for primary research. Phil McCray, formerly on the archival staff of the Cornell University Library, is Director and Curator of the new research library.

Also in early June it was announced in Hickory Corners, Michigan, that the Pierce-Arrow Society plans to open a museum and archives as part of the Gilmore-Classic Car Club facility. Actual construction will be some time in the future.

Best wishes to all.

- Sinclair Powell

Here is a web site that may be of interest to members. Included are recent pictures inside the Highland Park Ford plant, as well as several other long vacated auto plants.

<http://www.bhere.com/ruins/home.htm>

- John E Lloyd

25 YEARS AGO AT SAH

Issue No. 35 was dated June 1974. The issue led off with an "appeal" to the 200 members of the Society from President Stan Yost for members to contribute. An appeal which all editors had to make in order to keep the content at a high level of quality. An appeal which I have made on a number of occasions (and continue to make).

Michael Lamm opened "The Mail Bag" with an interesting request. He stated "we all get lots of help from the public relations and public information officers of the major manufacturers" about old cars..."yet the carmakers aren't in the business of selling old cars-they're doing their darndest to sell new ones. So the people who help us are sometimes under pressure not to." While this is still sometimes the case, many carmakers have found that coverage of their cars, old or new, can help their image. Mike's request that SAH members write to the heads of car companies and offer their thanks must have done some good. Now, some companies have historical departments that can help us out directly. In an upcoming issue, the Journal will run an updated version of Mike's list of "names and addresses of division general managers" for all of the major car and truck manufacturers and distributors.

It can't hurt to thank some people for their efforts.

- Sam Fiorani

PHILIP W. FOSTER (1910-1999)

Philip Worthington Foster, father of SAH treasurer *Kit Foster*, died Sunday, May 23rd at Fairview, the Odd Fellows Home of Connecticut, in Groton, CT. A retired photographer, printer and publisher, for forty years he published the *Herb Grower Magazine*, a specialty horticultural periodical, with his wife, the late Gertrude "Bunny" Foster. He had also produced facsimile editions of early and rare herbals and gardening books.

He was an alumnus of Williams College and studied at the New York Institute of Photography. Although not an automobile enthusiast, he had a high regard for the chattels in his life, and at the time of his death had four vehicles he had purchased new: a 1930 Model A Ford, a 1946 Bantam trailer, a 1948 Willys Jeep and a 1965 Volkswagen Beetle. They all remain in the care of his son.

In addition to his son, he is survived by a daughter, Rosemary F. Loudon of Old Greenwich, CT, a brother and five grandchildren. A memorial service will be held in Canaan, CT in late June.

- Kit Foster

BILL FISHER (1926-1999)

Fred W. "Bill" Fisher died May 20, 1999. A long-time supporter of IAMC, in the 1980s Bill served as a member of the book awards judging committee, and attended the 1997 IAMC at which he received a Moto Award.

Known to many as "California Bill" for the mail order publishing company he founded while still in college, Bill Fisher had a long, varied and successful career. His strong affinity for and involvement in automotive performance and speed drove his publishing interests. He was a member of the Bonneville 200mph Club and Inliners International.

Born in Sullivan, Illinois in 1926, he joined the Marine Corps in 1943, earned his BA at Pepperdine, and MSc at the University of Southern California. Subsequently, he taught school in Pasadena, CA; started Fisher Automotive Engineering; worked as tech writer at Northrup; in 1956 became advertising manager for Ampex Corp. He began Go-Power, creating parts and wheels for go-karts. He also formed Bill Fisher Advertising.

Bill founded HP Books in 1963, authoring its first book. In 1972 he moved firm and family to Tucson, AZ, and sold this very successful publishing company to Knight-Ridder Newspapers in 1979. He co-founded Fisher Books in 1989, where he continued until recently, working closely with wife Helen, son Howard and daughter Nancy.

Author of numerous books and magazine articles about performance cars and engines, and publisher of hundreds of nonfiction books selling more than 30 million copies, he was the recipient of the Publishers Marketing Association (PMA) Lifetime Achievement Award. PMA also named a permanent award for him, honoring new publishers' first books each year.

A member of Casas Adobes Congregational Church, Bill was active in charitable causes, co-founding with Helen the Fisher School for children with dyslexia 12 years ago, and being instrumental in the development of the annual Casa Car Show of 800-900 cars in support of the Casas de los Ninos Crisis Center, Tucson.

Bill fought a 9-year battle with prostate cancer. A devoted family man, he leaves behind his beloved wife and business partner of 51 years, Helen; daughter, Nancy (Carlos Fleming); son, Howard (Karen); and five grandchildren. Celebration of Life service was held at Casas Adobes Congregational Church, 6801 N Oracle Road, Tucson, AZ 85704 on Friday, May 28 at 2:00 PM. In lieu of flowers, please consider a donation to the Scholarship Fund at the Casas Adobes Congregational Church or your favorite charity. Cards may be sent to the Fisher Family, 14686 North Lost Arrow Drive, Tucson, AZ 85737.

- Walter R Haessner

ADDITIONAL NEWS

PACKARD'S STAY OF EXECUTION

According to the *Detroit Free Press*, the historic Packard Motor Car Company plant in Detroit has been saved from the wrecking ball, for the time being.

Dominic Cristini, a real estate entrepreneur, has been inside the plant since last fall to prevent destruction of the property. Cristini's OPPMAC, Inc. took control of the property earlier this year "to preserve the property."

On June 10, Wayne County Circuit Judge Michael James Callahan ruled that destruction of the plant would stop while the city's lawsuit is pending. The city is claiming rights to the plant as part of a tax foreclosure from a previous owner. Cristini claims that the previous owner, Land & Norry of Rochester, N.Y., was not informed of the foreclosure proceedings. The lawsuit goes to trial early in 2000.

"This doesn't throw a monkey wrench in their plans, it throws the whole building into their plans," Cristini told the *Free Press*. According to the paper, Cristini was fired in November from his post as the property manager for the city.

The Packard plant is part of a 35-acre complex of connected buildings and was producing luxury cars for nearly half a century. Production at the plant ended in 1956. Since that time, the plant and complex have been used as a warehouse, home for small businesses, a dumping ground, a chop shop, location for all-night rave parties and paint-ball war games, according to the paper.

Cristini became the property manager for the complex last year after the previous manager suddenly died. After Cristini was fired, the city installed Central Maintenance Services to prepare for demolition of the plant. Cristini has been living in the plant's offices much of the time.

The city claims that the plant lies within a state renaissance zone, which gives tax breaks to businesses.

PAPERS FOR INVITED FOR AUTOMOTIVE HISTORY CONFERENCE

The Society of Automotive Historians and the National Association of Automobile Museums are seeking proposals for papers to be presented at their third biennial automotive history conference to be held in March 2000 in conjunction with the Petersen Automotive Museum. Entitled "Exploring Automotive Culture - Heritage, Society, Design" the conference will be a symposium exploring the impact and meaning of the automobile in America. Of interest to a wide range of people, from academic researchers to lay historians to museum professionals, it will be held March 8th, 9th, 10th and 11th 2000 at the Petersen Museum in Los Angeles, California USA.

Proposals are invited on topics pertaining to the integration of the automobile into society, the design and manufacture of automobiles, and they ways in which people relate to their automobiles. Potential topics of interest might be automobile manufacturing, the cultural impact of the automobile, the roadside economy, the growth of cities, or interpretive issues in presenting the history of automotive culture to the public. The key museum topic for this conference will concern fund raising.

The Society of Automotive Historians is a worldwide organization of people with a common interest in the history of the automobile and its industry. Founded in 1969, the Society's purposes are to encourage research, preservation, recording, compilation, and publication of historical facts concerning the development of the automobile and related items.

The National Association of Automobile Museums is an organization for the institutions and people dedicated to the automobile and its history. The Association's mission is to link auto museums, enabling them to foster education, share

exhibits, and exchange vital data about collections.

The Petersen Automotive Museum is dedicated to the interpretive study of the automobile and its influence on culture and people's lives. Its exhibits showcase the evolution of the automobile and its impact on Southern California.

Proposals should include the title of the submission, names and affiliations of presenters, chairs, participants etc., together with addresses, phone/fax numbers, e-mail addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a one-page abstract describing the content of the presentation. The deadline for proposals is August 31, 1999; notification of preliminary acceptance will be made by October 15, 1999.

Proposals should be submitted to:

Christopher G. Foster, Program chair
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA
Telephone +1 860 464-6466
Fax +1 860 464-2614
email <foster@netbox.com>

SUBMISSIONS FOR THE SAH JOURNAL NEEDED

While a great number of SAH members have submitted quality articles to the *Journal*, the stash of emergency articles is running low. If you have an article that would be of interest to the membership, please send, fax, or email them to the editor. Topics can vary wildly as long as they touch on automotive history.

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The Nash Styling Sketchbook - By Patrick R. Foster. A collection of vintage photos of Nash dream cars, concepts, styling studies, and prototypes. Includes chapters on Nash designers, prototypes for all postwar Nash cars, plus a chapter on Nash Cars of the Future, illustrated with authentic pictures from the studios of Nash Styling. Softbound, 85 pages, over 100 photos and illustrations.

Price: \$22.95 plus \$3.50 S&H, \$26.45 total. Autographed by the author if desired.

The Metropolitan Story - By Patrick R. Foster. This delightful book tells the story of AMC's wonderful little import. Hardbound, 203 pages, 250 B&W photos and a 16 page color section. *AutoWeek* called it, "the definitive book on the Metropolitan."

Price: \$21.45 plus \$3.50 S&H, \$24.95 total. Autographed by the author if desired.

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Price: \$17.45 plus \$3.50 S&H, \$20.95 total.

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May-June 1999

1	\$15.00	58	15.00	116	27.00	178	\$ 5.50	245	0.86
2	16.00	59	10.00	117	36.00	179	28.48	246	0.86
3	15.00	60	16.00	118	10.00	180	1.00	247	5.00
4	15.00	61	15.00	119	25.00	181	1.00	248	4.00
5	22.01	62	12.99	120	56.34	182	3.00	249	0.86
6	27.50	63	35.00	121	10.00	183	10.00	250	11.00
7	11.10	64	35.00	122	27.50	184	1.00	251	0.86
8	26.00	65	21.00	124	17.50	186	10.00	252	9.00
9	56.00	66	15.00	125	50.00	187	5.10	253	5.01
10	20.00	67	20.00	126	57.72	188	5.00	254	0.86
11	8.00	68	50.00	127	5.00	189	25.00	255	4.25
12	18.00	69	15.00	128	20.00	190	31.00	256	5.01
13	13.00	70	10.00	132	22.00	191	12.21	257	10.00
14	13.00	71	30.00	133	25.75	192	6.00	258	0.86
15	20.00	72	12.00	134	1.57	193	7.25	259	48.00
16	11.00	73	15.00	135	2.00	194	1.00	261	10.00
17	35.00	74	17.00	136	66.10	195	6.50	262	1.01
18	22.01	75	20.00	137	2.00	196	7.00	263	0.86
19	20.00	76	10.00	138	8.00	199	6.00	264	10.00
20	28.00	77	5.00	139	2.00	200	39.00	265	2.25
21	30.00	78	26.00	140	2.00	201	66.00	266	1.75
22	22.01	79	26.00	141	2.00	202	54.00	267	0.86
23	40.00	80	14.00	142	2.00	203	54.00	268	1.50
24	15.00	81	20.50	143	15.00	204	54.00	269	2.50
25	30.00	82	4.50	144	16.00	205	36.00	271	5.00
26	1.00	83	20.00	145	2.00	206	103.00	273	0.86
27	11.00	84	22.00	146	2.00	207	10.00	274	0.86
28	1.00	85	16.00	147	5.10	208	2.00	275	0.86
29	52.00	86	15.00	148	40.00	210	6.05	276	0.86
30	41.00	87	17.00	150	2.00	212	6.00	277	0.86
31	15.00	88	16.00	151	6.10	213	1.00	278	11.50
32	16.00	89	32.00	152	3.10	214	5.00	279	5.26
33	5.00	90	32.00	153	10.10	215	3.00	280	12.01
34	15.00	91	30.00	154	21.75	216	4.00	281	36.01
35	3.75	92	6.50	155	10.00	217	4.00	282	5.00
36	3.75	93	25.00	156	1.50	218	3.00	283	0.86
37	14.01	94	30.00	157	1.50	219	3.00	284	0.86
38	20.01	95	30.00	158	26.16	220	12.00	285	5.00
39	25.00	96	30.00	159	32.25	221	25.00	286	3.75
40	20.00	97	26.00	160	3.00	222	0.86	287	0.86
41	15.00	98	45.06	161	16.00	223	35.00	288	2.00
42	4.10	99	25.06	162	10.00	224	10.00	289	18.01
43	26.50	100	21.50	163	15.00	225	15.00	290	8.00
44	16.10	101	26.00	164	17.50	226	1.01	291	5.00
45	15.00	102	26.00	165	275.00	227	5.01	292	0.86
46	21.51	103	26.00	166	48.00	229	5.00	293	0.86
47	1.00	104	20.00	167	260.00	230	1.01	295	6.00
48	20.00	105	12.00	168	175.00	231	1.01	298	0.51
49	15.25	106	100.00	169	95.00	233	5.00	299	0.51
50	6.10	107	20.00	170	135.00	235	0.86	300	0.51
51	20.00	108	25.00	171	45.00	237	1.01	301	1.01
52	11.00	109	112.00	172	45.00	238	25.60	302	0.51
53	8.00	110	7.00	173	35.00	239	56.00	304	0.86
54	15.00	111	11.00	174	35.00	240	2.02	306	26.01
55	4.25	112	3.00	175	40.00	241	3.25	307	18.00
56	27.00	114	37.50	176	15.05	242	66.00	308	18.00
57	\$30.00	115	\$ 20.00	177	3.00	243	12.01	309	12.00
						244	5.00	310	16.01

311	19.01	375	5.26	437	9.01	503	2.02	560	5.00
312	5.26	376	5.26	438	11.01	508	1.50	562	5.00
313	7.01	377	5.26	439	19.01	509	6.00	563	6.00
315	7.01	378	1.50	440	19.01	510	1.01	564	20.00
316	5.26	379	15.00	441	11.01	512	3.00	565	20.50
317	5.26	380	3.00	442	10.00	513	5.26	566	6.00
318	5.26	381	1.50	443	1.00	514	7.00	568	5.00
320	7.01	382	5.26	444	4.00	515	25.00	569	6.00
321	5.26	383	7.01	445	2.00	516	15.00	570	6.00
322	37.50	384	11.00	446	1.01	518	32.00	571	2.10
323	2.00	385	17.01	447	5.26	519	11.01	574	11.00
324	3.00	386	30.00	448	1.01	520	4.00	575	25.00
325	8.00	387	7.01	449	3.00	521	51.00	577	100.00
326	4.00	388	7.01	452	5.26	522	51.00	579	2.00
327	6.00	389	17.01	454	20.00	523	1.00	580	5.00
328	30.00	390	7.01	455	9.01	524	1.00	581	5.00
329	1.01	391	5.26	456	11.50	526	5.00	582	10.00
330	5.26	392	7.01	457	41.01	527	5.00	583	10.00
331	7.01	393	1.50	458	36.01	528	40.00	584	2.00
332	20.00	395	2.00	459	5.00	530	26.01	585	4.10
334	10.00	396	3.00	460	2.00	533	16.01	586	8.59
337	5.26	397	3.00	461	5.26	534	5.00	588	12.50
338	5.26	398	3.00	462	15.00	536	6.00	589	9.01
339	46.01	399	3.00	463	10.00	537	9.01	591	10.00
340	3.30	400	11.00	464	10.00	538	35.00	592	10.00
341	5.26	401	1.01	465	2.50	539	5.26	593	5.00
342	7.00	402	5.26	466	5.26	540	2.00	595	15.00
343	10.00	403	1.01	467	45.00	541	1.10	596	15.00
344	10.00	404	0.86	468	35.00	542	2.00	597	12.00
345	19.01	405	0.86	469	9.01	543	2.00	598	16.00
346	5.00	406	0.86	470	5.26	544	11.00	599	10.00
347	1.01	408	10.00	471	46.01	545	11.00	600	8.00
348	1.01	409	2.00	472	5.00	546	5.50	601	50.00
349	1.01	410	10.00	473	10.00	547	21.00	602	20.00
350	1.01	411	2.00	474	10.00	548	20.00	603	1.50
351	0.51	412	16.01	475	5.26	549	8.00	604	5.50
353	1.01	413	16.01	476	5.26	550	5.00	605	100.50
354	1.01	415	0.86	477	10.00	551	5.00	606	10.00
355	51.01	416	5.26	479	5.26	554	6.00	607	21.00
356	46.01	417	21.01	480	5.26	555	26.00	608	20.00
357	35.00	418	11.00	481	5.26	556	10.00	610	1.00
358	11.25	419	5.26	482	6.00	557	26.00	611	12.00
359	21.00	420	5.26	484	5.26	558	26.00	612	6.00
360	5.26	421	9.01	485	5.26	559	5.00		
361	5.26	423	76.01	486	2.02				
362	25.70	424	5.26	488	2.02	No bids were received for the following lots:			
363	15.00	425	5.26	489	2.02				
364	11.00	426	15.00	490	2.02	123, 129, 130, 131, 149, 185, 197, 198, 209, 211, 228,			
365	20.00	427	36.25	491	1.01	232, 234, 236, 260, 270, 272, 294, 296, 297, 303, 305,			
366	7.01	428	26.50	492	2.02	314, 319, 333, 335, 336, 352, 394, 407, 414, 422, 450,			
367	20.00	429	40.00	493	7.01	451, 478, 483, 487, 499, 501, 502, 504, 505, 506, 507,			
368	20.00	430	9.25	494	2.02	511, 517, 525, 529, 531, 532, 535, 552, 553, 561, 572,			
369	7.01	431	20.00	495	2.02	573, 576, 578, 587, 590, 594, 609			
370	7.01	432	7.01	496	2.02				
371	7.01	433	10.00	497	5.00	Special thanks to JIM SCHILD for his efforts in			
372	26.00	434	10.00	498	2.02	running the auction for the past few years.			
373	30.00	435	10.00	500	1.01				
374	7.01	436	15.00						

DAVIS: A LEAD, FOR THOSE WHO MAY BE INTERESTED

by Darwin Lumley

One of the last nights of March, I was fortunate to be involved in a small gathering to discuss, explore, and share information regarding an obscure American vehicle. It was one of those meetings which fits the meaning of contingent. That is, it was a meeting liable to occur but not with any certainty that it would take place. Let me explain what I mean.

Most of us in SAH have been interested in the subject of automotive history for a very long time, in my case I can say with confidence that I am in my fifth decade of actual discovery of information, and a parallel attempt to find meaning and develop theories or concepts which provide perspectives. Beginning about 1946, I used the letterhead stationery from my maternal grandfather's business and sent away for automotive literature. In doing so, I obtained a sales brochure for the Davis car, the three-wheeled vehicle which is known to most of you. Over the past eighteen years or so, fellow SAH member *Rick Lenz* found that he and I had an interest in the Davis newsletter. Rick has traveled off to Michigan, from Southern California, to visit with the apparent spark in the Davis 3-Wheel Club of America.

Here is where the definition of contingent may make some sense to you. The Michigan Davis Club man just mentioned was to be in Southern California. Would I like to meet him? The answer was yes, and a group were planning to be at a local restaurant to do some Davis discussing to which I was invited. So I went off to the restaurant and found Rick, and eventually six other people. Our Michigan man was present with four or five thick loose-leaf binders of Davis information. He had photos and a record of all but one of the alleged fifteen Davis vehicles believed to have been created. He had more information about the Davis that I thought was possible to exist. His excitement, energy, and sheer enthusiasm for his Davis interest was pleasing to discover. It was also a cause for wonder and a considerable amount of thinking about how complex we humans can be. But, I digress a little.

Also present, was a local Californian who had been tracking down Davis vehicles for our Michigan man. They had been in correspondence with each other and seem to have collaborated in the search for the entire range of Davis production. Also present was a man who, with his father and brother, had been a Davis dealer! Despite his story of a loss of money in the Davis venture, he was wearing a Davis t-shirt. You see how the definition of contingent is beginning to make sense? By being interested in the Davis story for such a long time, and having at least one other SAH member know of my interest, I was liable to find such a meeting as I have been describing.

But, the possibility involving the presence of the other two people at the Davis discussion probably defies calculatable odds. They were the son and grandson of another Davis dealer who had obtained the rights and productive dies to continue the Davis vehicle after the original company had ended business! (I won't go into the complications of the Davis saga,

suffice to say it has some resemblance to the stories of other post-WWII attempts to introduce new vehicles.) But, prior to the Davis end, we heard stories of a Davis being used as a daily driver. Trips to the mountain, to Boy Scout camp-outs, and other locations were regularly accomplished via a Davis three-wheeler.

These two men also provided a very little bit of a post-Davis story in which it evolved into the Delta car. An apparent legal settlement prohibited the use of the Davis name, and so Delta was born. Furthermore, there were stories and documents about connections with both Reliant and Rootes in England.

There is much more for interested SAH members to explore, from the people I had the privilege of meeting. If this is a topic of interest to you, I will put you in touch with the people whom I have mentioned. No doubt, there is more Davis lore and information to be found elsewhere as well.

So, here we return to the meaning of the Davis meeting which fits the meaning of contingent. That is, it was a meeting liable to occur but not with any certainty that it would take place. I am not certain I will ever repeat such an experience.

GREAT VINTAGE ITALIAN STUFF

by Griffith Borgeson

Griff wrote this article in 1995 for Kit Foster when he was the editor of the Journal. It never found its way to print in this publication, until now. Griff died two years ago June 29. He is greatly missed.

This is not an organized *combinazione*, but merely the concatenation of a series of more or less isolated events which were generated, for the most part independently, by a pair of very swinging senior citizens. One is Angelo Tito Anselmi, one of the veritable doyens among Italian writers of automotive history. The other is Carlo Felice Bianchi Anderloni, son of the founder of Carrozzeria Touring Superleggera and last director of that glorious firm, which closed its doors in 1966. Tito is the author of the definitives history of that house—a massive work which was published by Auocritica in Rome in 1982. Tito's main source of information was Carlo Felice, who was billed as co-author.

Tito's most recent book is titled, simply, *Alfa Romeo 6C2500*, and it was released by Editoriale Domus early in 1994. One of his most important sources here was engineer Giuseppe Busso, who had helped to create these cars, which were produced between 1939 and 1953. In common with the other books which Tito has conceived, this one is a fine literary and artistic achievement. It recently enjoyed the honor of being judged Book of the Year by the Italian Association of Automotive History.

While doing the research for that book, Tito tracked down most of the 6C2500 Alfas which survive in the world. This led

to the founding of an International Alfa Romeo 6C2500 Register. Its first reunion and formal consecration were organized by Tito and took place late last September [1994] in Milan and in the town of Berceto in the Appenines. The happening attracted 20 cars and their crews from France, Germany, Switzerland, the UK and USA, as well as from Italy. The vehicles were magnificent, strewing astonishment in their wake. During the three days in the mountain retreat, men who had lived the creation of the cars gave discourses. Busso was there to provide engineering insight. Bianchi Anderloni retraced the coachbuilding story, a culminating point of which was Touring's Villa d'Este model, which won its name by winning Italy's most prestigious concours d'élégance in 1949. There were pilgrimages to the Alfa Museum at Arese and to the fabulous headquarters of the Alfa Blue Team, also in the environs of Milan. The reunion apparently was the first of many to come, and last January [1995], volume 1, number 1 of the Register's newsletter went out to members around the world.

All of this ebullient if nostalgic activity must have had a very stimulating effect on Carlo Felice. He went to work on the founding of an International Touring Superleggera Register—something potentially far more vast and for which there exists a greater need, but in solitary isolation. So, at last February's [1995] big Auto Story expo in Genoa, this new register was formally constituted, with Carlo Felice at its head. A magnificent display of his old firm's handiwork enchanted the crowds while demonstrating why their own Register should exist.

Somewhere along the line, steeped in all of this, it occurred to Tito that it was high time that the glory days of the Villa d'Este concours—Italy's response to those at Paris, Deauville, Biarritz, and Monte Carlo during the Classic Era—should be revived, there on the shores of Lake Como. The setting more than rivals Bagatelle and has its own sort of grandeur, if one must speak of incomparable Pebble Beach. And so, for the last many months Tito has been working with the management of the monumental 16th century palace and park toward this ambitious end, and on an ongoing, annual basis. This year's [1995] event will take place on the 15th and 16th of April—Easter weekend. It will be open to coachbuilt cars made between 1924 and 1932, and it may attract many wonders of the world. They will be evaluated by a panel of international experts. The panel will be chaired by Carlo Felice Bianchi Anderloni. The authentic classic character of the event is assured.

Anselmi book, *Alfa Romeo 6C2500*. Italian text. Editoriale Domus, via Achille Grandi, 5/7, 20089 Rozzano (MI), Italy.

Registro Internazionale Alfa Romeo 6C2500. Suite 3210, 999 Third Avenue, Seattle, WA 98104, USA.

Registro Internazionale Touring Superleggera, via Milano, 130, 21042 Caronno Pertusella (VA), Italy.

Concorso d'Eleganza di Villa d'Este, Studio Anselmi, via Matteo Bandello, 18, 20123 Milan Italy.

Edizioni di Autocritica, via Giuseppe Tomassetti, 16, 00161 Rome, Italy.

HISTORY, AS IT HAPPENS

by Sam Fiorani

True automotive historians find the passing of significant plant just as worthy of an obituary as the passing of a significant model, make, or person. This is just such an obituary. While this particular plant has been known by a number of names, it died with a fitting moniker.

The Flint, Michigan plant known as Buick City built its first Buick in the fall of 1906, two years after the first Buick was built in Flint. The final Flint-built Buick rolled off the assembly line June 29, 1999, at Buick City.

Buick City was built in the fall of 1906 on the north side of Flint. It covered 14 acres and, at the time, was claimed to be the largest automobile plant in the world. Buick became the first ingredient in William C. Durant's General Motors on October 1, 1908, and the Flint plant with it.

In 1983, General Motors decided to invest \$300 million to convert the old Buick plant into "Buick City," a low-cost, high-quality plant. When the plant opens in 1985, Buick City produces 75 cars an hour (about what Buick was building in a day in 1908). By 1989, J.D. Power and Associates touted Buick LeSabres built at Buick City as the highest quality American cars, an honor won more than once by the LeSabre.

In 1985, the Flint plant now known as Buick City produced its 14,039,956 and final rear-wheel drive car. In 1997, General Motors decided to close the ancient plant that was now building Pontiac Bonneville's as well as Buick LeSabres, moving production to Orion Township and Hamtramck assembly facilities.



This 1999 Buick LeSabre is the final car to roll down the assembly line at Buick City.

While the final car to be built at Buick City was a Pontiac Bonneville, the last two cars to roll down its assembly lines were 1999 model year Buick LeSabres (the final car being "platinum beige metallic" according to one report).

The final car will be given to the Alfred P. Sloan Jr. museum on July 9, the 95th anniversary of the introduction of the first Buick. It is sad to see this grey lady fade into history after such a long career.

IT HAPPENED LONG AGO...

One hundred and twenty years ago...

May 8, 1879 - George Baldwin Selden applied for the patent for the gasoline powered road locomotive.

One hundred and ten years ago...

June 9, 1889 - A German patent was granted to Gottlieb Daimler and Wilhelm Maybach for their V-2 internal combustion engine.

One hundred years ago...

May 24, 1899 - Olds purchased a plot of land on Jefferson Avenue in Detroit for the purpose of manufacturing engines and motor carriages.

June 1899 - Akron (Ohio) Police Department introduced its first electric powered patrol wagon. The 5,500 pound, 6 horsepower wagon was designed by Frank Fowler Loomis and could attain a top speed of sixteen miles per hour.

Ninety years ago...

June 9, 1909 - Mrs. John R. Ramsey left New York City in her Maxwell with three women companions. Just 53 days later, she became the first woman to drive across the country when she arrived in San Francisco.

Seventy-five years ago...

June 4, 1924 - Ford Motor Company builds its ten millionth car.

Sixty-five years ago...

June 20, 1934 - Ford produces its one millionth V8 engine.

June 22, 1934 - The Porsche Design Office and the Reichsverband der Automobilindustrie agreed to design a "Volkswagen".

Sixty years ago...

May 1, 1939 - Ford Motor Company produced its six millionth V8 engine.

Fifty years ago...

May 13, 1949 - The 50,000th Volkswagen was built.

June 1, 1949 - Volkswagen introduced the "Export Model" and the Karmann-built convertible.

June 30, 1949 - The United States government dropped Regulation W that limited automotive financing to 24 months.

June 30, 1949 - Volkswagen formed Volkswagen-Finanzierungsgesellschaft mbH as its finance company.

Forty-five years ago...

May 1, 1954 - Nash-Kelvinator Corporation and the Hudson Motor Car Company merged to become the American Motors Corporation.

June 1, 1954 - The Studebaker Corporation and the Packard Motor Car Company merged to form the Studebaker-Packard Corporation.

June 24, 1954 - The New York State's \$962 million Thruway system opened its first section.

Thirty years ago...

May 1969 - Construction began on the sixth German Volkswagen plant in Salzgitter.

June 30, 1969 - The last Rambler rolled off the Kenosha, Wisconsin assembly line.

Twenty-five years ago...

June 25, 1974 - Bricklin's SV-1 makes its public debut at the Four Seasons Restaurant in New York City.

Ten years ago...

May 1, 1989 - The first Lexus LS400 rolls off the Tahara, Japan assembly line.

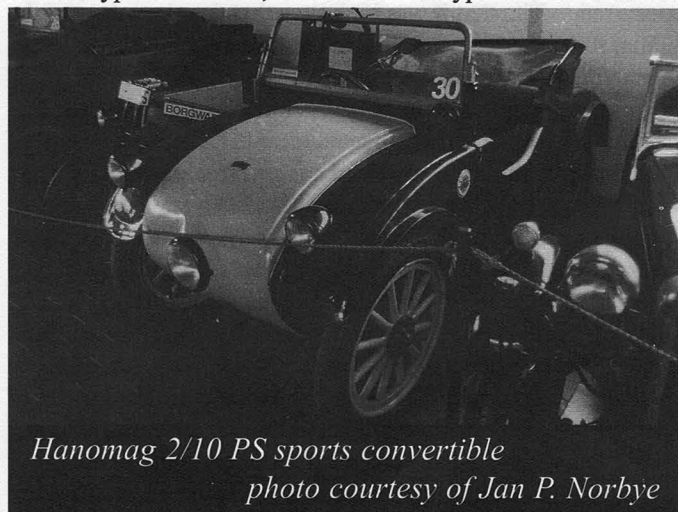


PULSSCHLAG EINES WERKS: 160 Years of Hanomag by Horst Dieter Görg. 224 pages with color illustrations. 22cm x 30cm. German text. ISBN 3-00-002585-5. Published by Mundschenk Druck und Verlagsgesellschaft (Harburger Straße 63, 29614 Soltau; Postfach 13 44, 29603 Soltau). Price: DM78.00 (EU39.88).

The picture on the front cover shows ten cars, roadster versions of the precocious mini, the 2/10PS, meaning 10 bhp and 2 tax hp, built from 1924 to 1930.

But is it a car book?? *160 Years* covers ground that preceded and survived Hanomag's car production by many years. It's really the story of a factory situated on the southern outskirts of Hanover, whose activity can be traced back to 1824 as a sugar refinery. It survived in the chalk and charcoal business until 1828 when the first steam engine was made.

By 1840, there were foundries and machine shops. The first Hanomag steam locomotive was made in 1846 and gas engine production was taken up in 1877. In 1880, Hanomag was testing an internal combustion engine in a small locomotive. Hanomag's wealth, however, was based on the steam locomotive with the Meyer-type engine since 1861, the Mallet-type since 1887, and the Garratt-type since 1909.



*Hanomag 2/10 PS sports convertible
photo courtesy of Jan P. Norbye*

Production of steam trucks designed by Peter Stoltz began in 1905 but ended in 1908. Gasoline-engine farm tractor production began in 1912 with an incredible front-wheel-drive three-wheeler (single wheel at the rear) and five plowshares. Hanomag's first "modern" four-wheeled tractors date from 1924 and were built in wheeled and crawler versions.

Finally the cars. The design for the 2/10PS came from two engineering students in Berlin, Carl Pollich and Fidelis Böhler. It had a single-cylinder engine mounted ahead of the rear axle and had independent front suspension. The bodies were wood with steel panels. In 1926, Hanomag installed a moving assembly line to meet the demand and cut costs.

The conventional light car, Hanomag 3/16 of 1928, was a riposte to the Dixi, made under Austin Seven license, and set the stage for a whole generation of Hanomag cars. In 1934, Hanomag's designs grew bigger, competing with Hansa and Wanderer. The up-market trend culminated in the six-cylinder Sturm of 1936-40. A diesel-engine Rekord was available from 1936 to 1940 as well. For 1939, Hanomag introduced its 1.3-liter model with a rounded (streamlined) unit-construction Ambi-Budd body, and rubber-block independent front suspension.

After 1945, Hanomag survived on farm-tractor production. New trucks came on the market in 1950, and a prototype car, the



1939 Hanomag 1.3 Liter

photo courtesy of Jan P. Norbye

Partner with front-wheel-drive and a two-stroke engine, was exhibited in 1951 but never went into production. The truck division merged with Henschel. But this joint-venture was taken over by Rheinstahl and ended up in the hands of Mercedes-Benz in 1958.

The farm tractor division was taken over by Massey-Ferguson and developed a sideline in earth-moving vehicles. After a disconsolate period as part of International Baumaschinen Holding, during which Hanomag's diesel-engine line was sold to Volvo, Hanomag was taken over by Komatsu in 1989.

- Jan P. Norbye

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THE FRANKLIN AUTOMOBILE COMPANY: The History of the Innovative Firm, Its Founders, the Vehicles, it Produced (1902-1934) and the People Who Built Them, by Sinclair Powell. 484 pages, 107 b&w illustrations. Hardbound with dust jacket. 6" x 9". ISBN 0-7680-0221-4. Published by SAE, Dept. 3421, 400 Commonwealth Drive, Warrendale, PA 15096-0001. Price: \$39.00 plus \$4.50 shipping and handling.

As far as I know, this is the first real book written on the history of the Franklin automobile and it might be said that it was well worthwhile waiting for it. Sinclair Powell is an unquestioned authority on Franklin and a Franklin owner. He has spent many years putting the story together and the result shows it! In a dozen chapters, the story of the car has been painstakingly chronicled and it would appear that no detail of any sort has been overlooked in the compilation. It is fascinating to examine the ups and downs of the Franklin in general activities, production, and prices which accurately mirror those times in which the various models were produced. Interesting, too, are the reasons that the Franklin designs were changed—notably from the “ram’s nose” hood which gave the car a Renault-ish appearance to the “horsecollar” false front design and from that to the gorgeous DeCausse series which debuted in 1925. No less interesting materials may be found in the various mechanical changes which made the car better, year by year, as well as keeping abreast of the times. Sad as well is the coverage of the final years with the Olympic series which used bodies by Reo and the ill-fated Twelve which, in the depth of the Depression, never had any chance at all.

Everything is going for “The Franklin Automobile Company” except for the illustrations which are far too few and in some cases inferior. This is the only drawback I can see as everything else relating to the book has come up like roses in ideal weather conditions.

Those whose predilections are targeted to automotive history will owe a debt of gratitude to Sinclair Powell for a magnificent accomplishment in bringing the Franklin story to what I’m sure will be an appreciative audience.

- Keith Marvin

THE NASH STYLING SKETCHBOOK, by Patrick R. Foster. 84 pages. More than 100 b&w illustrations. Softcover. 10 1/2" x 8 1/2". ISBN 0-9662019-0-6. Published by The Olde Milford Press, P.O. Box 5342, Milford, CT 06460. Price: \$24.95 plus \$3.50 shipping and handling.

Those whose collective predilections focus on design plus Nash and American Motors enthusiasts will find this book of special interest as it mirrors “Nash Cars that Never Were.” We have seen numerous books surrounding projected designs for cars which never arrived in the marketplace and although this is another of them, little has appeared on designers’ concepts for Nash. And like any of them—Nash or others—these designs are a mixed bag when it comes to aesthetic. Some are breathtaking in their beauty, some of them not far short of hideous while others suggest designs more in tune with the 22nd century.

The last concept photo is that of "The Nash that Almost Was" which was designed before the decision was made to discontinue the Nash badge of subsequent AMC models. As we know, the Nash name sort of quietly melded into the new line of Rambler cars, a predecessor of Nash badgewise used by the Thomas B. Jeffery Company from 1902 through 1913 and, in its second coming under Nash again in 1950 and then by AMC until 1971 when it was discontinued for good. Among the other intriguing designs which actually reached reality is the one-off '40 Nash sport convertible designed by Count Alexis de Sahknovsky (with de Sahknovsky at the wheel) and other experimental cars which made it from the drawing board to the prototype stage. The book offers coverage on Nash designs in the last twilight of that car's existence plus concepts for the Nash-Healey, Metropolitan, and Rambler.

It is an interesting book on concepts in a world to have been which—as we know in retrospect—never was.

- Keith Marvin

REGISTERED IN R.I., by Richard E. Dragon. 392 pages. More than 1500 black and white photos and sketches exclusive of an abundance of period photos of early cars in Rhode Island. 8 1/2" x 11". Soft cover. ISBN 0-9661362-0-9. Published by Eastern Seaboard Press, P.O. Box 2274, Providence, RI 02905. Price: \$39.95 plus postage and shipping.

For those automobilists who find the history of motor vehicle registrations and license plates even a peripheral interest, *Registered in RI* is a must! Rhode Island was the second state to issue its license plates and in these pages every conceivable angle pertaining to the subject has been

meticulously covered in a thoroughly professional approach. Richard Dragon has made a life study of his subject and this is by far the most ambitious undertaking of a single given state. The book contains 19 chapters plus 11 appendices. The contents are too numerous to explain in any detail but among the coverage, the following have been carefully examined and explained: Automobile and miscellaneous other types of vehicle classifications, fees, state-issued permits; test, error and other types of plates plus types proposed but never used, dies and the hobby of license plate collecting, to name a few, and this only scratches the surface. Of special interest may be found innumerable old photographs of the earlier automobiles in Rhode Island, these listing the makes (I found only one error) and their owners at the time of the photo. Another interesting section in the appendices lists the original assignees of Rhode Island's first 100 registrations in 1904 by name, street address, and city or village; color of the cars, their horsepower and body styles, starting with number 1, the plates issued to Rowland Robinson of Wakefield, RI, for his 6.5 horsepower black Cadillac runabout. This is a historic gem. Where else might one learn that, of the first 100 cars, 16 were steamers and 11 of them electrics? By the same token, the first 25 motorcycle registrations, 22 manufacturers/dealers registrations and the first 54 trucks recorded have been listed here. *Registered in RI* is truly thesis material and it could well be the catalyst for the shape of things to come on the subject of motor vehicle registrations. I have been active in this field since 1930 but I've never seen anything to match this, a masterpiece in the annals of automotive history.

- Keith Marvin

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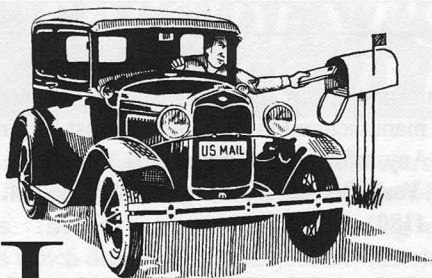


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LETTERS

THE OLIVER MYSTERY

My "Oliver's Twist" article in *SAH Journal* No. 178 asked about a so-called "Oliver" car, said to have been built by a Californian in the early part of this century. *Randy Mason* and *Glenn Miller* identified the upright coupe pictured as part of the former *Barney Pollard* collection in the 1960s. I thought it looked rather like a Regal Colonial Coupe, but some puzzlements remained.

We haven't heard any more about Mr. Oliver nor how his cars reached the Pollard collection—nor had confirmation that they were immolated in *Barney's* warehouse fire in the early seventies, as *Randy* and *Glenn* suspect. But I think I know what this Oliver really was.

While reading *The Graham Legacy*, *Michael Keller's* monumental new book on *Graham*, *Graham-Paige* and their *Paige* ancestors, I discovered what must be the very car. It's the vehicle identified on page 73 as the *Paige Model 36 "Montrose"* coupe of 1913-15. Although Mr. Oliver seems to have altered the contours of the body, the doors and windows, the shape of the radiator and fenders and the appearance of the wheels all seem to say "Paige 36". The flush-mounted cowl lamps really seem to clinch it. Other opinions? **Kit Foster**, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 <foster@netbox.com>

In the January-February 1999 issue of the *SAH Journal*, *Kit Foster* did an article on the Oliver automobile. Many years ago while doing some photographic work for *Barney Pollard*, I did catch a glimpse of the Oliver and, yes, it was located in the building that burned. As a matter of fact, *Barney* told me that he owned two Oliver automobiles, not one.

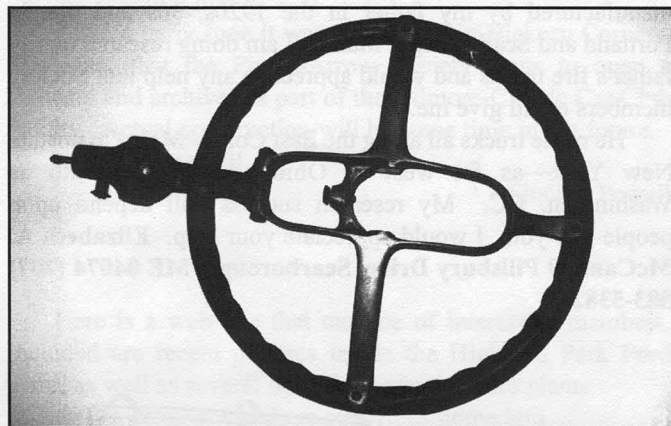
Shortly after the fire, *Barney* asked me to photograph the remains for insurance purposes which I did albeit with a heavy heart. I do not know how many are actually aware that this particular building housed mostly pre-1920 automobiles. Such a shame considering the rarity of some of these vehicles. In any event, the Oliver did indeed exist in *Barney Pollard's* collection. I only wish I would have taken a photograph when I had the opportunity. What became of the remains of this building I do not know except for one vehicle. A long time before the fire took place, I noticed a 1905 Franklin runabout that I wanted so bad but *Barney* would not budge on it. Every time I would see *Barney*, I would always ask about this car but always received the same answer, NO! After the fire and my subsequent photography of same I delivered the completed assignment to *Barney* at which time he asked me if I still had an interest in "that old Franklin." I made the attempt to locate

parts, etc., but to no avail. I eventually sold the car and what parts I did locate and I understand the car is back on the road today. The bottom line is, *Barney* got the better end of the deal. **Bill Bailey**, 820 Woodcrest Drive, Royal Oak, Michigan 48067.

STEERING SOME ASSISTANCE

I have an unusual steering wheel I can't identify and I wonder if anyone can help.

It has a hinged center section, enabling the wheel to swing out away from the hub. That's steel, the wheel spokes are cast aluminum, and the 16" rim is wood. I've heard these described as "fat man" wheels.



I first saw it on my cousin's speedboat in the early fifties and I have no idea what kind of car it came from. Any information, guesses, or leads are much appreciated. **Carl Goodwin**, 19902 Keith Road, Grosse Ile, Michigan 48138. Phone: (734)675-9565.

AUDIBERT & LAVIROTTE

I am currently undertaking a study of the cars built by my grandfather's company *Audibert & Lavirotte* from 1896 to 1902. Production started with 16-seat omnibuses and tricycles; the 1899 catalogue lists a rather large number of models, including a two-place *Voiturette*, two- or four-seat *Duc*, *Victoria*, *Vis à vis*, *Berline de voyage*, and single or double *Phaeton*. These different vehicle bodies were mounted on a standardized platform with a choice of two types of engine (one or two horizontal cylinders) and two transmission types (belt and pulleys or gears enclosed in an aluminum case). In 1900 they built a racing car called *La Torpille* (The Torpedo) powered by a vertical four-cylinder engine with the phenomenal power of 32 hp.

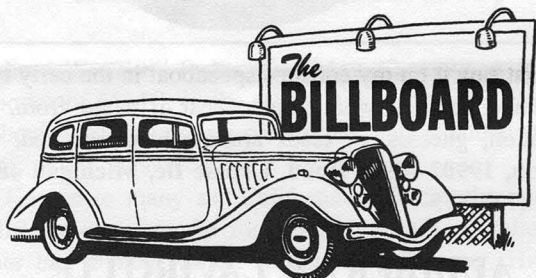
The 1900 car owners directory lists 70 *Audibert & Lavirotte* owners. Despite the fact that family archives were destroyed in a fire, information from different sources suggests that 150 to 200 vehicles were built. I know of three that have survived, one in the *Malartre Museum* in *Lyons*, one in *Holland* in private hands, and one in the *Museum* in *Le Mans*. One returned from *Algeria* to *France* at the end of the fifties; I would like to know what happened.

Any information which could help my knowledge of the make and company history would be very welcome, e.g. minutes of the General Assembly, information on revenues, balance sheets, number of cars built, etc. I am also trying to find any surviving vehicles. Do any Society members own or have they owned an Audibert & Lavirotte? I would also appreciate any help in contacting clubs which maintain lists of collectors and their cars. **J. Burel Audibert, 33, rue Jules Bersac, 31 620 Fronton, France, telephone/fax 33 (0) 5 61 82 01 02**

McCANN FIRE APPARATUS

I am looking for history, information, pictures—any information about the McCann fire trucks which were manufactured by my father in the 1920s, 30s and 40s in Portland and Scarborough, Maine. I am doing research on my father's fire trucks and would appreciate any help that Society members could give me.

He made trucks all along the East Coast - Maine to upstate New York—as far west as Ohio and as far south as Washington, DC. My research success will depend upon people like you. I would appreciate your help. **Elizabeth A. McCann, 9 Pillsbury Drive, Scarborough, ME 04074 (207) 883-5382.**



WANTED: I am researching the Alpine Rally or Coupe des Alpes which ran from 1926 until 1971. And should be grateful to hear from anyone who has any memories or recollections from any of these rallies. I am also interested to purchase or view any items relating to the event, in particular regulation, entry lists, results, or photographs, which may be of help drawing together a comprehensive history of this superb event. **Andrew Swann, 17 Hoggardens Avenue, Bromsgrove, Worcestershire B60 2NX, England.**

WANTED: Pedal car catalogs, photographs, postcards, calendars, posters, prints, and any related advertising. **John Rastall, P.O. Box 435, Fraser, MI 48026 phone/fax (810) 949-6282 24 hrs.**

WANTED: *The DeSoto-Plymouth* book by Crestline Publishing, reasonably priced, somewhat worn acceptable, send a postcard with price postpaid to: **Steven Kelley, 9940 Oakland Street, Dalton, NY 14836-213A.**

WANTED: Information on the Jarvis-Huntington automobile and truck manufactured in Huntington, West Virginia, circa 1912-15. Any information appreciated. **James H. Lackey, 457 New York Street, Huntington, WV 25704. Phone: (304)429-1180.**

WANTED: *SAH Journal* for the years of 1994, 1995, 1996, 1997, and 1998. Photo copies will be fine. Also need are *Cars and Parts* magazine for 4/76, 11/78, 4/79, 6/82, 2-3-4/83, and 2/85. All of the above are to complete my library. **George T. Balfe, 1487 Horseshoe Bend Drive #27, Camp Verde, AZ 86322.**

WANTED: Bookmobile information, literature, history, especially Gerstenslager of Ohio. **Deane Fehrman, 1490 Overhill Road, Golden, Colorado 80401. Phone: (303)233-7795.**

WANTED: Information on the Indonesian Timor (1996-1998), Korean Samsung (1998-present), and the American Dale (circa 1974). Any information is appreciated, factory text and pictures preferred. **Sam Fiorani, 307 Kingston Drive, Douglassville, Pennsylvania 19518. Phone: (610)385-6990. Email: SAHJournal@aol.com.**

WANTED: Information on the Peerless Motor Car Company. **Peerless Motor Car Club, 5001 Femrite Drive, Madison, Wisconsin 53716.**

WANTED: Any and all texts concerning the history of the automobile. All U.S. and foreign marques are of interest. No manuals please. I am an avid collector and automotive researcher and wish to expand my library. **David Barsky, P.O. Box 350288, Brooklyn, New York, 11235. Phone: (718)984-4666.**

WANTED: Information on the whereabouts of the Victory Memorial Museum's collection. The complete collection is rumored to have been sold to an American collector, but it is not known who. About 100 vehicles in addition to weapons were included. If you have any information, please contact, **Raymond Vaes, Gebr. Van Raemdoncklaa, 46, B-2650 Edegem, Belgium. Phone: (03) 457-20-55.**

WANTED: Any information or documentation about 1960 model Pontiacs from the General Motors Corporation. This includes design, engineering, production, sales, and maintenance of this automobile. Since original factory records have apparently been destroyed, anything remaining will help us reconstruct the historical picture. **Don Bendle, Sixty Owners Society, Box 100333, Nashville, Tennessee 37210. Phone: (615)373-4844.**

WANTED: Information on Gary Motor Trucks built in Gary, Indiana (1916-27?). Text, photos, ads, etc. **Gordon Conway, 10431 North 477 E, Demotte, Indiana 46310. Phone: (219)345-5492.**

EDITORIAL COMMENT

May-June 1999

JULY 1999

- July 16-17 - Eighth Annual Folsom Breakout, Car show and cruise, Folsom CA . Phone: (916)983-4466.
- July 16-18 - Canfield Swap Meet, Car Show & Car Corral, Canfield OH. Phone: (330)477-8506; www.autoevents.com or e-mail: info@autoevents.com.
- July 17-18 - Fourteenth Annual Eastern CT Antique & Custom Auto Show & Flea Market, Norwich CT. Phone: (860)376-4933 or (860)886-1647.
- July 17-18 - Ninth Annual Car Show & Swap Meet, Shelbyville, IL. Phone: (217)774-3746; www.shelbyville-il.net/cruisers or e-mail: dapta5@one-eleven.net.
- July 17-18 - Summer Conroe Swap Meet Conroe, TX. Phone: (254)714-2990.
- July 17-18 - Rutland Area Vehicle Enthusiasts Car Show, Flea Market & Car Corral Rutland, VT. Phone: (802)459-2274.
- July 18 - Pomona Car Show & Swap Meet, Pomona, CA. Phone: (714)538-7091.
- July 18 - Concours d'Elegance of Santa Rosa Santa Rosa CA. Phone: (707)527-7300.
- July 24-25 - Michigan Antique Festival Auto Show, Sales Lot & Swap, Midland, MI. Phone: (517)687-9001. www.miantiquefestival.com
- July 30-August 1 - Summer Carlisle, Carlisle PA. Phone: (717)243-7855.
- July 30-August 1 - Columbus, Texas Swap Meet, Columbus, TX. Phone: (713)649-3330 or (713)665-4968.
- July 30-August 1 - Eighteenth Granby International, Granby, QC. Phone: (450)777-1330. www.vag.qc.ca.

AUGUST 1999

- August 1 - Thirty-Third Belltown Antique Motor Car Show, East Hampton, CT. Phone: (860)346-2488
- August 1 - Old Antique Auto Display, Bloomington, IL. Phone: (309)452-9823.
- August 1 - Nineteenth Annual Melha Vintage Car Show & Swap Meet, West Springfield, MA. Phone: (413)789-0684 or e-mail: dphenry@cwix.com.
- August 1 - Antique Car & Truck Show, Cruise & Picnic Baltimore MD. Phone: (410)866-2904.
- August 1 - Car Show & Flea Market Austintown OH. Phone: (330)792-6807.
- August 8 - Concours d'Ordinaire Mentor OH
- August 22 - Auto Swap Meet and Car Corral Turlock CA. Phone: (209)357-2883.
- August 27 - Concorso Italiano Carmel CA. Phone: (425)646-5458; e-mail: ci@concorso.com or concorso.com

SEPTEMBER 1999

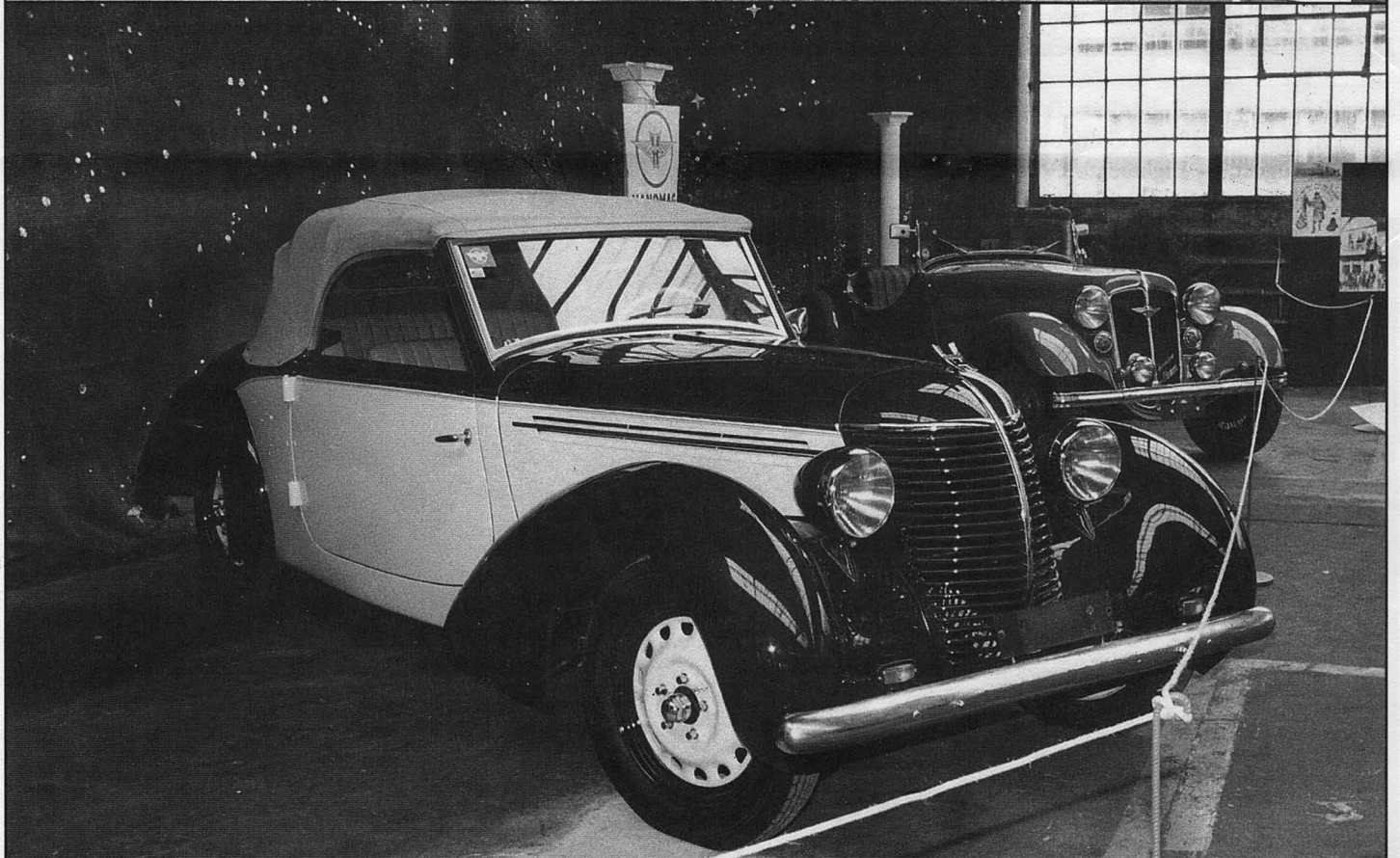
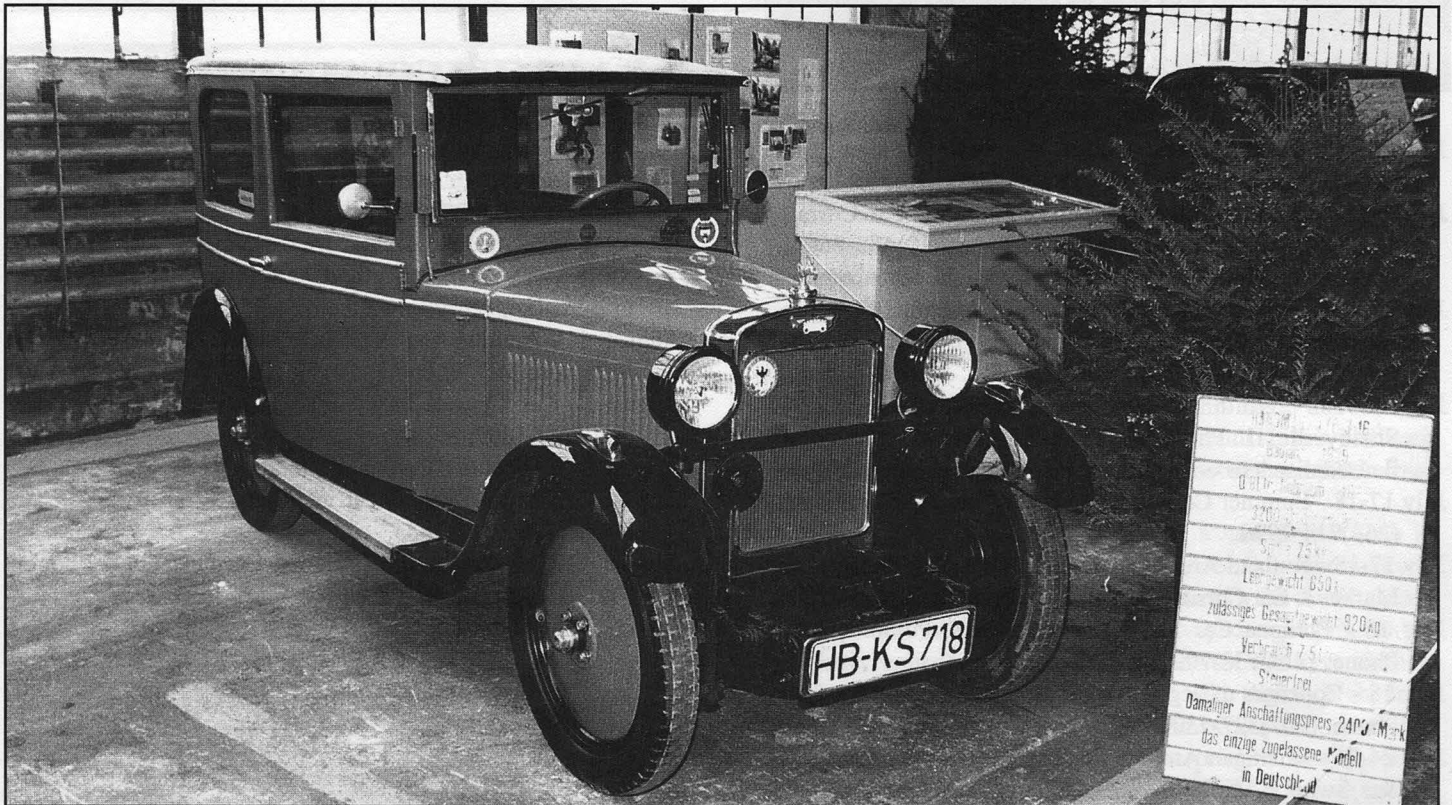
- September 10-12 - 1999 Carlisle Mid-West Events Bloomington IL. Phone: (717)243-7855.
- September 19 - Castle Hill Concours d'Elegance Ipswich MA. Phone: (978)356-4351.
- September 30-October 3 - Fall Carlisle Carlisle PA. Phone: (717)243-7855.

OCTOBER 1999

- October 6-9 - AACA Hershey Fall Meet Hershey PA. Phone: (717)534-9101.



As an interesting bit of trivia, this 1999 Pontiac Bonneville is the final car to be built at Buick City. The Buick LeSabre pictured on page 9 was one of two built in May that ceremoniously rolled off the line June 29.



Along with his review of "Pulsschlag Eines Werks," Jan Norbye included these pictures of the Hanomag. The top photo is of the 1929 Type 3/16 which was Hanomag's first attempt to make a "conventional" car. The bottom photo is of a 1938 Strum cabriolet by Gläser of Dresden; this example is completely restored except for the missing hubcaps.

- courtesy of Jan P. Norbye