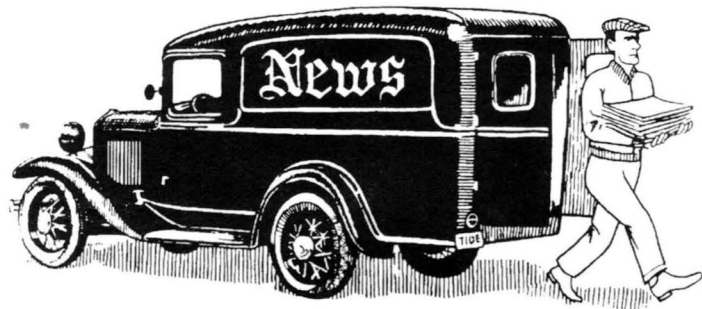


SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

September–October 2001

Issue 194



Dale K. Wells Elected New SAH President

Dale K. Wells of Kalamazoo, Michigan, has been elected president of the Society of Automotive Historians, succeeding *Leroy Cole*. Currently a Director of SAH, he is a founding life member and retiring president of The Stutz Club and was a contributing author to the Stutz Club's Cugnot Award-winning book *The Splendid Stutz* in 1997. Dale is a past president of the Classic Car Club of America Museum and research custodian of the Museum's library. A graduate of Michigan State University and a veteran of the U.S. Air Force, he is the retired treasurer and comptroller of a family machinery manufacturing business.

Incumbent officers, vice president *Joseph Freeman*, secretary *Michael Berger* and treasurer *Christopher "Kit" Foster*, were re-elected.

Elected to three-year terms as Directors were retiring president, *Leroy Cole*, and incumbents *Darwyn Lumley* and *Paul Lashbrook*. The Director vacancy created by Dale Wells' election as president will be filled by the board at the October 11th meeting. All officers and Directors-elect will assume their positions at the conclusion of the annual meeting at Hershey on October 12th.

Auto Index Now Online

If, like *Leroy Cole* ("The Cost of Curiosity," *Journal* 193), you save all your automotive periodicals, you've probably noticed another problem in addition to the space they occupy: the difficulty in finding things you'd like to look up. Even if a given title has a periodic index, you have to know where to start looking—unless you're that rare orderly person who maintains a personal, library-wide index. One resource has been David Plump's *The Auto Index*, published in print form for about twenty years. It was a massive undertaking, though, and has not been updated since 1993.

Now David has announced an online version of the index, and, best of all, it's free! Any internet user can access the index at <http://theautoindex.com> (note that it's not a "www" URL). At theautoindex.com you can search multiple titles for a wide range of years, make refined searches based on specific criteria and print selected references. Also, the index is constantly being updated, so you'll always access the latest data. If you're not currently online, this is just one more reason to consider becoming "wired."

—Kit Foster

Paper Proposals Due September 30th

Members are reminded that the deadline for submission of proposals for papers to be presented at the fourth biennial Automotive History Conference is fast approaching. The deadline is September 30th, 2001, with notification of preliminary acceptance to be made by October 31st. Proposals should include the title of the submission, names and affiliations of presenters, chairs, participants etc., together with addresses, phone/fax num-

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Find the Society of Automotive Historians

on the web at www.autohistory.org

It's Time

A time to gather stones and a time to cast stones away. A time to keep and a time to cast away" (Ecclesiastes 3:5-6). King Solomon wrote a book, now in the Old Testament, called Ecclesiastes. In it he gives his report on life as he has observed it. He notes that life has its times and seasons. "To every thing there is a season, and a time to every purpose under the heaven: A time to . . ." Pete Seeger set this to music and it made the Top 40 charts during the 1960s.

We could conclude from the words Solomon used that he had a large collection of automotive literature. Actually he had 1,000 wives and a whole kingdom. The Hebrew translation to "gather" means to collect, to enfold to heap up. The term translated "stones" means to build, and may also refer to the builder (i.e. mason). The term translated "keep" is to hedge about, protect, preserve, save. The term "cast away" refers not to indiscriminate throwing away but means the opposite of collect. My translation reads "There is a time to gather automotive history material, to enfold it, to protect and preserve it and at times to heap it up (post Hershey shopping). There will also be a time that we move it on to another to enfold, protect and preserve." We should not ignore the times of life, nor assume everyone understands our intentions. Our Society of Automotive Historians should and will have a leading role in directing the "aim" of those of us who are in the "casting" mode concerning their collections.

I believe this is one of the most important tasks we have in the next ten years. How tragic if a collection ends up in a landfill or a yard sale. Each collection reflects the personality and the labors of the collector and should be passed on. When and where are the important questions.

The "time" for the final President's Perspective in the *SAH Journal* is much easier to perceive. The editor said "we need your final President's Perspective," and I started to write. I look back over the last two years since I received the gavel from Sinclair Powell and I see memories both pleasing and fulfilling. You have honored me with this office and it in turn has confirmed my hope and respect for the Society. My brief acceptance speech two years ago stated that we were a society of gentlemen (gender neutral) and we conduct ourselves with respectful manners and dignity. My understanding of the Society then, as now, was that its purpose was its connectiveness. That has been confirmed to me and enhanced further through our web site, autohistory.org, and SAH-MotorMail.

I thank the many past presidents, who were an encouragement and a help to me, and the officers and board members who always conducted themselves in a businesslike manner. Our meetings in Los Angeles, Hershey and Cleveland were a delight. Now another president will fill this office on our behalf and I will join the "Past President's Club."

There is yet the Hershey board meeting and the annual banquet, which has become such an important date on my calendar, and of course the Hospitality Tent with its attraction of “who will drop by next?” There are awards to be given and the pleasure of seeing, after a year’s absence, YOU.

The application of my sermon? Positively: “It is more blessed to give than to receive!” Negatively: “You can’t take it with you!”

—Leroy D. Cole

SAH News *continued from page 1*

bers, e-mail addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a one-page abstract describing the content of the presentation. Proposals should be submitted to

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

The theme of the conference, to be jointly sponsored by the National Association of Automobile Museums on April 10th, 11th, 12th and 13th, 2002 at the Auburn Cord Duesenberg Museum in Auburn, Indiana, USA, is “Knowledge of the Automobile—Creation, Competition, Evolution.” Potential topics of interest might be automobile manufacturing, directed marketing, design evolution, motor sports or the future of the self-propelled vehicle.

Annual Meeting and Banquet October 12th

Our annual meeting and awards banquet will be held on the Friday evening of Hershey weekend, October 12th, at the Country Club of Hershey, 1000 East Derry Road, Hershey, Pennsylvania. Members and guests will gather for cocktails at 6:30 PM and dine at 7:15. The Society’s 2001 publication and service awards will be presented after dinner.

Menu for the evening will be the traditional three-entree All-American Six Buffet, which, due to favorable economic trends, is offered at the historic price of \$38.50 per person. Reservations with payment should be made by September 30th to

Kit Foster
SAH Banquet
1102 Long Cove Road
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To reach the Country Club from the flea market fields, take Hersheypark Drive east to the end. Turn right, cross over the railroad overpass, and turn left at the next stop sign. The Country Club is the next driveway on the right. Enter via the upper doorway, and walk straight in to the SAH registration table.

Help Out at the History Tent Rest and Visit at WAY 11-12

The History Tent will again offer respite, shelter and good company at White Field spaces WAY 11-12. Light refreshments will also be available. Volunteers are needed to staff the tent on Thursday, Friday and Saturday. Please contact hospitality chair *Paul Lashbrook* by email at <lashbrook@mindspring.com> or call him at (954) 587–5785 to sign up for a two-hour shift.

Celebrate with Bobbie’dine—Build a Library

In celebration of *Bobbie’dine Rodda’s* 80th birthday, I have been given permission by the Petersen Automotive Museum to stage a party in her honor. Like Bobbie’dine herself, it won’t be any ordinary party. She has her heart set on pushing the Petersen Automotive Museum into putting together an automotive research library.

Many observers thought the Petersen would inherit the spectacular archives from the bowels of the Los Angeles County Museum of Natural History. Most, if not all, of that research library was put together by pioneers in the Horseless Carriage Club, and, as such, it contains a wealth of material concerning pre-WWII vehicles.

A lot has happened in Los Angeles since World War II. There are now 14 major automotive design studios and a growing number of automobile companies in Southern California. Add to that our leadership in custom and performance cars and the possibilities become staggering.

In fact, the Petersen Automotive Museum has already received tons of material for a new library. I suspect that once the ball gets rolling, they will have no trouble attracting personal files, photographic archives, manuscripts, rare books and more magazines than you can imagine.

Bobbie’dine Rodda’s 80th Birthday Party, Monday, December 10, just might be the beginning of that world-class library. In lieu of gifts, Bobbie’dine has requested donations to the proposed Petersen Automotive Library (PAL).

Tickets for the events will be a minimum \$20 donation (checks made payable to the Petersen Automotive Museum). They should be mailed to

John C. Meyer III
24244 Hamlin Street, West Hills, CA 91307
(818) 703–7421 john@horseless.com

Distribution of tickets will commence in November. The Checkered Flag 200, Classic Car Club of Southern California and Southern California Chapter of the Society of Automotive Historians are getting behind this event, but everyone is invited.

—John C. Meyer III

One of GM’s Birthrights Faces the Wrecking Ball—and Flint Approves

General Motors Corp. is getting ready to knock down substantial portions of the manufacturing complex in Flint, Michigan, where it was born nearly a century ago.

The demolition of GM's Buick City complex in the heart of Flint will give the city an opportunity to attract new industrial development, says Franklin Preston, director of program services for GM's worldwide facilities unit. GM hasn't released any figures on how much the demolition will cost, but estimates range from \$10 million to \$30 million.

GM originally had announced back in 1997 that it intended to shut down the Buick City assembly plant permanently, and the plant closed for good back in the summer of 1999. The announcement of the shutdown had brought an emotional protest from the United Auto Workers in a city that has seen more than its share of labor strife, including a bitter strike by the two Flint-based UAW locals only three years ago.

The giant automaker still has nearly 18,000 employees in the Flint area. Company officials noted that in the past couple of years the company has invested more than \$1.2 billion in a new engine plant and in retooling the Flint truck plant. Employment, however, is about one-third of what it was two decades ago and the workforce is expected to continue to dwindle over the next decade.

Meanwhile, the union has been silent about GM's decision to go ahead with the demolition of the aging but historic complex that was begun in 1905 by David Buick, who was looking for a site to build a modern plant to keep up with demand for his newly popular motor car.

Woodrow Stanley, Flint's present mayor, however, said last week GM's decision to tear down more than five million square feet of old factory buildings was an inevitable part of the city's natural life cycle. "I know very well nothing stays the same. We can't stand still. We're looking forward to the development, which will bring new jobs and new opportunities for our citizens," Stanley said. "Redevelopment is a process that requires the cooperation and collaboration of all of the partners," he added.

Bob McCabe, the financial director at GM Service Parts Operation, said while GM no longer needs the site for its own operations, the company is committed to helping with the redevelopment effort.

GM has already successfully redeveloped several other plant sites, including the old GM Truck & Bus complex in Pontiac, Michigan, 45 miles south of Flint. The site of the old GM stamping plant in Willow Springs, Illinois, has been redeveloped as a UPS package-sorting center. Another old plant site in Los Angeles' San Fernando Valley has been turned into a shopping mall, while a factory site in Clark, New Jersey, was converted into a nine-hole golf course.

Todd Brian, of the Flint Genesee Economic Growth Alliance, which lines up new investment in the city, said his group has already lined up 23 different prospects that are actively looking for industrial property. One company, the UPF Group, has already built a new frame plant on a portion of the Buick City complex. The plant will supply frames for GM's new medium-duty truck plant, which is being built at the company's Flint Truck Plant.

"We see a tremendous demand in Genesee County for new industrial sites," said Brian, and he added that the city and

the state have eight different types of financial incentives available to help attract potential investors to the site.

The old GM complex covers a rectangle roughly 2.5 miles by three-quarters of a mile at its widest point. A portion of the site will continue to house a GM engine plant and other manufacturing operations.

The demolition project, one of the largest ever undertaken by any automaker, will encompass about 250 acres. Preston said that the contractors will work in stages. The first group of buildings to come down once housed the old Buick Division Engineering unit and, more recently, other GM engineers, all of whom have now been transferred to other GM technical centers.

The first phase of the Buick City demolition should be completed by mid-December, Preston added. At the same time, the demolition contractor, MCM Management, will prepare for the second phase of the demolition at the north end of the Buick City assembly plant. Phase II should be finished by October 2002 and the third phase, the demolition of Buick City's final assembly line and its paint shop, should be completed by the end of 2002.

The site also is being systematically cleaned of any environmental contamination. "We've done a very thorough evaluation," Preston said, "We don't see any significant environmental problems."

The demolition is expected to produce 380,000 tons of rubble but 93 percent will be recycled, which is both more efficient and less costly than the more spectacular forms of demolition, Preston added.

"We won't implode and no wrecking balls," he said.

—Joseph Szczesny

[This article first appeared in and is reprinted with the permission of TheCarConnection.com]

Royal Cars in Holland

Dutch member *Frans Vrijaldenhoven* has announced the publication of his book *Koninklijk Autorijden*, a richly-illustrated history of royal motoring. A 208-page volume, it culminates many years of work researching the royal motorcars. For information on ordering and shipping worldwide, contact Frans at Ursulaland 125, 2591 GW The Hague, Holland.



Frans and Sylvia Vrijaldenhoven present the first copy of *Koninklijk Autorijden* to Col. G.E. Wassenaar, head of the Dutch Royal Stable Department.

Obituaries

Smith Hempstone Oliver (1912-2001)

Enthusiasts under age 50 may find it difficult to believe that there was a time when the only automotive publications that existed were for the trade, when no auto history was being written and when there was no old-car hobby. Such was the situation in the United States in 1946 when Smith Hempstone Oliver became the assistant curator for land transportation at the Smithsonian Institution.

The son of a captain, a Navy brat, Hemp brought to the post knowledge, enthusiasm and experience. Early in his life, he photographed the Vanderbilt Cup Races of 1936 and 1937 on Long Island, the subject of his second photo archive book published in the late 1990s. In 1950 Hemp was the official photographer for Briggs Cunningham's attempt at Le Mans, as recorded in his first photo archive book, published in 1994 (praised by *David E. Davis* in *Automobile* in March 1995).

He held his Smithsonian post for ten years, writing the museum's first catalogue on its collection of automobiles and motorcycles.

Hemp was one of 16 founders of the Veteran Motor Car Club of America and a frequent contributor to *The Bulb Horn* for much of the rest of his life. Stutz was his favorite marque. The prestige of the Smithsonian lent weight to what he said and wrote. As was said of *Griff Borgeson* when he died, Hemp was one of those early figures who gave credibility and legitimacy to the recording of automotive history.

I was introduced to him in the early '70s by *Rick Schnitzler*. His stentorian "Come over, Taylor, there's someone I want you to meet!" was an invitation that could never be refused, for the "someone" invariably turned out to be Alec Ulmann, Buntly Scott-Moncrieff or some other legendary figure. Peter Helck was a dear friend. Hemp knew everyone.

His crotchets were endearing. Few I have ever known have spoken with such force, assurance and syllabic precision. He accompanied me to many local automotive flea markets, peddling hub caps and other automotive detritus gathered on his daily seven-mile walks. One of his wares was a book on German machine guns that, curiously, he had co-authored with Daniel D. Musgrave. When he remarried and moved to nearby Maryland, his idea of fuel economy was to turn off his Maverick's engine at the crest of a hill and coast as far as he could.

Ultimately, Hemp and Barbara moved to Tarpon Springs, Florida, with their Jack Russells, "Bearcat" and "Mercer," where he died in May at 88. Although never a member of SAH, his good friends in the Society included *Jerry Helck*, *Judd Holcombe*, *Elliott Kahn*, *Tom Stewart* and *Dick Merritt*.

—Taylor Vinson

Henry Walter Mathis (1916-2001)

There have been in the life of all of us, I would imagine, older people whom we discovered when we were young, local characters who encouraged our interest in automotive history, and to whom we owe much in knowledge, lore and memories. The Washington, D.C. area lost two such men this year. Hemp Oliver was one. Henry W. Mathis, the other.

The last time I talked with Hemp was in February, to tell him of Henry's death. He had introduced us and they were great friends.

Henry was a country boy from North Carolina who never lost his drawl. His Depression experience as a Western Union Delivery boy gave him an interest in bicycles which he parlayed into a bicycle shop on Capitol Hill, and later in Camp Springs, Maryland. He professed to have the world's largest collection of coaster brakes, which not even Hemp could persuade the Smithsonian to accept.

One evening Henry got out a large piece of cracked black leather or canvas and cut and handed me a piece. He and Hemp agreed that it had come from the original top of the Smithsonian's Duryea when it was being restored many years before; I felt as if I had been given a piece of the True Cross.

Henry was well known locally for his collection of Henry, Walter and Mathis vehicles. He also had a splendid collection of cars from his birth year, 1916. He was a literature collector of similar bent. A fixture at East Coast flea markets, his invariable greeting to any dealer was "Got any oddball literature?" *Bill Bailey*, among other SAH members, was a friend.

When old age came and he decided to get rid of his things, I spent many hours among the file cabinets in the basement of the bike shop, ascending to the master amid his spokes and frames with catalogues and folders on marques then unknown to me like Sheridan and Princeton; if he did not know the car, we looked it up in *Georgano*, always close at hand. And I learned much of local automotive lore during those afternoons as well. One afternoon I dropped by only to find the shop had closed. Henry had gone away to live, then die, with his son.

—Taylor Vinson

John T. Robinson (1930-2001)

SAH member *John T. Robinson* died in August of head injuries received in a fall two months earlier at his home in Treasure Island, Florida.

John was a collector of automobile literature and pedal cars, as well as being the owner of a 1931 Cadillac V-12 coupe and a 1912 Detroit Electric. A lawyer by profession, he had also been mayor of Gulfport, a suburb of St. Petersburg, in his 20s. He is survived by three sons, two daughters and three grandchildren.

Until his death, John had shared flea market spaces at Hershey with *Lee Miller* and me for nearly 25 years. Dinner at Lucy's Café was our yearly tradition. Hershey won't be the same for us.

The proverbial preacher's son, John was a free spirit whose conduct could be outrageous, to the merriment of all in his company. Here's one printable example. While in law school in Baltimore in the mid-'70s, John sold literature through *Hemmings* for a couple of years, calling himself Luther of Lutherville. When John got his degree and packed up his family to go home, "Mrs. Luther" announced that Luther had passed and the business was closing. John chortled over several sympathy notes that came to Mrs. Luther, including one from a reader who said he'd known Luther for years and always thought him a gentleman. "I meant Luther 'passed' his exams," John always protested.

Would that Luther's second death weren't so final.

—Taylor Vinson

Roy D. Chapin, Jr. (1915-2001)

Roy D. Chapin, Jr., former chairman and CEO of American Motors Corporation and an Honorary Member of SAH, died Sunday, August 5th, at his summer home on Nantucket. He was 85.

The son of Hudson Motor Car Company founder Roy Dikeman Chapin, he joined Hudson in 1938, soon after graduation from Yale. Employed as an engineer, he made his early career in sales and finance and was named to the Hudson Board of Directors in 1946. After Hudson's merger with Nash Motors created AMC, he served, through the years, as treasurer, vice president and executive vice president. He was president of American Motors International Corporation from 1961-65. He became chairman and CEO in January 1967 and headed the company for another ten years.

After chairman George Romney left AMC in 1962 for a political career, his successor Roy Abernethy sought to build on Romney's success with producing economical "compact" cars by expanding the firm to a full-line manufacturer. He was largely unsuccessful. Mr. Chapin, who then took the reins, looked for another niche that would suit American Motors and found it in Jeep Corporation, which the Kaiser interests were ready to sell. Whether or not he anticipated the growth of the sport utility vehicle market, his decision proved wise and is one of which he was justifiably proud, his former colleagues and most historians agree. Ownership of the Jeep line buoyed up the struggling American Motors, and was a principal factor in attracting corporate suitors from Chrysler in 1987.

He was elected an Honorary Member of SAH in July 1975, a "classmate" of the late *John Bond*, the late *Bill Harrah* and the late *Strother MacMinn*. He is survived by his second wife, Loise Chapin of Geyserville, California, Grosse Point Farms, Michigan, and Nantucket, three sons, a daughter, one stepson and three stepdaughters, two brothers, two sisters, six grandchildren and four great-grandchildren. *SAH Journal* extends the sympathy of the Society to his family.

—Kit Foster

Robert Braunschweig (1914-2001)

Robert Braunschweig of Bern, Switzerland, veteran journalist and longtime editor-in-chief of *Automobil Revue* and *Revue Automobile*, died June 21st. A mechanical engineer educated in Zurich, he joined *Automobil Revue* in 1943 as technical editor, rising to editor-in-chief. He served for over 20 years as president of the Geneva Motor Show Press Committee, and from 1981-88 was president of the Association of Swiss Automobile Importers. A retired colonel in the Swiss Army, he initiated the Sigma GP safety prototype project, built by Pininfarina in 1969. Retiring from full-time journalism in 1990, he later returned to periodic freelance work. He was also a long-time member of the Guild of Motoring Writers.

Robert joined SAH in 1993 at the urging of *Beverly Rae Kimes*, becoming an enthusiastic and supportive participant. He often lamented that he had not found the Society earlier. Kimes, whose friendship with Braunschweig dated from her early days at *Automobile Quarterly*, remembered him as "a wonderful automotive journalist; whatever he wrote you could take as gospel . . . I'll miss him."

Having shared Robert's friendship in the last few years, I'll miss him, too. I'm certain the Society joins me in extending condolences to his family.

—Kit Foster

Upcoming Events

October 4-7, 2001—Fall Carlisle

October 10-13, 2001—ACA Hershey Meet

October 12, 2001—SAH Annual Meeting of Members & Awards Banquet, Country Club of Hershey

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Fageol's Fadgl

by John Perala

The bus-building Fageol brothers, Frank and William, won considerable fame in their time as innovators in bus design. Their Safety Coach intercity bus of 1921 was a trendsetter that was quickly copied by other manufacturers. Again, in 1927, their Twin Coach bus led the way in modern urban transit coach design.

Historians credit the Fageols with building one of the first automobiles made in Iowa. Frank Fageol claimed his air-cooled two-cylinder car was the first gasoline-powered car to be made in Des Moines. Later, after moving to California, the Fageols created the Fadgl motorized elephant train for sightseers at the 1915 Panama-Pacific International Exposition in San Francisco. The following year they organized the Fageol Motors Company to build America's finest luxury car. World War I interrupted their plans and they turned to building trucks instead.

This, however, tells only a part of the story and omits the early contributions of another brother, Rollie. Rollie was the oldest of the five children of John and Mary Fageol. He was working as a machinist at the time the Iowa car was put together during the period 1899–1900. Despite Frank's claim, this car may have been Rollie's invention because he received a patent for an automobile in 1901. Most likely, Rollie, Frank and William worked on the car together since they all were still living with their parents. They then opened up an auto dealership and repair shop in Des Moines.

In 1904 Frank and William went to San Francisco. Frank became a salesman for Fred Jacobs, the local Rambler dealer. He soon caught the attention of Louis H. Bill, the West Coast factory representative for Rambler. Bill awarded Frank the Rambler dealership for Oakland in 1906, and the entire Fageol family moved to Oakland. It was a family business as Frank employed his father, his brothers and even his brother-in-law at his dealership on Telegraph Avenue.

Around 1912 Rollie Fageol began to think about a motorized elephant train for carrying passengers. By 1914 he had

worked out a design and he went to Frank for help in building a prototype. The experimental Auto Train was tested at an amusement park in Oakland during the summer of 1914. It comprised a small gasoline-powered automobile-type tractor and two passenger-carrying trailers.

Frank and Rollie believed that the Auto Train was ideally suited for use at the upcoming World's Fair in San Francisco. They approached the directors at the Exposition only to be told that Edward P. Brinegar, a San Francisco auto dealer, had already been given the sightseeing bus concession. The Fageols then went to see Brinegar, who liked the Auto Train concept. He and the Fageols agreed to form a company to build and operate Auto Trains for the Exposition.

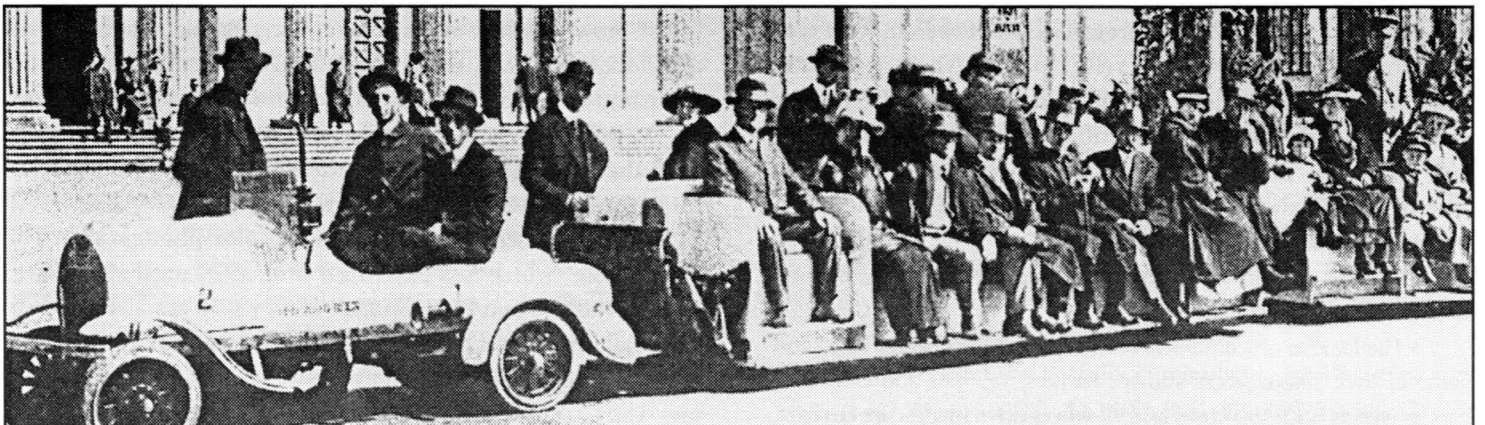
It has been said that Brinegar thought the Fageol name was unpronounceable and insisted on what he considered to be a more phonetic "Fadgl." Thus the Fadgl Auto Train Company, Incorporated came into being. Edward Brinegar was president, Rollie Fageol, vice president and chief engineer, and Frank Fageol, secretary, treasurer and general manager. The company's office was located in Brinegar's office on Market Street in San Francisco.

A fleet of 20 Auto Trains was built for the Exposition. Each train comprised an auto-tractor and two trailers, although sometimes a third trailer was used. The auto-tractor was powered by a 20-horsepower Model T Ford engine. It had a tread of 36 inches and rode on solid rubber tires. It carried only a driver.

Each trailer carried 20 passengers. They sat on outward-facing bench seats along both sides of the trailer. A narrow center aisle ran the length of each trailer for a conductor selling tickets for the ride. Some trailers were open and some had canopy tops. The low-slung trailers ran on four concealed wheels fitted with solid rubber tires. The trailers had an intersteering mechanism linked to the tractor, which allowed their wheels to turn when the tractor's front wheels turned. This was supposed to permit the trailers to follow in the exact path of the tractor. Each trailer also was equipped with a braking system that automatically applied the trailer's brakes whenever the tractor slowed or stopped.

The Fadgl Auto Train was very popular with visitors to the

continued on page 9



One of 20 Fadgl Auto Trains, *The Blue Book of the Panama-Pacific International Exposition*; Robert A. Reid, Publisher, San Francisco, 1915



Book Reviews

Cabrio-Klassiker aus neun Jahrzehnten, by Halwart Schrader. 2000, 247 pages, hundreds of illustrations in black/white and color with German text. Hardcover, 9x10½ in. ISBN 2-613-02029-7, published by Motorbuch-Verlag, D-70032, Stuttgart, Germany. Price in Germany is DM49.50.

Open sports cars and convertibles have always fascinated many prospective car buyers, even if very often in the end they have had to follow their sense of reason and choose a coach, sedan or even a wagon for their families. In this German book Halwart Schrader not only presents the history of the open car and the convertible, but also offers much inside information on their development and technical aspects. The well-known author, himself the owner of a British Lagonda tourer for many years, competently covers the wide field from the very beginning of motorization at the turn of the century to the latest models of the 1990s.

The book is divided into six sections. The Introduction, titled "Convertibles are Poetry," and the chapter "Driving Open Cars as a Philosophy" make it clear that the author is an ardent lover of this type of car.

The history of the open car and the convertible briefly covers their development over the years and contains interesting examples, among them the difficulties of integrating convertible body styles into the streamlined designs of the 1930s.

A comprehensive catalogue of the various body styles and a glossary of technical terms are useful. Everyday models, special coachbuilt examples and prototypes are covered, with typical representatives of the different types shown. One chapter deals with the many ideas, designs and patents for the various versions of open cars and convertibles. Numerous photographs and drawings illustrate the many aspects of each group. Alternatives to the convertible—folding and retractable roofs, hardtop and targa designs—follow.

Another section describes the proper use, handling, maintenance and repair of convertibles.

The famous coachbuilders of Europe and the USA are listed and some of their masterpieces shown. Rarities, veterans and collectors' cars as well as open-top buses and all-wheel-drive models are covered. The last chapter deals with the convertible boom of the 1990s.

Since neither the text nor the illustrations follow a strict chronological order but rather the themes of the chapters, the comprehensive index at the end of the book is most welcome. It not only contains the makes and models of cars but also lists persons and companies.

Except for the addition of the latest developments in convertibles this book is identical to the original version *Klassische Cabriolets aus acht Jahrzehnten*, published by BLV Verlag in 1986. As it contains many fine pictures of truly classic cars in factory or coachbuilt convertible versions it is well worth considering.

—Ferdinand Hediger

Aston Martin, by Rainer W. Schlegelmilch and Hartmut Lehbrink. 2000, 260 pages, hundreds of photographs mainly in color, text in English, German and French. Hardcover, 10½ x 12½ in. ISBN 3-8290-4832-7, published by Könnemann Verlagsgesellschaft mBH, Bonnerstrasse 126, D-50968 Köln, Germany. DM39.90 (approximately \$25) plus postage.

This new book is an eyecatcher in any shop window or den. On the cover, under the bold title, is the impressive nose of an Aston Martin DB5. Any connoisseur of fine automobiles would find it very difficult to withstand the temptation to grab this book, and he or she would find that the contents more than match the cover.

The forward was written by Roy Salvadori, one of the most successful drivers of Aston Martins in the 1950s. Together with Carroll Shelby he won the 24-hours race of Le Mans in 1959, the year Aston Martin won the world championship of the manufacturers.

The first chapters are devoted to the rather turbulent history of the marque from its founding in 1913 until the present time. There were several prominent features continuously linked to the name Aston Martin over the years: exclusivity, style, quality, performance, racing to improve the breed, high prices, yet, the company, unfortunately, was rarely profitable and suffered time and again from lack of funds. This led to various changes of ownership. Since 1987, when Ford acquired a majority of its stock, the marque has anchored in a safer port financially.

With accounts by or about some of the outstanding personalities connected with Aston Martin, such as Robert Bamford, Lionel Martin, Count Zborowski, Cesare Bertelli, John Wyer, David Brown, Wilbur Adam Gunn, Tony Brooks, Sterling Moss and Robert A. Dover, the reader is offered a vivid picture of the company's endeavors throughout the various periods of its history.

Then all the important pre-war models of Aston Martin, from the early "Lionel Martin series" such as the "Green Pea" through the "International," "Le Mans," "MK II," "Ulster" and "15/98" are presented in outstanding color photographs. The rare "Atom," which was developed from 1939 until after World War II, and the two-liter "Sports" of 1948-50 are also covered. Then all the various models under the ownership of David Brown, including a report on the restoration of a DB Mk III, follow. The beautiful cars with factory coachwork or by the Italian companies Touring and Zagato are shown in glorious pictures.

The cars are often photographed from unusual angles, with many photographs showing details, instrument panels, cockpit views, engines, etc. Special sections deal with the sports-racing machines DB35, DBR1 and DBR2 as well as the F1 racer DBR4. There is also a chapter on the three-liter Lagonda of the 1950s and the four-door Saloon AM V-8 Lagonda of 1976–90. All models offered after David Brown sold out in 1972, including the Le Mans contender AMR1 of 1988–89, up to the latest V-8 and DB7 with six-cylinder or V-12 engines with coupe or open coachwork, obtain the same superb photographic treatment. And on six pages the reader is taken for a short tour of the production premises.

At the end of the book there is a report on the activities of the Aston Martin Owners Club, which is said to have 4,700 members—which is as extraordinary as the marque itself considering that total production of the car from its beginnings through 2000 was only about 17,000 cars. Five pages of technical specifications, a glossary, bibliography and acknowledgements complete the work. There is no index, but since each model is chronologically presented this should not seriously trouble any reader.

—Ferdinand Hediger

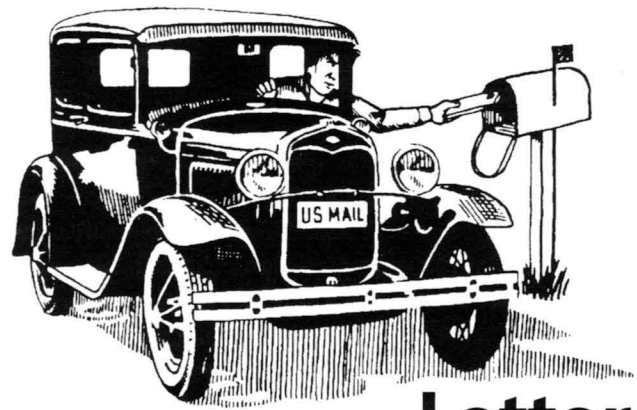
Fageol's Fadgl—continued from page 7

Exposition. The little white trains carried over 4.25 million passengers during the nine-month run of the fair. The Auto Trains were so popular, in fact, that Brinegar and the Fageols remained in business after the fair closed to sell the Auto Trains to amusement parks and resorts. Several Auto Trains were put into use at Lincoln Park in Chicago. Rollie Fageol had hoped to continue production and had ideas for new kinds of Fadgl trailers.

Frank Fageol, however, had other plans. In the spring of 1916 he sold his auto dealership. With his brother William and Louis Bill, Frank organized the Fageol Motors Company in Oakland. He then set out to design and build a \$12,000 luxury car, a car powered by a Hall-Scott aviation engine. Only two cars were completed before the Fageol Company switched to building trucks and farm tractors.

Meanwhile, Rollie Fageol announced that he would form a new company and set up his own factory to make Auto Trains and Fadgl trailers, but nothing seems to have come of it. In the summer of 1916 Rollie showed an all-new kiddie ride variation for the Auto Train called the Fadgl Trained Animals. This outfit was constructed at a machine shop in Oakland using merry-go-round animals mounted on the trailers. There were four little wooden donkeys on each trailer. The Auto-tractor was completely redesigned and had a more powerful 25-horsepower motor.

The Auto Train concept never caught on and the Fadgl Auto Train Company ceased operations in 1918. Rollie continued to work as an inventor, designing everything from toys to an eight-wheel four-axle bus. He eventually had over 100 patents issued in his name. Rollie Fageol's work is largely forgotten now, obscured in the shadows cast by his two famous brothers. 🐘



Letters

A Rickenbacker in Canada

This is in response to Sam's interest in and mention of the Rickenbacker automobile in his Editorial Comment in *Journal* 192.

It was somewhat of a coincidence that a few days before the *Journal* arrived an article on the Rickenbacker appeared in the *Toronto National Post*.

David Grainger is the author of the article. You may have heard of him; he operates the Guild of Automobile Restorers in Bradford, Ontario, about 40 miles north of Toronto. He restores many exotic and expensive cars and writes for the *Post and Old Autos*. Strange to say, I do not find his name on the 2000 September directory.

Because of the rarity of the Rickenbacker I am sure that the car David bought and writes about in his article came from an auction in Mitchel, Ontario, and belonged to the estate of the late Warren Hastings, of Stratford, Ontario, who owned one. Warren's premature death was a great loss to the Canadian Automotive Historians and his obituary appeared recently in *SAH Journal* [Issue 190].

I enjoyed "News Flash! A Canadian Invented the Automobile" [*Journal* 192]. Of course I had read about Henry Seth Taylor.

I enjoy the *SAH Journal*. Best wishes. **Tom Byrne, #1570, Toronto, Ontario, Canada**

How About a Multi-faceted Dues Structure?

I would certainly agree with *Kit Foster* that the Society of Automotive Historians needs to find ways to increase revenues to fund all of its fine services ("The Price of Progress," *Journal* 193). I would respectfully object, however, to the one-size-fits-all dues structure that has been approved. This could drive away less affluent members, perhaps to the point where total revenue doesn't meaningfully increase. I've seen this happen before with other groups, and the long-term results aren't pretty.

How can you simultaneously increase revenue AND expand your membership base? *Allan Meyer* offers one approach—a two-tiered membership structure whereby students pay a lower rate. I'd offer the friendly amendment that the lower rate (e.g., \$25) should apply to both students and people on low fixed incomes such as social security.

Leeroy Cole offers a revealing comment that suggests another way to increase revenues—raise more money from those who have the most to give. Leroy noted that “most” SAH members may have longer subscription lists than his—which totals roughly \$1,000! I don’t recall whether the SAH has tiered donation levels like typical PBS stations, but if not, it should.

At least some folks may be more inclined to give, say, \$250 than \$40 if they received additional perks. By the same token, many professional associations offer tiered dues structures that allow members to choose what services they wish to buy. For example, it is unlikely that I will be able to participate any time soon in any SAH events, and so would not, if given the choice, “subscribe” to that service.

You can also use a tiered membership dues structure to help reduce your costs. At least over time, your printing and postage costs might fall by offering a lower subscription price for those willing to read the Society’s publications entirely on the web. I’d certainly go for that option if the discount was meaningful. Indeed, any additional expansion of publication content might be more cost-effectively done on the web than in print.

I offer these suggestions for a practical reason: I’m a doctoral student living on a small fixed income. It really doesn’t matter how valuable SAH’s services are. I simply can’t fork out the \$40, and will thus need to let my membership lapse until I graduate.

Leroy’s offer to subsidize the memberships of social-security recipients is generous, but that doesn’t solve the overarching policy problem. Only a more multi-faceted dues structure will do that. **Steve Salmi, Olympia, Washington, USA**

Not So Fast, Henry Seth Taylor

I found *Len Haffenden’s* article, “A Canadian Invented the Automobile” [*Journal* 192] very interesting, but in extending the definition of “automobile” to include steam propulsion (and why not?), he has allowed in some earlier claimants than Henry Seth Taylor.

So far as I can discover, the first man to make a light four-passenger vehicle for road use was the English steam-bus pioneer Walter Hancock (1799–1852). Most of his vehicles were buses, and one should remember that they operated a regular service in London for several months in 1836, but in 1838 he built the light steamer, variously called a gig or a phaeton. He drove it mostly around his home village of Stratford, then in Essex, now part of East London, but occasionally he ventured up West, to Hyde Park, where he mingled with the fashionable carriage folk, parading round for three or four hours, making little noise and causing no alarm to the horses.

Unfortunately only a drawing survives of Hancock’s vehicle, but the next pioneer worked in the age of photography. He was Thomas Rickett, owner of the Castle Foundry at Buckingham, who built two three-wheeled steam carriages with seating for three passengers, (and a place for the stoker at the rear), one in 1858 and the other in 1860. He sold the first to the Marquess of

Stafford and the second to the Earl of Caithness, who made a 146-mile journey in Scotland, including some steep hills, in August 1860. Rickett then offered further carriages for sale, at a price of £180 each, though it is not known if any buyers came forward.

The United States had at least three makers of steamers before 1867, Richard Dudgeon of New York (1858 and 1866), Elijah Ware of Bayonne, New Jersey (1861 et seq.) and Sylvester Roper of Roxbury, Massachusetts, who made at least ten vehicles between 1860 and 1896. Details of Dudgeon, Ware and Roper’s cars can be found in *The Standard Catalog of American Cars* by Beverly Rae Kimes.

So Henry Seth Taylor was not the inventor of the automobile, but his car can claim to be the oldest surviving automobile, though even this is challenged by one of the Roper machines, which some say dates from 1865.

Of course, Benz and Daimler have found far greater fame, not only because their cars used internal combustion, which became the dominant motive power, but also because of the powerful publicity machine of Daimler-Benz, now DaimlerChrysler. **Nick Georgano, Great Britain**

Simplify and Add Lightness

Re *Graham Orme-Bannister’s* query about “Simplify and add lightness,” [*Journal* 193], I just ran across a piece from *Flight International* magazine, 10 February 1966, by Harold Bet-Devereux, which mentions “the famous Stout dictum of ‘Simplify and add more lightness.’” William B. Stout was definitely the original source for this amusingly ungrammatical but perfectly clear directive.

William B. Stout, inventor, “imagineer” (his term) and communicator was the originator of this excellent bit of design philosophy. He instigated the Stout Metal Airplane Company, which he sold to Ford, where he did the Ford AT series of tri-motor airliners. He also did a self-powered autorail with Waukesha diesel long before Bugatti did his with the Royale engines (I believe; I do not have the dates). His autobiography, *And Away I Went*, is worthwhile reading. Stout also designed the rear-engine “living room on wheels” Stout Scarab car in the 1930s. Amazing man, great accomplishments. There has never been an in-flight failure of a Ford-Stout airplane, for example.

The phrase “weight is the enemy, air resistance the obstacle” was the tagline for Carrozzeria Touring, founded by Felice Bianchi Anderloni in 1926, closed by his son Carlo Maria in 1966. They did the aerodynamic BMW 328s in the ’30s, the BMW that inspired the Jaguar XK-150, the Ferrari Barchettas, Alfa Flying Saucers, etc., etc. Great house, great slogan. **Robert Cumberland, Tremoille, France**

[Both Graham’s query and Robert’s response first appeared on SAH-MotorMail, our online member forum for automotive history. They have been reprinted in the *Journal* to give wider visibility to both the topic and MotorMail itself. To join MotorMail, members need only point their web browsers to <http://lists.autohistory.org/mailman/listinfo/sah-motormail>]

Mea Culpa

The report of the SAH Board Meeting in Macedonia, Ohio, [Journal 192] mentioned the *Beaulieu Encyclopaedia of the Automobile*. That served to remind me that I had intended to correct an error contained in the book. Being responsible for the clanger, for which I have no defense to offer except stupidity, the least I can do is to point it out so that serious students will not be misled.

My contribution of the entry concerning the Southern Cross car includes an incorrect wheel-base measurement. The correct figure is ten feet (120 inches) or 3048 millimeters. The editor of the book has been advised and expects to correct the error in any future reprint.

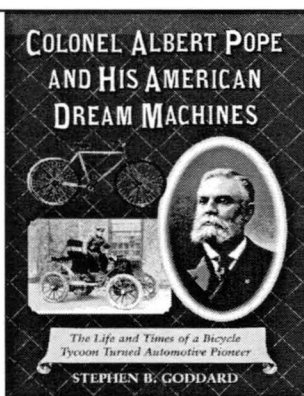
With abject apologies, **Max Gregory, Drouin, Victoria, Australia**

Correction

The email address for Rene Ville and the Amicale De Dion Bouton in the news article "Where's Skinner's de Dion?" [Journal 193] was incorrect. The correct email address is de.dion-bouton@wanadoo.fr

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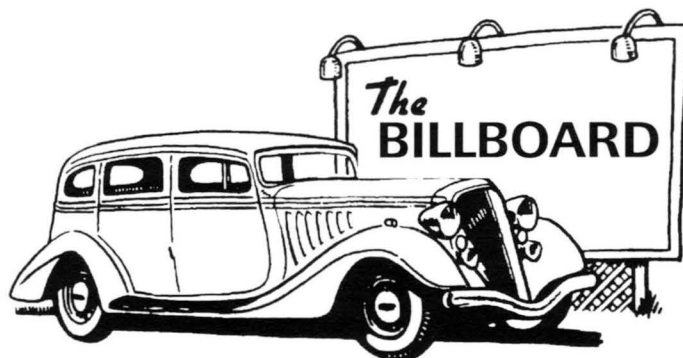
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Wanted Information and photographs of Marmon-Herrington all-wheel-drive Ford trucks for a book I am writing on Ford 4x4 vehicles. Also interested in materials on NAPCO-Fords, Coleman-Fords and any other manufacturer who converted Fords into 4x4 vehicles. **Paul G. McLaughlin, 2720 Tennessee NE, Albuquerque, NM 87110, (505) 296-2554 email: pmacautoart@qwest.net**

Wanted Have any members studied the history of auto radiators? I'm working on a book about the Stanley twins and the Stanley Steamer, and I find that the first condensers used by the Stanleys (in 1915) are described as "Mayo v-shaped, cellular type." By 1921, when a flat-front condenser had been adopted, the Stanley Motor Carriage Company said they were using "G&O" radiators. There is correspondence in the Stanley Museum files from the Rome-Turney Radiator Company of Rome, New York, whose clients included Pierce-Arrow, Garford, Locomobile and White, but apparently no business resulted from it. Anyone know where Mayo and G&O were located and who their other clients might have been? **Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 phone (860) 464-6466 email foster@netbox.com**

New England Auto List Does anybody have the 1915 edition? I'm trying to identify the registrants of New Hampshire numbers 0151 and 0523 from that year (they may well have been issued to the same person or business. The leading zero signifies a Commercial registration). **Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 phone (860) 464-6466 email foster@netbox.com**

Wanted People with first-hand knowledge and/or photographs on the history of automotive manufacturing in Indiana. The authors of *Cruise IN: A Guide to Indiana's Automotive Past and Present* seek information and materials from people who helped build the state's legacy in the automotive industry. Their research is for an upcoming book. More than 40 Indiana cities and towns have had automobiles either manufactured or assembled within their borders. Names like Auburn, Cord, Duesenberg and Studebaker have lent distinction to Indiana's automotive past and present. Anyone interested in participating in the project should contact **Dennis E. Horvath, 9220 N. College Avenue, Indianapolis, IN 46240, (317) 844-6869 e-mail IndianaCars@Cruise-IN.com**

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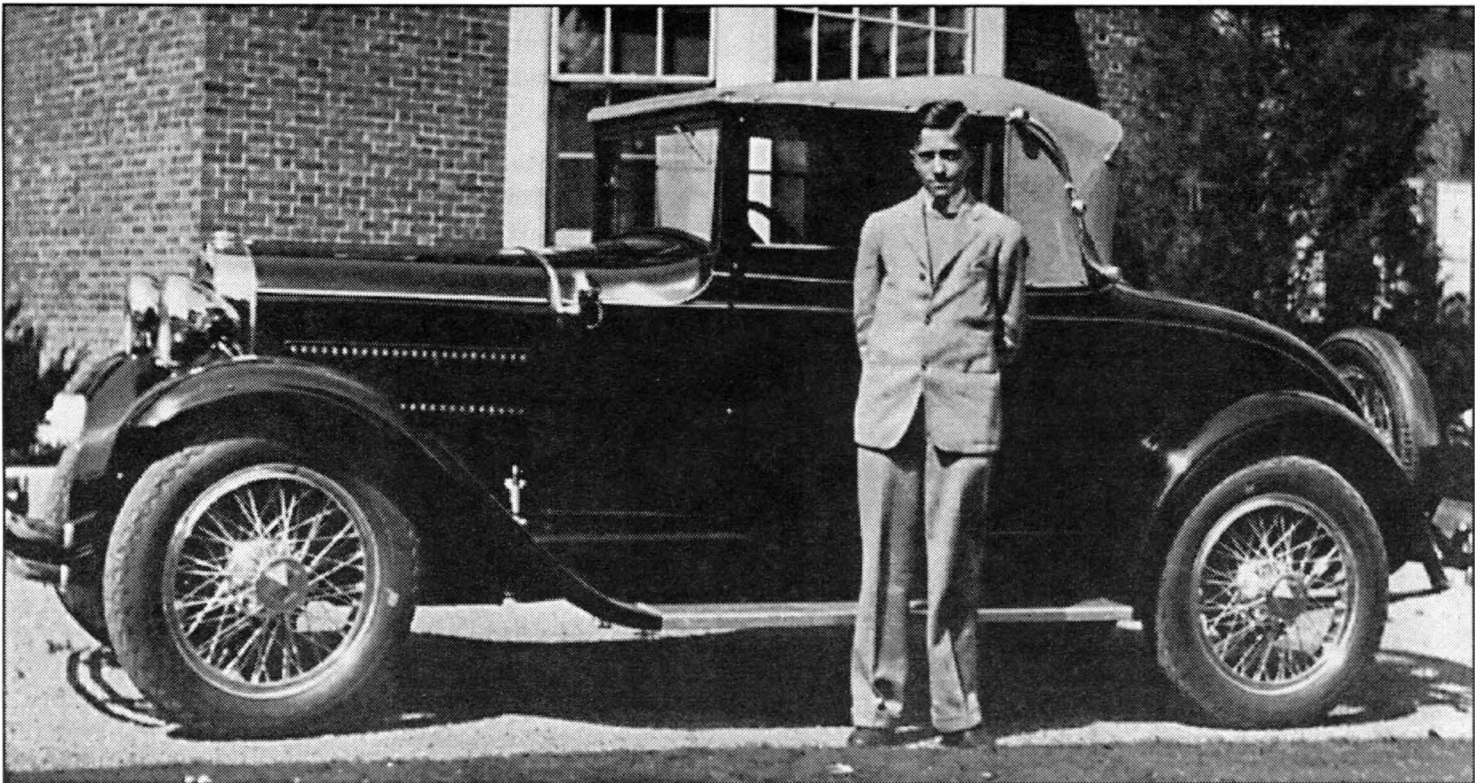
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ASPIRING AUTOMAKER: An adolescent Roy D. Chapin, Jr., stands with a 1929 Essex convertible coupé. Within a decade he would join the Hudson Motor Car Company, of which his father was a founder. Forty years later he was chairman and CEO of its successor, American Motors Company. His obituary appears on page 6. *Kit Foster Collection, courtesy of John Conde.*