

# SAH Journal

The Society of Automotive Historians, Inc.  
Issue 202  
January—February 2003



www.autohistory.org

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## The Duck Motorcycle

by John Perala

America's motorcycle industry was barely getting started as the new century began. In 1901 there were two dozen or so motorcycle manufacturers that had either begun production or were attempting to do so. The pioneer American manufacturer, Charles Metz, had been making Orient motorcycles only since 1898. Oscar Hedstrom put together the first experimental Indian motorcycle for George Hendee in 1901. The Harley-Davidson was still two years off in the future.

Out in the far west Abraham W. Duck also began experimenting with motorcycles in 1901. Abe Duck was the proprietor of Duck's Cyclery at 1234 Broadway in Oakland, California. He handled the Dayton and Olive lines of bicycles and also manufactured bicycle accessories, notably the patented Duck Brake and Duck Carrier. He started working on a motorcycle in late 1901 and tinkered with it through 1902 and early 1903 before he was satisfied with his little machine.

Around the time that Duck began work on the motorcycle, Mortimer H. Weed joined him as manager of the bicycle shop. In April 1903 they presented the Duck Motorcycle to the public. It was a typical early design; that is, it was a motorized bicycle. Prior to the introduction of the motorcycle, Duck and Weed had begun making the Duck Flyer bicycle as well.

The Duck motorcycle had a bicycle frame and a single-cylinder engine with belt drive. It weighed 106 pounds ready to go and was capable of speeds up to 40 miles per hour. It cost \$200 at Duck's shop in Oakland. Soon Duck was offering several engine sizes, ranging from one and three-quarter horsepower to four horsepower. The two and one-quarter-horsepower version was a two-cycle engine with a three and one-quarter- by three and one-quarter-inch bore and stroke.

Owners of Duck motorcycles were quick to enter them in local races. In fact, one of the first machines made was a racing motorcycle built to order for a local bicycle racer. Duck himself rode one of his motorcycles to a second-place finish behind a Rambler in a five-mile handicap race at San Jose on September 9, 1903. At San Francisco's Ingleside track a four-horsepower Duck placed second again to a Rambler in a five-mile handicap race on November 6, 1903 and came in third the next day in another five miler. On June 12, 1904 Ducks finished first and second in a three-mile handicap race at Ingleside.

The motorcycle business had been successful enough that in March 1905 Abraham Duck incorporated it as the Duck Cycle and Motor Company. He was president of the company and Mortimer Weed was its secretary and manager. The other stockholders were Duck's wife, his mother-in-law and an attorney. Prior to this time the manufacturer's name was given simply as A.W. Duck or A.W. Duck and Company. The factory and salesroom remained at Duck's bicycle shop, which had been doubled in size in anticipation of increased motorcycle production.

Duck motorcycles continued to be raced locally. On August 11, 1907 Frank E. Karslake rode a two and one-quarter-horsepower Duck to victory in the five- and ten-mile races at Concord. Most of his competition came from other Ducks. However, he barely eked out a victory over a Torpedo in the five-mile handicap race and was just ahead of an Indian at the finish of the ten-mile free-for-all event. At the Emeryville races

*continued on page 15*



**Thomas S. Jakups, Editor**

# Be Like Spike

history and would be of interest to the members. And never ever should an SAH member accomplish something that is not then heralded on these pages.

There was also a full mailbox this issue, which I personally like to see. It shows some members are reading the *Journal*, and letters tend to generate responses which add to the information provided by the initial letter writer.

I thank everyone who has contributed to the *Journal* in the past year and I invite more members to send in material in 2003. I would especially like to see more articles for Page 1.

And now a word for our advertisers. McFarland Publishing has been a loyal sponsor since issue 190 and I am very happy to include its latest catalog in this issue. I also thank Vintage Motorphoto for its continued support. This is the third issue (out of the past four) that a particular book has been advertised. The *Journal* is a natural forum for such ads and I am sure book publish-

ers will continue to take advantage of it. As you are reading this it is the end of January and, if you're like me, you have long given up on keeping any resolutions made on New Year's Day. In an attempt to be more successful this year I made only one resolution—to be like Spike.

In the twelve years that we've been together I have found a lot to like and appreciate in Spike. Among the things he has taught me are

- Be content with who you are.
- You don't have to speak loudly to be understood; often you don't have to speak at all.
- Patience and persistence get results.
- Fully enjoy the here and now.
- Take comfort in the routine, but always be alert for new adventures.
- Allow rain and other unpleasanties to roll off your back.

As Henry David Thoreau advised, "Live simply and wisely." I wonder what his dog's name was.

—Tom Jakups

**W**elcome to the first *Journal* of 2003. As you will see, it is one of the newsiest issues that we have had in a while—from Board Minutes to obituaries to committee reports to awards to new books out. All this news made it the easiest *Journal* for me to put together. As more and more items came in I cheerfully squeezed them in. News is the lifeblood of any newsletter and the *Journal* is no exception. Be sure to remember that when you come across a vehicle, person, event or published work that relates to automotive

# SAH Journal

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Issue 202 January–February 2003



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**Richard B. Brigham**  
88–117 Jan./Feb. 1983–Nov./Dec. 1988  
**Christopher G. Foster**  
118–157 Jan./Feb. 1989–July/Aug. 1995  
**Samuel V. Fiorani**  
158–194 Sept./Oct. 1995–Sept./Oct. 2001

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**Copy Deadline for Journal 203  
February 28th**



Dale K. Wells, President

**H**appy New Year, and welcome to the first *Journal* of 2003. I am starting to get used to the 21st century, writing dates as something other than 199x, with those zeroes between the first and last digits on the calendar.

In the Society of Automotive Historians we have been mindful that significant auto marques deserve recognition in the centennial year of their founding. Among the marques that achieved success in producing quality automobiles over 100 years ago, we have already recognized Pierce-Arrow, Peerless, Rambler-Nash, Cadillac and Franklin by issuing certificates of congratulation to their respective clubs.

There were so many hundreds of attempts to produce automobiles and we could not recognize all brands. Most scholars would agree, however, that the above marques were significant automobiles, widely accepted in the market and deserving of recognition by collectors and historians. Regretfully, only the Cadillac is with us in production today. The Great Depression wiped out many great marques because they did not have a “generous motors” corporate base to support them through those lean years, even though their products may have represented quality through and through. Others like the Rambler-Nash-Rambler-AMC lineage could probably be considered victims of globalization and technological change. Between the high-tech electronics and government regulations imposed by our complex world today, there is simply no way for low volume manufacturers to absorb the required R&D costs alone.

## The Brave New World of Automobiles

Even the marketing costs required to sustain a brand are such that we have seen Plymouth discontinued and have been advised that Oldsmobile will soon be gone. Many analysts have declared there are simply too many brands for all to survive in a global marketplace. Ironically, in the face of shrinking numbers of brands, we now hear there are still attempts to develop and produce super-luxury sports coupes and grand touring sedans in the quarter- to half-million-dollar price range. In the case of the proposed new half-million dollar Maybach, it will have the full resources of the highly successful world-car, Mercedes, to support its R&D. Those without a mega corporate sponsor will probably go the route of the Bricklin, the DeLorean and others. Yet hope springs eternal.

Where will it all end? It is really anybody's guess. Many predict the global mergers will result in more abandoned names. After all, down underneath those various nameplates, there really isn't much difference anymore between the house brands within each corporation. The basic need is to have something to offer in each price range. In the upper price range, the luxury cars can afford to add more electronics and goo-gahs to please and amuse their owners. But down at the bottom price range (if there still is one), the mass market still needs simple, utilitarian transportation, especially so in the rising Third World nations. In that market, a car is a car is a car—they just need wheels to get around.

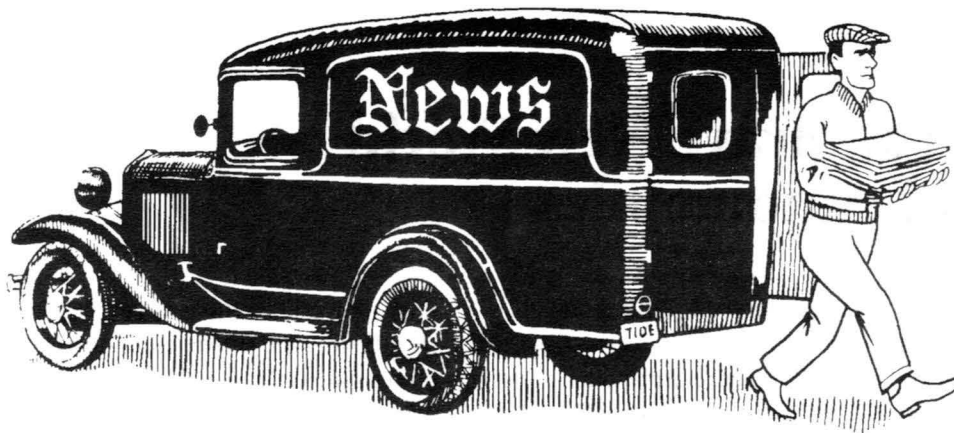
As we ponder the question, “where is automobile design going?” we wonder about the future of gasoline versus electric or energy cells. We see tremendous incentives to wean the world from oil as fears of scarcity escalate. Perhaps due to political situations, depleted resources or ecological concerns, the need for devel-

opment of other options appears undeniable. Besides the perfection of suitable power sources, the need for the development of a new infrastructure to distribute the electricity, fuel cells or whatever will be a major undertaking.

As much as we all love our automobiles and as much as all the rest of the world would like to have them, there is a distinct possibility that 100 or 200 years from now (if civilization survives, and I hope it will) the teeming masses of an overpopulated world may have to be content with mass transportation and buses to move around. When we look at our crowded highways, high-rise parking ramps and incidents of “road-rage” it raises the question, “How long can this go on?” Is there enough room in our cities and suburbs to absorb continued growth in the numbers of cars on the roads? What will we do when every road is eight lanes wide and there is a traffic light at every corner? We may then be clamoring for express buses and high speed rail.

In the “Brave New World” there will still be history to research and write about, whatever forms of personal automobile transportation exist. Scholars may look back with disbelief that motorists drove around in 4,000-pound SUV's, one individual per car, commuting 20, 30, 40 or more miles. We are truly living in the golden age of the motorcar, just a few generations removed from the great Classic cars of the 1920s and 1930s where it would appear the manufacturers THOUGHT they had all the problems solved and could build the ultimate automobile—one that would last a lifetime. But then came the quest for “streamlined” designs for greater comfort and speed, and the race was on and continues today for greater comfort and speed. What else is there?

—Dale Wells



## Highlights from the October 10, 2002 SAH Board Meeting

### State of the Society

**1. Membership** Total membership is 925, down slightly from October of 2001, hopefully a passing phenomenon attributable to this year's increase in the Society's dues. The international nature of SAH is shown by the fact that 186 of these members are from outside the United States. Members joining the organization for the first time during the past twelve months numbered 111. The 2002 edition of the membership directory is scheduled to be published in late December.

### 2. Board of Directors Elections

*Leroy Cole*, Chair of the Nominating Committee, reported that *Susan S. Davis*, *Arthur W. Jones* and *John A. Marino* had been elected to the Board for three-year terms ending in October of 2005.

**3. Finances** *Kit Foster* presented the 2002–03 SAH operating budget for consideration, together with a balance sheet for the past year and a cash flow analysis spreadsheet covering the past five years. Reversing the downward trend of the last few years, we will have increased our total assets by approximately \$8,000 at the end of the current fiscal year as compared to FY01. The improved financial position was attributed to the dues increase and validates the wisdom of that decision. However, unless projected revenues turn out to be higher than expected, the operating budget for 2002–03 could run a deficit of \$2,000. After discussing the causes and possible remedies for this situation, the Board

voted unanimously to approve the 2002–03 budget as presented.

### Ongoing Activities

**4. Awards** *Leroy Cole* reviewed the list of awards to be presented at the Annual Meeting and Awards Banquet and indicated the recipient(s) of each. *Taylor Vinson* noted that the Cugnot Award for a book published in a language other than English would go to a work published in Norwegian. *Bob Ebert* reported that there would be no Student Award this year. There was only one nominated paper and that was written by an undergraduate. The Board discussed various ways to increase the number of nominees for the Student Award. A motion by *Bob Ebert* to create separate awards for the best undergraduate and best graduate paper was approved, with the budgeted financial prize (\$1,000) being split between the two. The Board also decided to advance the deadline for nominated works for all awards from April 30 to April 15 and agreed that that deadline needed to be advertised early and often in the *Journal*. *Leroy* noted that the Society continued the practice this year of granting Centennial Award certificates to marques that were established 100 years ago and were still manufactured or had legacy elements that could be identified today.

**5. Periodicals** *Tom Jakups* announced that, as promised, the *Journal* was maintaining a bi-monthly schedule of publication. He is continuously working on enhancing that SAH publication and was pleased to report that the quality of the photographs appearing therein has been increased markedly in response to concerns expressed last April.

*Taylor Vinson* noted that Issue #39 of the *Automotive History Review* had just been published, marking the tenth one that he has edited. Issue #40 will be published in May or June of 2003 and will feature authors under 40 years of age, including the winner of the Student Paper Award for 2001.

**6. SAH Press** *Kit Foster* stated that the principal activity of the Press this past year had been the resale of two volumes (coachbuilding and A-Z) from the *Beaulieu Encyclopaedia of the Automobile* series. A total of 165 copies have been sold to date, netting \$1,146 for the Society. We only have a handful left. Copies of those works were purchased from the publisher, The Stationery Office (UK), at a discount and the savings then were passed on to the SAH membership. The Board felt that the Society ought to continue offering such a perk when similar opportunities arise in the future. It is viewed as a members' service, as opposed to a true publishing venture like SAH's production of *Mr. Javelin*.

**7. Website** A comprehensive written report was received from webmaster *Dave Duricy*, including the number of "hits" and the duration of the site visits. The website ([www.autohistory.org](http://www.autohistory.org)) is now included in the data banks of several major search engines, including Yahoo, and they are a source of identification and recognition for the Society. *Dave* is investigating the possibility of establishing a set of "members only" benefits on the website, but this innovation is being held up by security concerns.

**8. Silent Auction** *Leroy Cole* reported that there were 600 items on which to bid in this year's auction. The range and quality of the items continue to be impressive for this annual "swap" of materials among members, and there is every indication that it will once again be a significant source of revenue for the Society. The deadline for the receipt of bids was November 30.

**9. Automotive History Conferences** The 4th bi-annual conference held last April at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana, was a great educational, financial and social success.



The Board approved a motion that one-third of the unexpected profits from the conference be returned to the Museum as a contribution in lieu of payment for services provided. It was noted that while the quality of the SAH presentations was good, with one exception they were given by individuals who had participated at earlier conferences. A commitment was made to reach out for new presenters for the next conference.

Preliminary discussions regarding a 5th Automotive History Conference in 2004 have begun. It is expected that a member of the National Association of Automotive Museums will again serve as the site of the conference. It is hoped that there will be a firm proposal to consider by the time of the Board's spring meeting. The SAH is also considering being part of the 2005 World Automotive Forum, which probably will meet in Detroit and take advantage of the Automobile National Heritage Area of Michigan.

**10. European Meeting** *Taylor Vinson* reported that plans are moving ahead for the 8th annual European dinner/meeting, to be held February 6, 2003 at the Automobile Club de France (ACF) in Paris. As decided at last spring's Board meeting, Taylor will present *Laurent Friry* with a book as a gift from the SAH in appreciation for his assistance over the years as local arrangements chair for the European meeting. Laurent has been informed of the Society's intention and he has indicated that he would appreciate receiving a copy of *The Splendid Stutz*. A side trip to the Citroën museum is also planned.

**11. Spring Board Meeting**  
The Officers and Board of Directors of the SAH will hold their spring meeting in Boston in April 2003. The Museum of Transportation will be the host site.

**12. Chapter Relations** *Leroy Cole* reported that the United Kingdom Chapter has its highest membership ever and that it has drafted a constitution and by-laws. The Leland Chapter is doing well. The Pioneer Chapter has experienced renewed interest, as has the Indiana group. There has been no movement on the creation of a chapter devoted to automotive

history, although *Joe Freeman* continues to be interested in doing so.

### **New Initiatives and Proposals**

**13.** As part of the discussion regarding this year's book awards, *Joe Freeman* suggested that the Society consider designing a template that could be affixed by the publisher to the outside cover of award-winning books. It was noted that such a practice had been followed at least once in the past and that its resumption would benefit both the author and SAH. This idea will be more fully considered at the April Board meeting in Boston, at which time *Kit Foster* will present a formal proposal.

**14.** Several ideas for new awards, first broached last year, were discussed in more detail. One, an endowed award named in honor of the late *Richard Scharchburg*, would recognize archivists who make significant contributions to automotive history. *Leroy Cole* was asked to draft criteria for such an award, to be considered at the spring Board meeting. Another award, honoring an academic for advancing the study of automotive history, was suggested by *Joe Freeman*.

**15.** The Second Chance Garage is going to expand its operations into another medium by creating an on-line web presence. The Garage is interested in posting articles written by SAH members.

**16.** The Board discussed the issue of preserving automobilia of a short-lived nature. One aspect of this issue is the desirability of reporting and maintaining files on the recognition and exposure that SAH gets in the media. *Kit Foster's* participation in the National Public Radio discussion of the 100th anniversary of the American Automobile Association (AAA) and the *Chicago Tribune* article concerning SAH were cited as examples that need to be preserved. In a different vein, *Gregg Merksamer* noted the need to preserve press kit publicity materials that no longer appear in print. Electronic media formats, like compact disks, make it more difficult to access the content today and they could be unreadable in the future, as has happened to many files written in what is now "archaic" computer software.

**17.** Finally, *Sue Davis* suggested that rather than accepting an annual operating budget deficit, the Society might consider conducting an annual fund drive or introducing a planned giving program to supplement revenue generated by dues and auxiliary enterprises. It was decided to return to such potential fundraising initiatives in the spring.

*Submitted by  
Michael Berger, SAH Secretary*

### **Final Information on SAH in Paris**

As announced in the last *Journal*, the 8th annual meeting of SAH members and guests in Paris is planned for the evening of Thursday, February 6, 2003, at the Automobile Club de France. The Club, 6 Place de la Concorde, is easily reached from the Concorde Metro stop. We'll meet for drinks at 6:30 P.M., with dinner following at 7:15. Jacket and tie for men.

The price of the dinner is slightly higher than reported earlier due to adjustments by the Club, and is 80 euros or 85 US dollars per person. Our three-course dinner will begin with a fresh swordfish salad with a tapenade of olives, continue with duck garnished with citrus fruits and honey and conclude with a soufflé Grand Marnier. Members from countries other than the United States should make reservations with, and arrange payment to, *Laurent Friry*. His e-mail address is [Laurent.friry@esf.ericsson.se](mailto:Laurent.friry@esf.ericsson.se) and his home address is 22 rue d'Antony, F-91370 Verrières le Buisson. You may pay Laurent "at the door" if you prefer. If you are coming from the United States, please contact (and pay) me (1314 Trinity Drive, Alexandria, VA 22314 ([tvinson@nhtsa.dot.gov](mailto:tvinson@nhtsa.dot.gov))).

We have also scheduled a visit to the Conservatoire Citroën in the suburb of Aulnay for Monday the 10th at 2:00 P.M. We'll provide directions at the dinner, where Charles Herval, the director of institutional relations, will be a guest. Not open to the general public, the Conservatoire houses over 200 Citroën cars and trucks and a sizable collection of documents.

—Taylor Vinson

## Obituaries

### Leslie R. Henry 1913–2002

Leslie R. Henry died October 28 at his home in Dearborn, Michigan. Internationally recognized as an authority on Model T Fords, he had belonged to some 50 automobile clubs worldwide, founding many of them. President of the Antique Automobile Club of America for two years, he served 33 years as a director and 28 as technical vice president. Instrumental in the organization of AACA's judging system, he authored or co-authored hundreds of articles and more than a dozen books. A founding member of SAH, he had not been active in the last dozen years.

A chemical engineer by training, he developed extreme temperature lubricants for the military during World War II. In 1960 he was recruited by the Henry Ford Museum and he moved his family to Michigan. As part of his job finding and acquiring vehicles for the museum, he traveled worldwide. He retired from the Ford Museum in 1977.

Les Henry had a wry sense of wit. A few years ago a reporter asked him to what he attributed his reaching the venerable age of 86. "Well, I was born in 1913," he replied. He is survived by his wife, Audrien, son, Charlie, daughter-in-law and a granddaughter. The family has asked that memorial contributions be made to the AACA Library and Museum, P.O. Box 417, Hershey, PA 17033.

—Kit Foster

### Harry Newton 1929–2002

Well-known automotive journalist, historian and rare auto collection consultant Harry Newton died of cancer on November 4, 2002. He was 73 years old. The British car hobby and automotive history in general suffered a great loss with his passing.

Harry had become a major fan of British sports cars in 1950 when he traded his big Buick sedan for a brand new, bright red MG TD from Perry Fina, the East Coast Allard importer.

Harry's journalistic style was developed during the Korean conflict, where he wrote for *Stars & Stripes*, the US military newspaper. Once back in New York after the war, Harry went into the car business, selling Hudsons, then Buicks. Eventually he found his niche in the explosively popular imported sports car market of the 1950s when he joined Harry Blanchard's multi-marque dealership in Greenwich, Connecticut. Harry not only specialized in British sports cars; he was also involved with the early days of racing and sports car rallying.

In the mid 1960s Harry was named sales manager and vice president for the legendary J.S. Inskip in New York City, where his sales team sold over 25 percent of all the Rolls-Royce cars brought to the US and an even larger percentage of Aston Martin's U.S. sales. He then went on to Hoffman Motors in 1967, where he served as marketing manager during the introduction of the BMW 1600 and 2002.

His automotive credits include posts as sales manager at a number of luxury sports and import agencies and as head of Volkswagen in Puerto Rico. More recently, Harry had been writing for sports car and vintage racing publications and doing research projects for collectors all over the U.S. He was one of the few American journalists who had been there from the beginning and knew much information from firsthand experience.

His son, Brian Newton, said that contributions to his memory may be made to the Society of Automotive Historians, 1102 Long Cove Road, Gales Ferry, Connecticut 06335.

—Rick Feibusch

### E.T. "Bob" Gregorie 1908-2002

Ford Motor Company's first design chief and the creator of the magnificent Lincoln Continental died on December 1, 2002 at the age of 94. His real name was Eugene Turenne Gregorie, but since he was a junior his family began calling him Bob and the name stuck. In fact, he hated being called "Eugene" or "Gene." And it riled him when people mispro-

nounced his last name. "It's GREG-RE," he corrected me, "the 'O' is silent." He was never one to mince words.

I met him when he was in his early 80s. I was just starting my research on a biography of Edsel Ford and wanted to talk to people who knew Edsel. "You need to talk to Bob Gregorie," said Dave Crippen of the Ford Archives. "Who's Bob Gregorie?" I replied, not knowing that Ford's first design chief and confidant of Edsel's was still living.

I wanted desperately to talk to him, since at this late date most of the people who had known Edsel were long gone. But it wasn't easy. I called him, introduced myself and explained what I was doing. He politely turned me down. I kept trying, by phone and by letter. Finally, I asked *Mike Lamm*, who had known Bob for many years, to intercede. He did, and Bob agreed to talk to me.

After talking on the telephone over several months, I had finally developed a rapport with the old designer and I asked him if I could come down to see him. He agreed. He lived in a modest two-bedroom house on St. Augustine's Anastasia Island. (He preferred living on the yacht that he had designed and built back in the fifties, but old age and congestion forced him off the waterways.) It was June, and hot, and when he came to the door he was wearing khaki shorts, a short-sleeve shirt and penny loafers. He was tall, about six feet, and had blue eyes. He told me that he used to have red hair, but what little he had left was now white.

I had come prepared. I had a list of questions and a pile of black and white photographs of old Fords, Mercurys and Lincolns. We sat down in the sunroom located in the back of his house and I proceeded to ask him questions as to how he designed all of those cars, and more importantly, what Edsel Ford was like.

He liked the fact that I had done my homework, for while he could remember details of designs and incidences that had occurred sixty years earlier, his eyes would light up when I asked him a question that would spark his memory. He was incredibly articulate and his sto-

rytelling skills would have given Mark Twain a run for his money.

We had a number of meetings like this. And over the years I got to know Gregorie about as well as anyone. He had been retired for over forty years, but I could tell from my conversations with him that he was both a talented designer and a master politician. I could see how Edsel took a liking to him. Gregorie had the talent to design cars for Edsel and the temerity to stand up to Henry Ford's henchmen, such as Charlie Sorensen and Joe Galamb. He was a man's man and a designer's designer, and even if he hadn't had the backing of Edsel, his pride and confidence would have forced him to stand up against these men, regardless of the consequences.

Yes, I liked the fact that Gregorie had known Henry Ford and Edsel Ford, and that he designed most of the old Fords that I enjoy so much. After all, that is why I wanted to meet him in the first place. But take all of that away, and I still would have wanted to know him.

—Henry Dominguez

## April 15th Is Deadline for 2003 Award Nominations

Nominations are now being accepted for books, magazines, articles, organizations and people worthy of being honored in 2003.

The **Nicholas-Joseph Cugnot Award** recognizes the best book in the field of automotive history published in the prior year. Nominations can be made to **Darwyn Lumley, 1911 Goodwin Drive, Vista, CA 92084-2590.**

Nominations for the **Cugnot Award, Language other than English** can be made to **Taylor Vinson, 1314 Trinity Drive, Alexandria, VA 22314.**

The **Carl Benz Award** recognizes the best article in the field of automotive history published in the prior year. Nominations can be made to **Don Keefe, 6173 Doe Haven Drive, Farmington, NY 14425.**

The **Richard and Grace Brigham Award** recognizes the best overall treatment of automotive history for a magazine as a whole. Nominations can

be made to **Jack Juratovic, 819 Absequami Trail, Lake Orion, MI 48362.**

The **James J. Bradley Award** recognizes outstanding contributions to automotive history by an organization. Nominations can be made to **James Wren, 5930 Glen Eagles Drive, West Bloomfield, MI 48323.**

The **E.P. Ingersoll Award** recognizes the best treatment of automotive history in media other than print. Nominations can be made to **James Wren.**

The **Friend of Automotive History Award** recognizes exceptional contributions to the cause of automotive history by an individual. Nominations can be made to **David L. Lewis, 2588 Hawthorn Road, Ann Arbor, MI 48104.**

There will be two student writing awards this year. Please read the following article explaining the change.

## Expanded Student Paper Competition for 2003

In order to encourage research and writing efforts among university students in the field of automotive history, the Society of Automotive Historians for the past two years has sponsored a competition for the best student paper in the automotive history field. This student paper program has been expanded for 2003. Instead of a single award for all contestants regardless of their level of study, the 2003 program provides for two separate awards. One award will be conferred for the top paper submitted by a graduate-level student. A second award will be given for the top paper submitted by an undergraduate-level student.

Persons submitting papers must be students at educational institutions at the time of submission. This competition is international in scope, but papers must be in the English language. Papers already published or scheduled for publication will not be accepted. Manuscripts should not exceed 10,000 words and should be double-spaced. An abstract is requested. Submissions should emphasize in-depth research with adequate citation of sources utilized. Diagrams, graphs or photographs may be included. An original and four copies must be submitted.

Possible subjects include, but are not limited to, historical aspects of automobile companies and their leaders, regulation of the auto industry, financial and economic aspects of the industry, highway development, environmental matters and automotive marketing, design, engineering and safety.

Submissions will be judged using the criteria of research, organization, writing style and documentation. A cover letter should be included stating the student's address, school, program, advisor and stage in studies (undergraduate or graduate). **Submissions must be post-marked by May 15, 2003.** All papers submitted will be acknowledged.

Winning papers will be published in the Society's *Automotive History Review*. Winners will be notified in August, 2003. Each award will consist of a plaque and a cash prize of \$500.00.

Chair of the Student Paper Committee is *Sinclair Powell*. Other members are *Charles Blackman, Robert Ebert, David Lewis and Craig Pascoe*. Committee members serve as judges of the papers submitted.

The Committee acknowledges with thanks financial assistance for the 2003 program from Mercedes-Benz USA, a subsidiary of DaimlerChrysler Corporation.

Submissions should be sent to **Sinclair Powell, Chair Student Paper Award Committee, SAH 8 Ruthven Place Ann Arbor, MI 48104-2612**

—Sinclair Powell

## Society's Centennial Recognition Program Expanded in 2002

SAH's Centennial Recognition Program for various makes of motorcars expanded substantially in 2002.

The relatively new SAH program got under way formally in 2001 when centennial recognition certificates were awarded to the Pierce-Arrow Society at its celebration in Buffalo, New York, and to the Peerless Owners Club, which commemorated the one hundredth anniversary of Peerless manufacturing in Cleveland.

In 2002 no less than four motorcar centenaries were given recognition. The

Rambler and Nash owners' clubs were awarded SAH certificates attesting to the fact that the first Rambler automobile (ancestor of Nash) was produced in 1902. SAH president *Dale Wells* arranged for presentation of the Rambler certificate in Kenosha, Wisconsin, and personally presented the Nash certificate in Kalamazoo, Michigan.

Recognition by SAH of one hundred years of continuous production of the Cadillac automobile took place in Dearborn, Michigan, in early August. Immediate past president of SAH *Leroy Cole* presented certificates to both the Cadillac division of General Motors and the Cadillac-LaSalle Club, whose members displayed some 600 cars at this impressive event. John Grettenberger, retired general manager of Cadillac Division, received the company's commemorative plaque. Other SAH members who participated in key aspects of the week-long Cadillac centennial celebration were *Jeff Godshall* and *Jim Schild*.

The centenary of the air-cooled Franklin automobile was celebrated in Syracuse and Cazenovia, New York, during the week of August 11–17. On Sunday morning, August 11, the program got underway in Syracuse with a welcome by the mayor of the city. Committee chair and past SAH president *Sinclair Powell* then presented a certificate to *Tex Sorrell*, president of the H.H. Franklin Club, attesting to the fact that the first Franklin automobile was sold in the early summer of 1902. A crowd of several thousand persons witnessed the ceremony and viewed the more than 120 Franklin cars on display. In the afternoon *Sinclair* chaired a historical seminar held at the Onondaga Historical Association auditorium, which featured talks on Franklin history plus the introduction of a number of persons whose parents or grandparents once worked for the auto firm.

The fourth SAH certificate was presented by *Sinclair Powell* to a representative of the White Owners Club at the club's annual meet held in the Cleveland area on August 30 and 31. The meet also featured a display of White vehicles and a tour of the now-closed White manufac-

turing plant and office. SAH members attending all or part of the White program included *James Neal*, *Robert Ebert* and *Robert Scoon*.

In 2003 at least two major firms currently producing motor vehicles, Ford and Buick, will be celebrating centenaries. Other lesser-known marques will be conducting similar celebrations and I urge SAH members who know of such events to get in touch with me at 8 Ruthven place, Ann Arbor, MI 48104, 734-769-1188; e-mail: [sinclairp@msn.com](mailto:sinclairp@msn.com).

—*Sinclair Powell*

*Centennial Recognition Committee Chair*

## Welcome New Members

*Bob DeKorne*, *Hagerty Insurance*

Traverse City, Michigan

*Jim Donnelly*, *Special Interest Autos*

Bennington, Vermont

*Colin Bruder*

Oxfordshire, England

*Adolfo Orsi*

Carpi, Italy

*James Davis*

Canandaigua, New York

*Paul Benemelis*

Watsonville, California

*Anthony M. Newlove*

Hampshire, England

*Eugene Reilly*

Connellsville, Pennsylvania

*Dylan Frautschi*

Hudson, Wisconsin

*John C. Bittence*

Hiram, Ohio

*Patrick Faucompre*

Silver Spring, Maryland

*David Bean*

Castle Hayne, North Carolina

*Robin L. Berson*

Beverly Hills, California

*Robert Falcon*

Temple City, California

*S. David Knisley*

Weaverville, North Carolina

*Lou Metelko*

Auburn, Indiana

*Andrew Minney*

Middlesex, England

*Donald A. Bierstock*

Waterloo, Ontario

*Roy C. Morris*

San Juan Capistrano, California

*Hans Etzrodt*

Honolulu, Hawaii

*James A. Ward*

Chattanooga, Tennessee

*Fred Reinecke*

La Habra, California

*Evan Pierson Ide*

Belmont, Massachusetts

*Akira Yamamoto*

Tokyo, Japan

*Don L. Rebtow*

Litchfield Park, Arizona

*Peter Joffre Nye*

Arlington, Virginia

*Thomas J. Masciari*

Derry, New Hampshire

*Thomas B. Colbert*

Ithaca, New York

*William Bell*

Marcellus, New York

*William M. Spitler, III*

Lancaster, Pennsylvania

*Monica I. Cooper*

Phoenix, Arizona

## Reinstated Members

*Robert Straub*

Baltimore, Maryland

*Dr. Paulo Cesar Sandler*

São Paulo, Brazil

*Joseph L. Parker*

Broomes Island, Maryland

*Richard Langworth*

Contoocook, New Hampshire

## Classic Car Club Museum Receives Judkins Archives

Constance Judkins Bowman, daughter of custom coachbuilder John B. Judkins, has donated her father's archives to the Classic Car Club of America Museum. The Judkins archives join such other collections of the CCCA Museum as the Derham archives and the papers of Ray Dietrich, donated by his widow Marion Dietrich.

The J.B. Judkins Company opened its doors in Amesbury, Massachusetts, in 1857 as a carriage builder and built its first automobile body exactly forty years later. By early in the twentieth century, Judkins was providing coachwork for the crème de la crème of the American automobile industry, Locomobile, Peerless, Alco, Stevens-Duryea among others.



The single automobile that Judkins became most famous for was Lincoln, beginning in 1921 when Henry Martyn Leland approached the coachbuilder with an order for 50 berlines like the one ordered by a Boston Lincoln dealer. Following the Lelands' sale of their company to Ford in 1922, the Judkins connection became firmly established with Edsel Ford. Judkins produced nearly six thousand bodies for Lincoln, which kept the company healthy but was not the entire story.

The 1920s were Judkins's glory years as its bodies graced not only Lincolns but such other luxury chassis as Cadillac, Duesenberg, Packard, Marmon and Pierce-Arrow. Like all American custom builders, the company fell victim to the Great Depression and the changing social scene and closed its doors in Amesbury in 1941.

The gift of the archives is not the first association of Judkins with the Classic Car Club. Nearly four decades ago John Judkins himself sat down for a long tape-recorded interview and lent the club photographs and brochures for a six-part history of the company that appeared in consecutive issues of the club's magazine, *The Classic Car*, from the summer of 1964 through the fall of 1965.

His daughter's gift of the archives to the CCCA brings this association full circle. The archives itself is a treasure trove of historical information, including a record of every car designed and produced by the company, correspondence between John Judkins and his designer, John Dobbins, custom brochures and portfolios, scrapbooks and expense books. Further, there is

considerable documentation of Judkins's carriage-building days with photos, drawings, payroll and accounting journals and the blacksmith's book.

The Judkins archives will officially become part of the CCCA Museum during The Grand Experience, the annual concours d'élégance that will be held at the Museum during the first weekend of June.

"We are fast becoming the prime repository for the papers of designers and coachbuilders of the 1920s through the 1940s," Dale Wells, curator of the Museum library, said. "We are the logical place for this material because our focus is specifically on these vehicles and that era."

The Classic Car Club of America Museum, which was founded in 1982, is located on the grounds of the Gilmore Museum at Hickory Corners near Kalamazoo, Michigan. Now closed for the winter, it will reopen in May. For further information, phone 269-353-4672 or e-mail CCCAMuseum@ameritech.net.

—Beverly Rae Kimes

## Recently Out

*Small Car Racing and Record Breaking "A Study of the Cyclecar Formulae 1913-1939,"* by Mike Hawke, 204 pages, softcover. Magna Press, 28 Allen Road, Great Bookham, Nr. Leatherhead, Surrey KT23 4SL, England. Normally £14.99. Special Early Publication Offer to SAH Members £10 plus p&rp (£1.50 UK & Europe and £3 rest of the world.)

Basing his research on a wide range of sources, including contemporary accounts, race programs and results, Mike Hawke has documented the absorbing story

of the racing and record breaking exploits of the 750cc and 1100cc classes that had such an important influence on the motor racing scene in the interwar period.

Backed up by comprehensive indexes of personalities, marques and circuits plus some illustrations, this book reveals the wide range of different makes of car that competed. Some, like Maserati, MG and Peugeot, are still household names; others, like Sénéchal, B.N.C. and Salmson, may be unknown to the followers of modern motor sport but were equally important in their day. Record breaking was a high-profile activity in the 1930s and in the smaller capacity classes the battles for supremacy between Austin and MG are well documented.

—Andrea Green

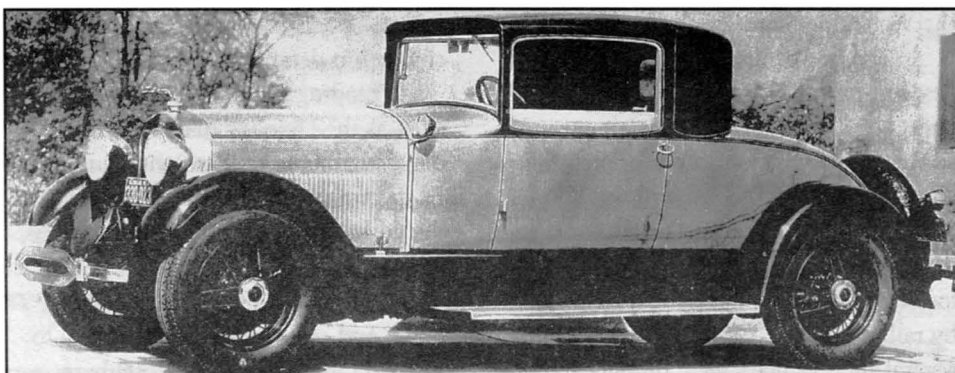
*Cyclists, Doctors, and Others—The Introduction of the Motor Car to Queensland*, by D.W. Martin. Soft covers, 7 x 10 inches, 108 pages, many illustrations (Xerox, excepting the cover, but mostly good). Fully indexed. \$12 US from the author, G.P.O. Box 282, Brisbane, Q'land, Australia 4001.

In 1900 Queensland was a British colony with an area of over six hundred thousand square miles and a population of less than half a million. Its only connections with the world, and the rest of Australia, were by cable or by sea. It was a country awaiting a transport revolution, but with an economy seriously weakened by drought and low export returns.

The western hemisphere's motor manufacturers had little interest in exporting, so Queensland's early motorists bought whatever they could get or tried to build their own. Denis Martin has carefully researched and documented their progress, starting in 1896 when scientist J.C. Brunnich imported a Hildebrand & Wolfmuller motorcycle, and running through to 1910 when motor transport had come into its own.

Worthwhile, and well handled. Some "social history" studies of early motoring are already appearing, even in Australia, but their value is low unless the chronological history is put on record first.

—David Manson



The often-imitated Judkins two-passenger coupe, this Lincoln is from 1928.  
Photo: Beverly Rae Kimes

The Wingrove Collection from the archives of Phyllis and Gerald A. Wingrove MBE, "Model Engineer"

Gerald Wingrove refers to the Wingrove Collection as the "largest collection of detail photos and scale plans of classic cars, elegant and state carriages on the internet." His website, [www.WinCol.com](http://www.WinCol.com), is a thoroughly fascinating look into his plan portfolios, questions and answers about model building and links to tool and material suppliers.

Each of his portfolios is made up of a number of A3 sheets of 1/15th scale drawings of the vehicle, up to fifteen A4 pages of detail photographs (with one to four photos per sheet), most in black and white but at least one color illustration, and brief notes on the color scheme and points of interest.

The portfolios represent more than 30 years of model making and data collecting by Mr. Wingrove and his wife, Phyllis. Mr. Wingrove parlayed a 1967 commission from Lord Montagu of Beaulieu to build a series of detailed scale models for the National Motor Museum at Beaulieu, into a series of commissions and invitations to visit private car collections in Europe and the United States. This has resulted in a collection of over 10,000 detail photographs covering more than 200 vehicles.

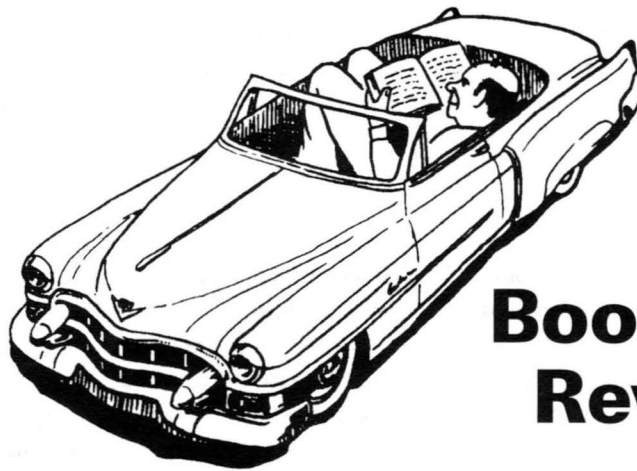
While plans for earlier portfolios were mostly drafted in ink they are now done on a computer running MicroStation™ CAD software.

I sampled the Portfolio 166-D, 1912 Rolls-Royce 40/50 London-Edinburgh Tourer, "The Mystery" along with a supplementary portfolio of data photos. The portfolio contained a brief history of the vehicle, excellent detailed photographs of the chassis, interior and engine compartment and the scale drawings.

The combination of this type of documentation along with a highly informative and interactive website make [WinCol.com](http://WinCol.com) a must for any serious model builder.

—Tom Jakups

*continued on page 14*



## Book Review

### **The Kalamazoo Automobilist**

**1891–1991** by David O. Lyon, 2002, ISBN 0–932826–83–0. Hardcover, 523 pages, 300 photos with 32 pages of color. New Issues Press, Western Michigan University, 1903 W. Michigan Avenue, Kalamazoo, MI 49008. \$39.95 plus \$4.00 shipping. Also available online through Amazon.com.

Books on automotive history typically deal with a single make of automobile, with multiple marques or with the motor car industry generally and its leaders. Seldom does an author choose as a subject the vehicles produced in a single city and even less frequently the motor cars identified with a relatively small community. David Lyon, in his splendid book, *The Kalamazoo Automobilist 1891–1991*, fills this gap admirably with his in-depth study of the history of the automobile over a 100-year period in Kalamazoo, Michigan, a community with a current population of 80,000 located in the western part of the Wolverine State.

The book initially describes the first self-propelled vehicle seen on the streets of Kalamazoo in 1891, a huge steam wagon which "ran out of breath about every three blocks" and was soon abandoned for road use. The author then details the first true motor car used locally, a Locomobile runabout delivered by rail in January, 1900. However, while several such vehicles were brought into the city from outside shortly after the turn of the century, it was not long

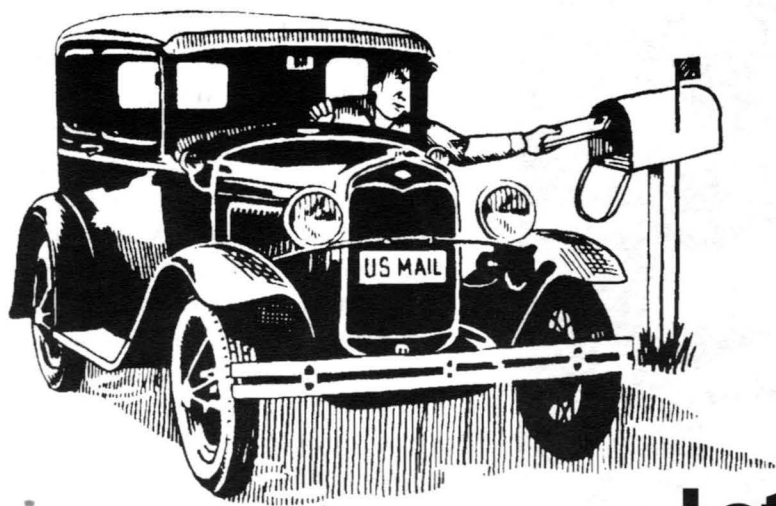
before competent technicians in the small community developed their own vehicles. The Blood brothers, Clarence and Maurice, two unsung heroes of the early days of the American automobile, soon utilized their bicycle shop for the production of light vehicles. This operation was merged into the Michigan Automobile Company and true motor car production was now under way in the city.

The book goes on to relate the ups and downs of a number of motor vehicle manufacturing firms. Readers interested in the financial and legal aspects of early automobile companies will enjoy the nicely written account of the shenanigans of corporate officers of the Michigan Buggy Company (builders of the "Mighty Michigan" car) and the punishment ultimately meted out to them! Classic car enthusiasts will find interesting the history of the Barley Motor Company and its splendid Roamer car. Other readers will find such companies as the Handley-Knight firm and the Checker Motors Corporation covered in detail.

Leading citizens of Kalamazoo such as the Upjohns and their descendants were (and still are) vitally interested in promotion of the automobile, and the author deals with this subject very well.

All in all this is a fascinating book, and one which should appeal to a broad range of readers. I highly recommend it!

—Sinclair Powell



## Letters

### Politics Do Matter

I enjoyed the reprint of the Roy Chapin article on the 1922 Paris Salon (*Journal* 201). Mr. Chapin was struck by the preponderance of smaller cars and engines. He wrote, "Of course the high cost of gasoline, plus excessive taxation on horsepower, are accountable for a great deal of this great small-car demand . . ."

Politics has molded automotive history as much as any other single factor. Tax policy isn't the most pleasant subject, but we ignore it at the danger of repeating previous mistakes. Mr. Chapin's observation of "excessive taxation" was an understatement (he might have noted that the "high cost of gasoline" was due to taxes). The great French automobile industry that helped salvage the nation from the German invasion was entirely rebuilt around tax policy. What would Europe's great automakers of today do were American taxes as high as those of Europe in 1922? Today's luxury automobile market thrives despite taxes. It could be different.

In 1906 Congress passed a law to exempt denatured alcohol from vice taxes. A sensible thing to do, surely, except that the idea behind the law was to replace petroleum with corn. Chicken-killing, farmer-abusing automobiles were powered by gasoline, you see. Most importantly, public enemy number one of the day was none other than John D. Rockefeller. Accompanied by a vigorous tax on gasoline and government incentives for alcohol fuel, gasoline might just have been replaced as the fuel of the new industry.

Thankfully, American genius, or angst if you will, and greed are not easily kept down. Automobile makers were never really interested in alcohol, and even the Department of Agriculture dropped the matter by 1907. Not even big, bad Standard Oil could be turned out, anti-trust suits, corn dogs and all, for its heating oil, kerosene and gasoline products were too damned useful, and nobody could touch their price.

The legacy of that 1906 law survives only in Brazil, which ruined its automobile industry with forced conversion to alcohol fuel, and in the minds and legislative dreams of ADM lobbyists.

In our study of limousines, *Stretching It: The Story of the Limousine*, co-authors Tom Mazza and I explored politics and limousines.

One example we studied was the misguided energy policy of the 1970s that led directly to the creation of the modern stretch limousine. Sketches had been around since the earliest days (we found one from 1907, a six-wheeled monster limousine from France) and there was a small, constant market for them starting with the Lehmann-Peterson conversions of the Lincoln Continental in the 1960s. Come the "oil crisis" and Detroit's capitulation to the EPA and CAFE rules, the stretch limousine suddenly became not an alternative to the Cadillac limousine but its replacement. The downsized Cadillac of 1977 was inadequate as a proper limousine. Innovators took hacksaws to Lincolns and

an industry was launched. The government made it happen, not the consumer, although, as with SUV's of today, the consumer refused to go along. Thankfully, the market had a reply.

We historians mustn't let our contemporaries forget that politics do matter.  
—Michael Bromley

### Curtiss Was Right

Nelson Bolan makes an interesting observation about the Hudson coupe on the back cover of *SAH Journal* 200: indeed, it appears to be riding mighty low. I have to chuckle, though, at his suggestion that Glenn Curtiss would have known better.

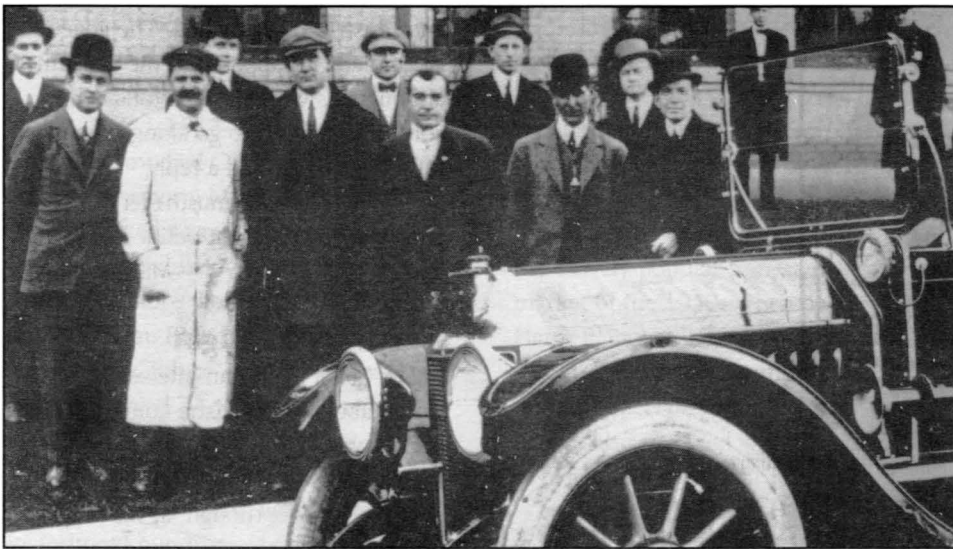
*Automobile Quarterly*, Volume 32, No. 3 (January 1994) carries an extensive article on Curtiss and his "Land Yachts." Indeed, Curtiss used aircraft technology in his Aerocar trailers; author Roger White describes it as the time-honored "wood and wire," with a fabric covering. Surviving photos show Aerocars in the tow of many makes of automobiles, not coincidentally many of them Hudsons and Essexes.

This, apparently, was the doing of Carl G. Fisher, renowned of the Indianapolis Motor Speedway, Dixie Highway and developer of Miami Beach. Fisher became enamored of Curtiss's trailer design, which was not, at first, a commercial enterprise. Fisher wrote to Hudson president Roy Chapin, "Glenn Curtiss has the greatest trailer that was ever made in America . . ." and went on to propose a business arrangement.

Arrange they did, and the Aerocar Corporation was subsequently formed, with stockholders including Curtiss, Chapin, Hudson engineer Howard Coffin, Fisher and W.O. Briggs of the body company that bore his name. On a trade demonstration run a Hudson coupe left Miami on August 6, 1928, pulling an Aerocar, and reached New York 39 hours later, presumably with its clutch intact.

In fact, I think the trailer in *Journal* 200 probably is an Aerocar. There seem to have been many variations on the theme, but the whole rig is remarkably similar to one shown in Don Butler's *History of*





The above partial photograph, taken from *Chevrolet, a History from 1911*, published by *Automobile Quarterly*, shows the complete set of characters standing behind the inaugural Classic Six, some of whom were cropped out of the photo that appeared in *Journal 201*.

Hudson, top of page 124. Hudsons no good for pulling? Well, let's not tell Jack Smith of Manitoba. He used to attend all the Hudson-Essex-Terraplane Club meets with a 20-foot travel trailer, towed by his 1929 Super Six.

— Kit Foster

## Louis, Louis

I certainly can't recognize "any of the other faces" in the photo of the '12 Chevrolet (*Journal 201*, back page), but there is one I definitely don't recognize as Louis Chevrolet, and that's the guy standing next to Willy Durant.

Kit's photo looks like it was taken about a film holder flip before or after an almost-identical shot published in Langworth and Norbye's *Chevrolet, 1911–1985* (1984), except the latter hasn't been cropped to leave out a guy in a white coat on the far left. He's the one Langworth and Norbye identify as Louis Chevrolet—and they're convincing, because White Coat really does look like the man. Louis Chevrolet, for example, was probably never caught without a mustache in his adult life, and White Coat definitely has the correct face hair.

—Bill Millard

And so I am reminded the hard way not to trust captions from manufacturers' PR departments, though I suspect the error was abetted by successive croppings. With the

two men together I have to admit that the balding one looks more like Hercule Poirot.

—Kit Foster

**Editor's Note:** Kit is not the only one with egg on his face, and as a "Chevy man" I feel particularly embarrassed that I let this one slip through. By the way, Don Siegla sent me photocopies of pages from Floyd Clymer's

Old Automobiles, Billy Durant, Creator of General Motors, by Lawrence Gustin, and L'Adventure Louis Chevrolet, by Pierre Barras, which together manage to identify many of the people in the 1912 Chevrolet photo. They are from left to right, Al Brush, an engineer; unidentified; Louis Chevrolet; unidentified; William H. Little, who manufactured the Little car which was acquired by Chevrolet; unidentified; Etienne Planche, who worked with Chevrolet on the car; John Trumbull, an engineer who worked on the Little car; Frank Monroe, a Pontiac, Michigan, body builder; A.B.C. Hardy, general manager of Little Motor Car Company who later became general manager of Chevrolet at Flint; William Durant. Can anyone name the three men still unidentified as well as the gentleman in the back seat of the car?

## The Teaching of Auto History at McPherson College

**Editor's Note:** In his *President's Perspective* in *Journal 200* Dale Wells mentioned the auto restoration course at McPherson College in Kansas and made the point that although the instruction may touch on various historical

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details in the course of a vehicle's restoration it would not make one a historian. In a response to this column Dr. Gary R. Entz, assistant professor of history at McPherson College, wrote a letter explaining that the college had recently begun offering a four-year Bachelor of Arts degree in Historic Automotive Technology. This is an interdisciplinary degree between the Automotive Restoration Department and the History Department. The following is a report on this program from one of its students.

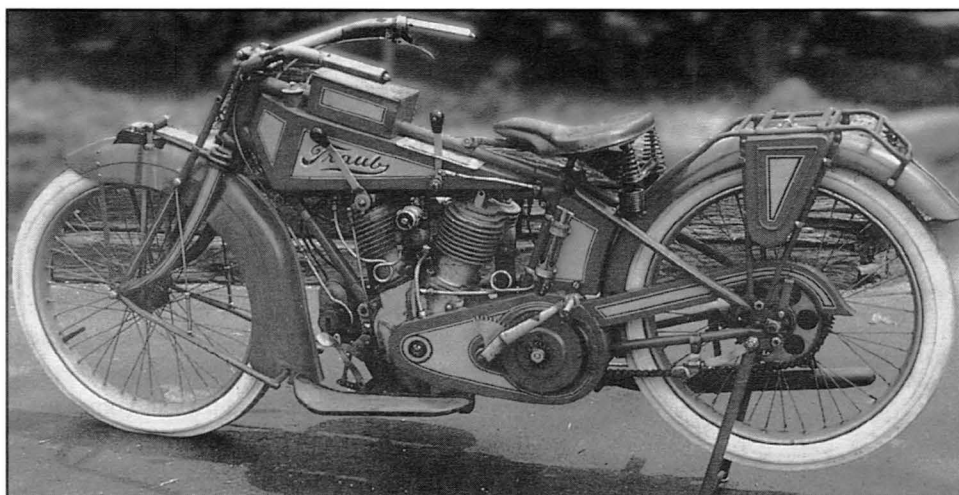
The McPherson College two-year auto restoration program is well known among the car collecting community. However, those involved in automotive history may be interested in a new addition to the college's catalog of majors. In 2001, McPherson College added to its catalog a Historic Automotive Technology program.

The degree had been independently mapped out and completed by students in past years. With growing campus interest in automotive history, it was added to the catalog. Graduates earn a bachelors degree after four years of study of antique automotive technology and automotive history.

Traditional restoration classes that teach hands-on practical experience with cars and their restoration are integrated with liberal arts classes that lay the background for automotive history and give the student perspectives in methodology and different schools of historical thought.

One course, the History of the American Automobile, devotes time to the social impact of the automobile through the twentieth century, giving the basic outlines of automotive history in the process. Independent study can be arranged if the student wishes to further research some piece of automotive history. At the conclusion of the student's senior year, a thirty-page thesis must be completed and presented.

Technical restoration courses include sections on technical history in areas including mechanical, body and trim. Sections are devoted to properly researching automobiles, their provenance and their correct restoration. In the past, the restoration program has completed cars that have included Pierce-Arrows, Rolls-Royces and a 1907 Jewel.



**One-of-a-kind Traub Photo: Wheels Through Time Vintage Photo Museum**

Currently in the works are a 1910 Maxwell and various Ford Model T's and A's.

As one of the first Historic Automotive Technology students and a graduating senior, I have completed a number of interesting projects in my time here. I did a significant amount of research on the 1910 Maxwell, recreating much of the car from diagrams and examining production details and running changes that the company made. In the process of researching that vehicle, I learned much about Alice Ramsey's pioneering cross-country drive in a similar Maxwell and shortly thereafter wrote a short piece on her journey.

I have researched and written several other pieces on automotive history, including a study of the early Vanderbilt Cup races, a biographical treatise on Rudolph Caracciola and a project on London taxis. Other students have done pieces on the history of automotive safety, a history of Pierce-Arrow and monographs of several other cars and car companies.

As a small school of 400 students, sixty-five of which are restoration students, McPherson offers a tight-knit community of automotive enthusiasts who appreciate many different marques and many different aspects of automotive history. Restoration students include many non-traditional age students who often have a wide variety of interests, from Duesenbergs to DAFs.

Those interested in the Historic Automotive Technology program should contact Dr. Gary Entz, Box 1402, McPherson, KS 67460, 620-241-0742,

ext. 1243, or Robert Vaughn at the same phone number, ext. 1265.

—Luke Chennell

## **One-of-a-Kind Motorcycle**

As a member of SAH and Hershey Region, AACA, I heard a plea for more information on the Traub motorcycle (shown above). A one-of-a-kind original built in Chicago, it was found bricked up in a wall in 1972 and restored by Dale Walksler, owner of Wheels Through Time Museum of Vintage Transportation, in Maggie Valley, North Carolina. The Traub is believed to have been built in 1916 and has rare inner and outer rear brakes.

The museum is meaningfully designed and Mr. Walksler and his guides highly document and restore the displays only as needed. Many SAH members could sow and reap information through Mr. Walksler, but a word of caution—visitors may need ear plugs when Dale fires up his two-wheelers! More information about the museum can be found at [www.wheelsthroughtime.com](http://www.wheelsthroughtime.com) or by calling 828-926-6266.

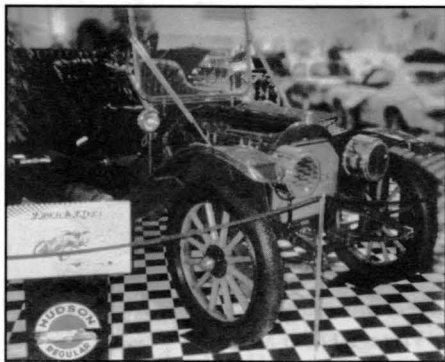
—Warren E. Steele

## **And More on Fawick**

I am responding to Nelson Bolan's letter in *SAH Journal* 200 asking for and giving information on the rare Fawick Flyer. I have enclosed a photo of a restored 1910 Fawick Flyer. These were well-built, handsome cars. They were built on a 124-inch wheelbase and were powered by a 40-horsepower

four-cylinder Waukesha engine. Fawick Flyers were expensive cars, selling in the \$3,000 range.

—Fred Summers



This 1910 Fawick Flyer touring car is on display in the auto museum in Sioux Falls, South Dakota. Photo: Fred Summers

## Setting the Record Straight (Cont'd)

Jan P. Norbye is unflagging in his crusade to set the record straight, calling errors in automotive history to the attention of authors and publishers when he sees them. (See *Journal* 200.) Copies of recent chastisements are related below.

Did you know that the aluminum piston, initially designed by W.O. Bentley in England, was born in the rotary aircraft engine? That's what *Automobile Quarterly* says (Vol. 41, No. 3, p. 58). Tain't so, says Jan. Basse & Selve of Altena in Westfalen was advertising aluminum pistons in 1906 and, in 1910, made the first experimental aircraft engine using them. Aquila Italiana put aluminum pistons in all its four- and six-cylinder water-cooled motorcar engines from 1907 to 1914. W.O. had nothing to do with any of these developments.

Jan takes *Wheels* to task, as well. Page 4 of the Fall 2002 issue related that the three Buick 8s were "the work of F. A. Bower." Not exactly. Bower gave the assignment to John Dolza, a young engineering graduate from Turin Polytechnic who had some design experience from Fiat. All three engines were the work of Dolza; Bower just had to approve the drawings.

Turning to page 6 of *Wheels*, Jan was intrigued to learn that Austin Motor Company, Ltd., "lost control to Lord

Nuffield at the bankruptcy auction" in 1936. Jan writes that Lord Nuffield bought no part of the automaker that year, actually ridding himself of some of his investments in other automakers, selling MG and Wolseley to Morris Motors, Ltd. and donating his personal fortune to education and charity.

These errors are all the more egregious when one realizes that most of them originated with distinguished members of SAH. "Physician, heal thyself" comes to mind as an apt admonition.

—Taylor Vinson

## SAH News continued from page 10 T-Plex Celebration

The Model T Automotive Heritage Complex, Inc. (T-Plex) will celebrate the centennial of the Ford Motor Company on Saturday, June 14, 2003. Take a tour of the historic Ford Piquette Avenue plant, the birthplace of the Model T and the first building built and owned by the Ford Motor Company. See exhibits from the 1904–1910 Piquette era of the company and enjoy a premier display of cars

built at Piquette. For updates contact Prof. Trent Boggess at 603-726-3202 or visit the website [www.tplex.org](http://www.tplex.org).

—Jerald Mitchell

## Heroes of Harley-Davidson

The Motorcycle Hall of Fame Museum in Pickerington, Ohio, has announced plans for "Heroes of Harley-Davidson, presented by Progressive Motorcycle Insurance," an expansive new exhibit scheduled to open February 2003. The 8100 square-foot installation, the largest ever in the museum's 12-year history, will chronicle a century of Harley-Davidson people, personalities and products that transformed the company from an experiment in a backyard shed into today's billion-dollar success story.

Twenty-two exhibit sections will utilize unique photographs, in-depth biographies and rare artifacts.

"Heroes of Harley-Davidson" will be open through December 2004. For more information visit the museum's web site, [www.motorcyclemuseum.org](http://www.motorcyclemuseum.org) or call 614-856-2222.

## Special Use Vehicles

*An Illustrated History of Unconventional Cars and Trucks Worldwide*

George W. Green

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## Duck continued from page 1

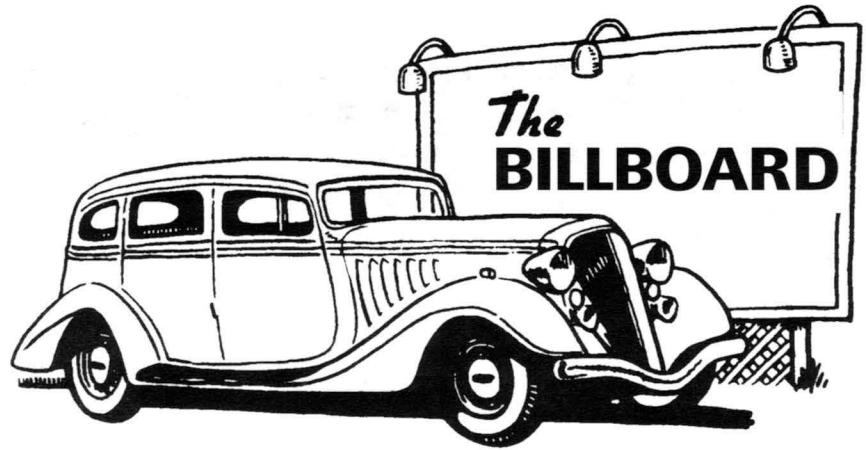
on July 5, 1909 the four Ducks entered in two five-mile races did not fare as well. Indians finished first and second in both races.

By 1909 the Duck Cycle and Motor Company had been reorganized as the Duck Manufacturing Company and had relocated to 427-429 15th Street. Abraham Duck was its president and Mortimer Weed was secretary. The new company continued to advertise itself as a dealer of bicycles and motorcycles, but production of the Duck motorcycle may have ended about this time. The company ceased operations in 1911.

Abraham Duck's name disappeared from the Oakland directories after 1914, but Mortimer Weed remained in Oakland, becoming a tire dealer.

Although Duck was briefly successful as a home industry manufacturer, he lacked the resources to develop and produce the new models that were necessary to stay competitive with the large eastern motorcycle manufacturers. The Duck motorcycle quickly faded from memory and is all but forgotten today. ■

**Editor's note:** A web search brought me to a site run by Leon Mitchell who claims the Duck name came from the Duck Motor Cycle Brake, which was manufactured in New York City. Can anyone make the connection between the motorcycle in California and the brake in New York City?

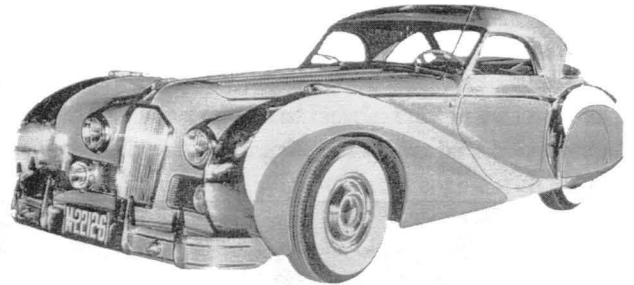


**Information Wanted** I'm doing an article on Tony Pompeo, '50s importer of Siata, Bandini, Lotus, etc. and I need leads on business associates, customers, photos, racing stories. **Carl Goodwin**, [atlasti@frontier.net](mailto:atlasti@frontier.net), 970-464-4925, **Palisade, Colorado**

**Information Wanted** Specifications, photos, drawings, plans, anything on circa 1913 delivery bodies that fit a Model T Ford chassis, most specifically those used by United Parcel Service. UPS was founded in Seattle, Washington, in 1907 and their first "delivery car" was a 1913 Model T. It appears the body may be unique to UPS. We are hoping to finish building a replica in time for their 100 year anniversary. **Ken Nimocks**, 3765 Spring Green

Road, Green Bay, WI 54313-7565, 920-865-4004, [knimocks@nwtc.edu](mailto:knimocks@nwtc.edu) or [knimocks@greenbaynet.com](mailto:knimocks@greenbaynet.com)

**Information Wanted** Regarding the present whereabouts of the car below. It was last seen in 1970 in the vicinity of Sandusky, Ohio. **Richard Adatto**, 1314 Denny Way, # 103, Seattle, WA 98109, 206-652-5300, 206-652-5255 (Fax) [richard@adattoconstruction.com](mailto:richard@adattoconstruction.com)



Saoutchik body designed for a French Talbot graces this custom car owned by W.L. Burghard, of Mansfield, Ohio. Mercury chassis holds Lincoln V-8 overhead valve engine with hydramatic transmission.



## Dale LaFollette's Vintage Motorphoto

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**TAKE A LETTER, MR. JONES:** "Six adults can ride in comfort . . . in the new Aero Willys," says the press release touting its 61-inch wide seats. "No other passenger car has greater rear seating width." Can anyone confirm or deny? K.T. Keller take note: there's plenty of room for his hat, too. *Photo: Kit Foster Collection*