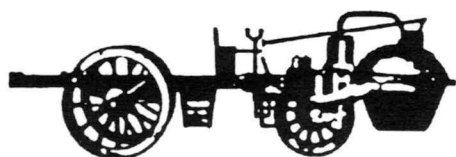


SAH Journal

The Society of Automotive Historians, Inc.
Issue 205
July—August 2003



www.autohistory.org

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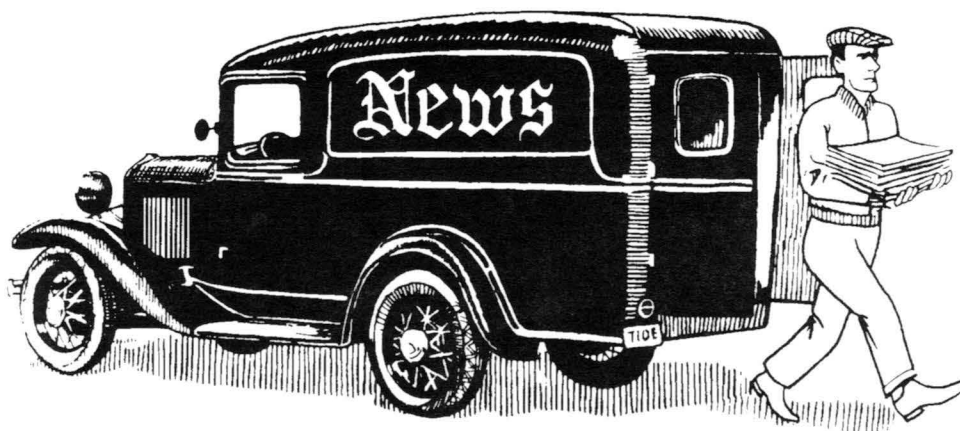
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Ballot for SAH officers and Board of Directors—mail in by Sept. 1

Annual Hershey Awards Banquet

Reservation Form—mail in by Sept. 30th



Highlights from the April 25, 2003 SAH Board Meeting

State of the Society

Membership We have added 104 new people in the past year, 59 of them in the last six months. The total dues paying membership was 815 on March 31, 2003, a figure that is expected to rise as members who are currently in default re-enroll. Of special interest is the fact that twenty-two percent (22%) of the membership hails from countries other than the United States, testifying once again to SAH's international appeal.

Finances *Kit Foster* distributed and explained several reports showing the financial status of the Society, including a financial analysis of income and expenses since 1998–99. The balance sheet for 2001–02 showed that SAH operated comfortably in the black during the past fiscal year. It was noted that the level of contributions has increased significantly and that the cost of publications has risen. A question arose as to whether the Society's liability insurance covered directors and officers. Board members will investigate this matter prior to the next meeting. The Treasurer's Report was approved as submitted.

Nominations Committee The terms of two directors (*Sam Fiorani* and *Bob Ebert*) will expire at the end of 2003. Both have agreed to stand for re-election. Chairman *Leroy Cole* indicated that the Committee nominated *Michael Bromley*, *Stanton Lyman*, and *Patricia Lee Yongue* to be new members of the Board. In addition he presented the following slate for 2003–04 officers: *Joe Freeman* as President, *Mike Berger* as Vice President, *Kit Foster* as Treasurer, and *Darwyn Lumley* as Secretary. The Committee's nominations were approved for presentation to the full membership.

Ongoing Activities

Awards Committee chairs of the Brigham (*Leroy Cole*), Cugnot (*Darwyn Lumley* and *Taylor Vinson*) and the student awards (*Sinclair Powell*) presented progress reports. *Darwyn* presented a restatement and clarification of the Cugnot Award criteria. The Board approved the statement in principle, subject to some editorial changes. *Sinclair* reported that DaimlerChrysler had donated \$1,500 in support of the student awards. The Board discussed the difficulties of soliciting nominations for the non-publication awards and explored ways to increase the numbers. Among the suggestions were inserting calls for nominations in automotive periodicals and announcing the nominees and winners in those magazines.

continued on page 4

Loyal to a Fault

dealerships, not stores. Even the few dual-make dealers stayed within the corporate family or offered a second make that attracted a very different buyer from that of the primary brand. Now with the auto superstores you can go to one “store” and stock up on just about any type and make of vehicle. So it was nice to walk around the showroom of all Buicks and the service bays of all Buicks and talk to Buick people.

Speaking of people, at 51 I felt I was one of the youngest persons there. Ah, how true to the Buick stereotype of the car for the geriatric set. It is tiresome to hear the mass media disparage the qualities—roomy, soft riding and full of amenities—that older buyers like in a car. Is it so hard to believe that something that does not appeal to the younger crowd could actually still have value?

Anyway, the seniors were out in great number, attracted by the flyer the dealer had sent to all Buick owners. Talking to these people I learned that they

were knowledgeable about cars, had owned Buicks most of their lives and felt a great deal of satisfaction and loyalty for the make. They said their next car would be a Buick, and even those who did not see themselves buying another car came down to see what Buick was offering.

My friend Tony was approached by a demonstrator, and one of the few “under 40s” there, and asked if he would be interested in buying the Rainier.

“I own five Buicks now, and when is Buick going to build a convertible and two-door coupe again?” he asked in return.

The pretty young thing shrugged her shoulders, flashed him a quick smile and handed him a cap. I wondered whether the brand loyalty of Tony and the others was still important to Buick and what it was doing to inspire that same loyalty in its present offerings. Adding a Rainier to a Rendezvous doesn't do it for me, even if a certain Tiger comes along with the package.

—Tom Jakups



Thomas S. Jakups, Editor

This spring I was invited by the Yankee Chapter of the Buick Club of America to attend an open house at a local Buick dealer. The dealer was celebrating the opening of a renovated service area with a cookout, Buicks from all decades and the unveiling of the new Rainier.

I was struck by a number of things that day. For one thing the dealership was devoted to a single make. When I was growing up you went down to the local Chevy dealer to buy a Chevy or the Ford man to buy a Ford. And they were

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60–87 Nov. 1978–Dec. 1983
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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 206
August 31st**



Dale K. Wells, President

When I was still in grade school, my brothers, neighborhood kids and I would walk along Main Street in the old hometown and read automobile nameplates on the cars' radiator shells. Thus began my education as an automotive historian (if I may presume to be one). In no time, we could spot Chevrolets, Fords and Plymouths half a block away. Then came some of the less common medium-priced makes such as Buick, Studebaker, Pontiac and DeSoto. Rarer still were the occasional Oakland, Reo, Graham, Willys or Wolverine. I still recall there was at least one Erskine and a Dodge Victory Six in my hometown of 7,000 population. I found the orphan cars to be particularly fascinating and still do. My uncle was still driving an old Maxwell touring in the mid-1930s, and we often rode in a neighbor's Essex or Auburn.

I could not help wondering why there were so many different makes of cars and why some of them were no longer being made. After World War II a whole new universe of automobiles could be seen on the roads as MGs and Volkswagens were imported in large quantities. Although "cops and robbers" movies made me want to become a G-Man or a private eye when I finished school, my fascination with automobiles made me dream of becoming a car dealer. (So much for teenage dreams. Today, I am glad I did not pursue either occupation.) There were few auto magazines on the newsstands at the time, but *Popular Science* had interesting feature articles under the heading

In the Beginning . . .

"Gus' Garage" in which they tackled mechanical problems and auto repair techniques. When *Motor Trend* appeared on newsstands I took out a subscription and found Robert Gottlieb's column to be my favorite feature—thus my early interest and preference for Full Classic cars was developing.

The most comprehensive segment of my automotive history education came about, however, when I found Floyd Clymer's Scrapbooks. Now there was some solid, detailed background on automotive history. I fondly remember the hours when my father and I would leaf through those pages and my father would comment, "I remember that one—your uncle had one just like it," or "I never heard of this one," or "Look at the size of the wheels on that Oldsmobile Limited."

One Clymer book stands out in my library over all the rest and that is a 414-page volume called *Motor History of America or The Gasoline Age*, by C.B. Glasscock with Historical Supplement by Floyd Clymer. On the title page Clymer's introduction states, "While this book was written by Mr. Glasscock in 1937, it narrates in most complete and accurate detail the interesting and most important facts pertaining to the motor industry in America." Here is where I first read about Duryea, Haynes, Durant and Ford and the roles each played in the development of the industry as we know it. A particularly interesting section of the book is the 46-page section listing over 1,500 separate makes of U.S. cars and the dates and places of manufacture.

I have read countless automobile books and magazines over the years, but would have to attribute the foundation of my automotive education to Floyd Clymer publications. There have been so many great books on all aspects of automobiles and their history published since 1937 that each of you reading this would

want to add your favorites or recommend a reading list to those aspiring to become automotive historians. It would be interesting to hear some of the favorites of other SAH members.

But what of my "automotive history" education since the Glasscock/Clymer book? Since then we have seen the death of Graham, Hupmobile, Auburn, Cord, Duesenberg, Reo, Studebaker, Packard, Hudson, Nash, LaSalle, DeSoto and Plymouth. In that same time frame we have seen the birth of Mercury, Kaiser, Frazer, Henry-J, Playboy, Davis, Edsel, Bricklin, DeLorean and Saturn to name a few. Only the first and last of these are still with us—both having the support of major corporate entities. In most cases there have been separate books or comprehensive articles published to document their individual histories. Yet in many cases there is more to reveal as time passes and additional facts and documents emerge. Such is the nature of history—even today new publications are forthcoming on the nature and circumstances of the terrible wars of the 19th and 20th centuries. So will be the case for future automotive history scholars.

In closing, I would urge SAH members to write and publish whatever and whenever you see or hear substantive information about your favorite marque or some unique technological development. Each of you probably has your favorite niche or area of automotive interest. That is probably where you can best serve our mission to discover new facts and to set the record straight. Just as the academic progression from Bachelor to Master to Phd degrees has been defined as "learning more and more about less and less," so automotive history involves getting deeper and deeper into the manufacturing details behind each car and finding out who, where, when, and how things happened.

—Dale K. Wells

SAH News continued from page 1

Periodicals *Taylor Vinson* reported that Issue #40 of the *Automotive History Review* would be available this summer. It will feature seven articles by transportation writers who are 40 years of age or younger. He also noted that this would be the first issue that was peer reviewed. In the absence of *Tom Jakups*, *Kit Foster* reported that the *SAH Journal* continues to receive a steady stream of articles and book reviews. The *Journal* is coming out on schedule, and revenue from advertising continues to grow. As was done for the first time last year, the Silent Auction catalog will again be bundled within a forthcoming issue. *Sam Fiorani* noted that, despite a setback caused by technological problems, he continues to compile an index to all past issues of the *Review* and the *Journal*.

Other Publications and Media

The bi-annual *Membership Directory* appeared this past fall. *Sue Davis* suggested that a list of the current officers and Board members should be included in future editions. It also would be helpful in terms of generating nominations to include descriptions of the various annual awards given by the Society. *Kit Foster* distributed and discussed a report on the SAH Press. All Beaulieu publications have been sold. Introduced as a service for members, this venture generated modest revenue for the Society. The Board explored possible future roles for the Press.

Silent Auction *Leroy Cole* reported that the catalog for the 2002 auction consisted of 600 lots, donated by twenty-five members. Sixty-five bidders purchased 522 of those lots, yielding a profit of \$3,092.15.

2003 European Meeting *Taylor Vinson* reported on the very successful eighth annual meeting of automotive historians in Europe, held this past February at the Automobile-Club de France (ACF) in Paris. There were 53 people for dinner, and the group toured the Citroen *conservatoire* facility outside the city. *Taylor* also noted with sadness the passing of European member *Jan P. Norbye*.

Hospitality Tent at Hershey *Paul Lashbrook* asked for recommendations to

increase the number of visitors to the tent. It was suggested that posters might be an effective way to notify the flea market patrons of the Society's existence and the tent's location. *Paul* added that he thought that book signings by members who had published and *Cugnot* nominees might be an attraction. It was agreed to invite nominees to come to the tent to sign copies of their books and to publicize that event. The possibility of a similar activity at the Annual Meeting and Banquet was also discussed.

New Initiatives and Proposals

Affiliation with the American Historical Association (AHA) *Joe Freeman* presented the good news that SAH has been accepted for affiliate membership status in AHA. This is a significant step forward in terms of recognition of the Society by academic scholars. It also provides an opportunity for SAH to take a booth at the AHA annual meeting and/or to organize a paper session. The Board discussed other possible affiliations, and explored the idea of adding an item to the membership form to determine to what other related associations SAH members belong.

Fifth Automotive History

Conference SAH plans to join forces with the National Association of Automotive Museums (NAAM) to sponsor another conference on automotive history in the spring of 2004. The site has yet to be determined.

World Automotive Forum Motor museum people from throughout the world will convene in Michigan in 2005. As soon as plans for the Forum crystallize, the Society can discuss the nature of its participation.

Award Insignia for Book Jackets

The Board approved a suggestion that it institutionalize the practice of offering *Cugnot* Award winners the option of purchasing a special embossed insignia to be affixed to the cover of their books. SAH would authorize the design, and then it would be up to the author and/or publisher to print and pay for them.

SAH Advertising The Board also considered an offer from a member that we enlist his services to advertise the

Society, thereby increasing SAH's visibility and membership. After discussing the pros and cons of pursuing such an approach, the Board decided to decline the offer at this time.

By-Laws for United Kingdom

Chapter The Board reviewed and approved a set of By-Laws submitted by SAH in Britain.

Decals *Kit Foster* presented a series of designs created by *Dave Duricy* for a new SAH decal. After a brief discussion yielded some suggested revisions, the Board approved a new design.

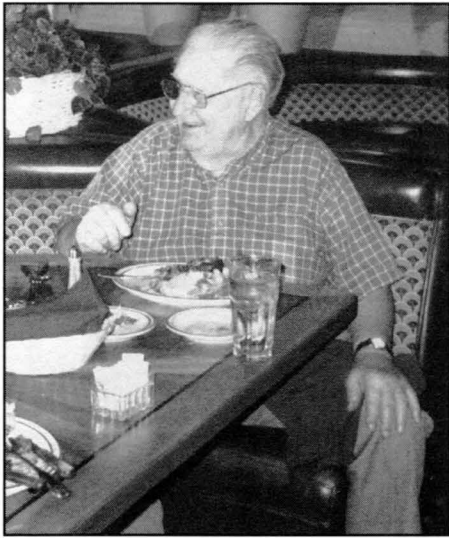
Centennial Certificates *Leroy Cole* noted that we presented centennial certificates last year to representatives of Cadillac, Franklin, White and Nash Rambler. This year Buick and Ford will be so honored, with presentation ceremonies at both companies. Whenever possible, we like to include the major car club representing that company as well. The issue of recognizing cars not manufactured in the United States was raised. Although that has yet to be done, *Sinclair Powell* assured the Board that the intent was to be as inclusive as possible and that suggestions and reminders of other marques to be included would be welcomed. A related question of what to do about unrecognized marques whose centenaries have passed was left unresolved.

Long-Range Plan Following up on a discussion begun in October in Hershey, the Board discussed the advantages of creating a long-range plan for the Society, including the determination of goals and the setting of priorities among possible activities. An ad hoc committee consisting of *Arthur Jones*, *Sam Fiorani*, *Paul Lashbrook* and *John Marino* was formed to explore this issue in greater detail.

Submitted by
Mike Berger, SAH Secretary

Ralph H. Dunwoodie 1924–2003

Ralph Dunwoodie wrote that he was "launched in early 1924 in Jamestown, North Dakota, and brought home in a 1917 Ford 'T,' which car I learned to drive a few years later. While attending the local auto show at the county fair in



Ralph Dunwoodie

1936 I started my automobile literature collection" (his favorite was the '36 Pontiac).

Ralph graduated from high school into the U.S. Navy, where he served until 1947. He was part of the Navy Armed Guard assigned to the SS Charles Willson Peale during D-Day, landing troops and supplies on June 7, 1944 (D-Day + 1). On the 8th, Signalman Second Class Dunwoodie was injured by the blast of a bomb hitting his ship. He suffered through weeks of hospitalization and the rest of his life with the resulting back injury.

After being discharged from the Navy in 1947 he attended New York University for a time and in 1956 left for a job in Wisconsin. As an antique car enthusiast, he gained a reputation for his widespread and detailed knowledge of automobiles.

When, in 1960, casino owner Bill Harrah needed someone to actualize his vision for an antique automobile museum, he contacted Ralph Dunwoodie. After their meeting in Reno, Ralph was offered the opportunity to be the first manager of Harrah's Automobile Collection. As such he was granted authority to use his knowledge and judgment to develop what was widely recognized as the largest and finest collection of expertly restored classic and vintage cars. To best utilize his expertise Ralph shifted his focus with Harrah's to become the purchasing agent for the Collection. In this capacity he traveled extensively to find and purchase

additional cars for the Collection as its numbers grew, along with its acclaim. Until Bill Harrah's death in 1978, he and Ralph enjoyed a close working relationship based on mutual respect and a shared passion for vintage automobiles.

Soon after Bill's death, and after the Collection was bought by the Hilton Hotel chain, Ralph left to pursue his work independently. On his own, he developed a research and appraisal service that was accessed by collectors from around the globe. He accrued an extensive research library with information on every type of car and truck ever manufactured from 1895 to the present. He collected a vast amount of information, advertisements, books, magazines and journals. His attention to detail, along with his extensive knowledge and expertise, made him a very valuable resource in the antique car and automotive history industries.

No automotive historian's research was complete, whether for an article or a book, without first commissioning Ralph to harvest said material from his research library. His massive research is contained in 60 file drawers, with copies of every mention of a particular subject in the old trade magazines.

In many letters to this writer Ralph, a Founding Member of our Society, expressed his love for SAH. Recently he wrote, "I was very honored in October of 1989 with the Friend of Automotive History Award. It occupies a prominent spot in my home. Some of my proudest possessions are the letters from many members that I've done work for over the years."

June 6, 2002, the anniversary of D-Day, was the last occasion I had to be with Ralph. We went to a nice steak house in Reno and remembered that "greatest generation" that fought in Normandy. After one last visit to Ralph's library we reluctantly took our leave, unaware that it would be our final good-bye to the historian. Ralph died in his sleep May 1, 2003, at his home in Sun Valley, Nevada. He is survived by his son, Steve, his daughter, Linda, and his step-daughter, Cami Sizemore.

—Leroy D. Cole

Donald F. Wood

1935–2003

Donald Frank Wood, a distinguished professor and author, passed away on Sunday, March 9, 2003, at Kaiser Hospital in San Rafael, California, one week after his 68th birthday. He had suffered a mild stroke the previous week and was recovering well, then had a cardiac arrest over the weekend.

He had been Professor of Transportation Economics at the College of Business at San Francisco State University (SFSU) since 1970. He received his BA and MA from the University of Wisconsin at Madison. A Woodrow Wilson Presidential Scholar, he received his PhD in Economics from Harvard University in 1970. Prior to coming to SFSU, Don worked on the governor's staff in Wisconsin in transportation and natural resource planning and was an honored guest at the White House Conference on Natural Beauty in 1968.

He authored numerous widely-used textbooks, the most recent being the seventh edition of *Contemporary Logistics*. In addition to the publication of dozens of academic papers, he was the author of the transportation economics and logistics sections in the *Encyclopaedia Britannica*. Don also authored over 25 pictorial truck history books. After the 9/11 tragedy he wrote, upon request, the recently-released *New York City Fire Trucks*, a chronological history of FDNY equipment, especially those used and lost in the World Trade Center disaster.

He was a board member and active in many professional transportation organizations, including the American Truck Historical Society and the Hays Antique Truck Museum. He had been a member of SAH since 1984, his particular interests being trucks and other commercial vehicles.

He is survived by his wife, Doreen, of Larkspur, California, a son, Frank, of San Francisco, a daughter, Tamara, of Greenbrae, California, a granddaughter, a sister, and several brothers- and sisters-in-law, nieces and nephews.

—Information provided by the family, courtesy Mike Lamm

Suman-Hreblay Publishes Coachbuilder Dictionary

Marian Suman-Hreblay, SAH's only member in Slovakia, has finished his *Dictionary of World Coachbuilders and Car Stylists*. The culmination of many years' work, the *Dictionary* identifies more than 3,000 companies and includes over 1,000 biographies, covering the late 19th Century to the present time. He projects the publication of the 240-page, nonillustrated English language work in July 2003.

The *Dictionary* will be published in both book and electronic format. The full text in Word (Windows 95 and newer) may be obtained on two diskettes, or a printed book may be ordered.

For prices, ordering and shipping details, contact Marian Suman-Hreblay, Agatova 8, SK-031 04 Liptovsky Mikulas, Slovakia, or email suman@bb.telecom.sk.

German Auto Manufacturers Where Have They Gone?

John Satterthwaite was curious as to why the number of German auto manufacturers dwindled in the 1920s after that country had led the world in the early development of automobiles and the internal combustion engine. Like a good historian, John didn't let his curiosity lie idle. He researched the subject and has written an essay that summarizes the ups and downs of some 20 auto manufacturers.

The essay, which covers such companies as Maybach, Opel, Audi, Horch, BMW and Porche, is too extensive for the *Journal*, but John would like to make his research available to interested SAH members. He can be reached at 310 S. Narberth Avenue, Narberth, PA 19072 or by calling 610-664-9722. You can also see him at his booth on the Red Field at Hershey.

The Top 19 Fords of the Last 100 Years: A Readers' Poll

This spring I asked readers of *The Universal Car* and *SAH Journal* to send me their list of the 20 most significant Ford vehicles of the past century. Below are the results of that poll. There were a dozen ballots entered with dozens of vehicles voted for. Some voters took pains to sep-

arate their favorite models from those they thought most significant while others did not. As it turned out, a vehicle needed a minimum of four votes to make this list, and only 19 vehicles reached that number. In some cases I took the liberty of combining votes for similar vehicles (such as 1955 Thunderbird vs 1957 Thunderbird) into a single category. Ballots were received from the United States, Australia, Germany and the United Kingdom.

Readers' Choices

1903 Ford Model A The Ford Motor Company's first product and a commercially successful one at that

1908-27 Ford Model T The car that put the world on wheels, over 15 million built

1928-31 Ford Model A The car that rescued Ford after the decline of the Model T

1932 Ford Model 18 The first Ford V-8 and the first low priced V-8 for the masses

1932-37 Ford Model Y The first Ford designed for world markets, saved Ford's investment in Europe

1936-41 Lincoln-Zephyr Beautiful Gregorie-styled entry into the upper medium price market. Saved the Lincoln name during the Depression

1939 Mercury Beautiful Gregorie styling and the first Mercury

1940-41 Lincoln Continental The high-water mark for Gregorie styling and a timeless tribute to the design philosophy of Edsel Ford

1949-50 Ford The car that ensured Ford's survival in the postwar market

1955-57 Thunderbird An instant classic and Ford Division's first personal luxury car

1956-57 Continental Mk II A beautiful failure to build an exotic post-war American car

1960 Ford Falcon Ford's first American compact and the basis of the first Australian Falcon—a lineage that continues to this day

1965-66 Ford Mustang One of the most popular Ford vehicles ever; broke marketing ground as America's first "pony-car"

1966 Ford GT 40 Mk II Built to beat

Ferrari at LeMans, and did it in spectacular 1-2-3 formation in 1966

1969-72 Ford/Mercury Capri The Capri interpreted the Mustang formula for Europe with great success

1971 XY Ford Falcon GT HO Considered to be the ultimate Australian muscle car and at the time may have been the fastest production sedan in the world

1977 Ford Fiesta With a huge investment, Ford created its first "B" class car. This was also Ford's first commercially successful front-wheel-drive car, and it is still a popular car in Europe today

1981 Ford Escort (US and European) Ford's third front-wheel-drive car and an early attempt to built a trans-Atlantic car

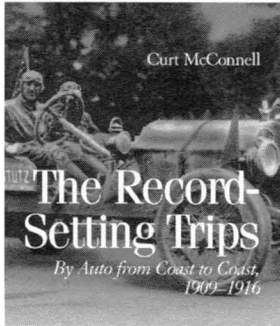
1986 Ford Taurus A great technical leap forward for Ford in North America and ensured Ford's survival in the 1980s

—Michael MacSems

Duryea Festival

On September 21, 2003 the Springfield Library & Museum Association and the Duryea Transportation Society will host a gathering of pre-1916 automobiles, motorcycles and bicycles in a festival honoring the achievements of James Frank and Charles Edgar Duryea, co-inventors of America's first successful gasoline-powered automobile. The host vehicle, the only Smithsonian-approved replica of the 1893 Duryea—built by Richard Stevens to celebrate the Centennial of the American Automobile—will be operated for the edification of the public. Other auto demonstrations will involve the cranking procedure required to start these vintage cars and the unique skills required to operate a horseless carriage. Motorcycles will be on display to celebrate Indian Motorcycle, America's first production motorcycle, along with the trophies, awards and bicycles of legendary riding champion George Hendee, founder of Indian Motorcycle. There will also be a three-wheeled Knox automobile once owned by ice skate manufacturer Everett H. Barney. For further information contact Keith Korbut 413-783-5624, e-mail duryeatrans@earthlink.net

AUTOMOTIVE HISTORY FROM STANFORD



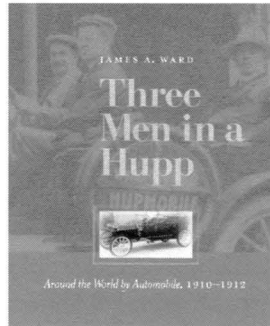
New!
The Record-Setting Trips
By Auto from Coast to Coast, 1909-1916

CURT MCCONNELL

This lavishly illustrated book explores the vast publicity surrounding eight milestone transcontinental auto trips in the early twentieth century, and how this publicity produced a variety of changes in American life. Earlier coast-to-coast trips (described in the author's *Coast-to-Coast by Automobile: The Pioneering Trips, 1899-1908*, Stanford, 2000) were also attention-grabbing events, but it was not until Pennsylvania lumberman Jacob Murdock became the first man to drive his family across the continent that the average American began to see the automobile as a useful, practical means of traveling long distances. Murdock's trip ended the period when automakers (and others) would sponsor a cross-country trip merely to prove that it could be done.

The later trips chronicled in this book reflected the remarkable developments in automobile technology and durability, and demonstrated the automobile's recreational, military, and commercial possibilities as well. The accounts of these exciting trips—carried in newspapers and magazines across the land—captivated Americans. Our familiarity with modern interstate highways only increases our wonder that in the early twentieth century adventurous motorists were resourceful and determined enough to establish cross-country driving records when the few roads connecting cities were snow-clogged in winter, mud-bogged in spring, and pockmarked with deep and dusty ruts the rest of the year. These trips, which vividly illustrated what one observer called the "crying need for good roads" in the United States, are illustrated by some 125 rare photographs.
 \$60.00 cloth

Also by Curt McConnell:
Coast to Coast by Automobile
The Pioneering Trips, 1899-1908
 \$45.00 cloth



New!
Three Men in a Hupp
Around the World by Automobile, 1910-1912

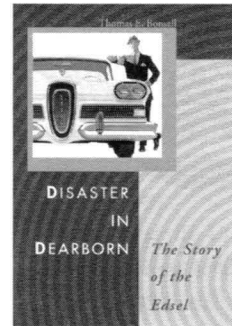
JAMES A. WARD

In late 1910, three American adventurers set off on a remarkable around-the-world journey by automobile. Sponsored by the Hupp Motor Car Corporation, the trip was intended to publicize the durability of the Hupmobile and help stimulate export sales.

The car was first driven from Detroit to San Francisco—a very difficult journey in its own right in 1910. From San Francisco, the car and its drivers took a steamship to Hawaii, and from there to Fiji, Australia, New Zealand, and Tasmania, unloading and touring at each port of call. The men and their machine spent the next five weeks attempting to drive through the Philippines, and then pushed on to Japan and China, where they managed to stay one step ahead of the Chinese revolution. They then drove across India, and from there, sailed to Egypt, bringing the first automobile ever to be seen in that country. Next, the Hupmobilists sailed to Italy. In Rome, the adventurers met Pope Pius X, and then drove north to Germany and France. They crossed the English Channel to Folkstone, toured England, and then ferried from Liverpool to Ireland. They returned to New York in time for the 1912 auto show.

In the end, the Hupmobile was driven 41,000 miles and transported by steamship another 28,000. A new world was dawning, both for transportation and for American business enterprise.

Three Men in a Hupp is the only available history of the Hupmobile, its products, technology, and world marketing organization. It contains over 120 photographs from the journey.
 \$60.00 cloth



Disaster in Dearborn
The Story of the Edsel

THOMAS E. BONSAALL

"This well-researched book offers the reader a plethora of details about the history of Ford, the development of the automotive industry in America, and some eyebrow-lifting insight into the politics of auto manufacturing. . . . [S]ure to appeal to the dedicated car fancier and the armchair historian in all of us."
 —*Road & Track*

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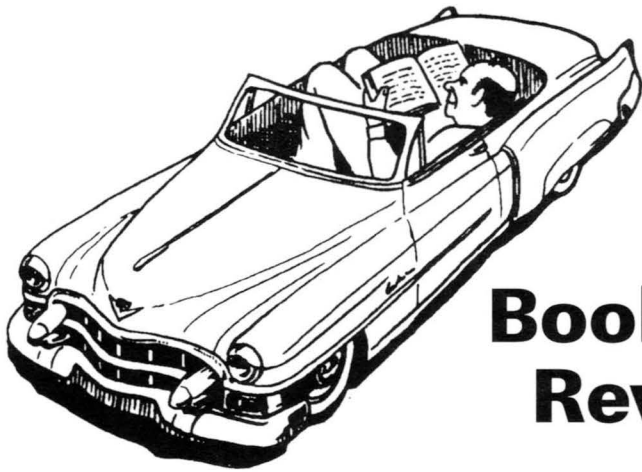
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Book Reviews

New York City Fire Trucks by Wayne Sorenson and Donald F. Wood 2002 ISBN 0-87349-482-2. Softcover, 8½ x 11 inches, 248 pages, 400 photos including 23 in color. Krause Publications, 700 E. State Street, Iola, WI 54990. \$19.95 plus \$4 S&H

This is an excellent illustrated account of the motorized fire apparatus used by the fire department of New York from its cradle days to the present time, and a fine account it is!

Actually some of the department's horse-drawn equipment is shown, presumably to "work up" to the subject at hand. There is also the self-propelled Amoskeag steamer of the early 1870s which was properly a road locomotive rather than a "motor vehicle" per se.

The FDNY has used a great variety of apparatus over the last century, including pumpers, hose wagons, chemical trucks, hook and ladder equipment and water towers. Examples of this variety have been carefully chosen to give the reader a general idea of exactly what was available for emergencies ranging from minute-sized blazes to conflagrations—and photos of some of these spectacular fires have been included as well. It may surprise some to know that at least one of its trucks was custom built by the firemen themselves, and that cutdown taxis were also a part of the lineup.

All the major fire apparatus builders are represented: Seagrave, Ahrens-Fox and American LaFrance. Truck manufacturers such as Mack, International and Walter

also built fire apparatus used successfully by the FDNY. There are a few brands in the department that are obscure, indeed, but no one can say that the FDNY didn't shop around to find the best engines and trucks for its fleet.

Among the most impressive pieces of equipment shown is the monster Mack trailer hauling its "Super Pumper" section which took the place of ten conventional pumpers at major fires, its six-stage DeLaval pump able to pump 8,000 gallons of water per minute at 350 pounds per square inch. It was such equipment that made the FDNY unique.

A special photo section in the book pays tribute to the equipment used and lost in the World Trade Center disaster of September 11th.

New York City Fire Trucks should be in the library of everyone even remotely

interested in fire-fighting equipment and, I should think, many whose interest is only peripheral. And the price is right, too.

—Keith Marvin

Standard Catalog of Die-Cast Vehicles, Identifications & Values

edited by Dan Stearns 2002 ISBN 0-87349-419-9. Krause Publications, 700 E. State Street, Iola, WI 54990. \$29.95 plus \$4 S&H.

It is doubtful that anyone even remotely interested in motor vehicle history isn't interested to some degree in toys and models pertaining to the subject. This book should be of considerable interest to all. In addition to the 5,000-plus photos there are comparative listings and up to three value guides as well as a 32-page color section of some of the especially interesting examples of the subject.

Various manufacturers are found here including Tootsietoy, Eagle, Husky, Hot Wheels, Corgi, Dinky, Maisto and Matchbox. One may readily note the abundance of the changes in design the genuine articles also had and reflect further on the query, "Where have the years gone?"

Whether your collection is carefully exhibited in glassine covers or whether you still play with them now and then, this book is a good read at any time at all.

—Keith Marvin

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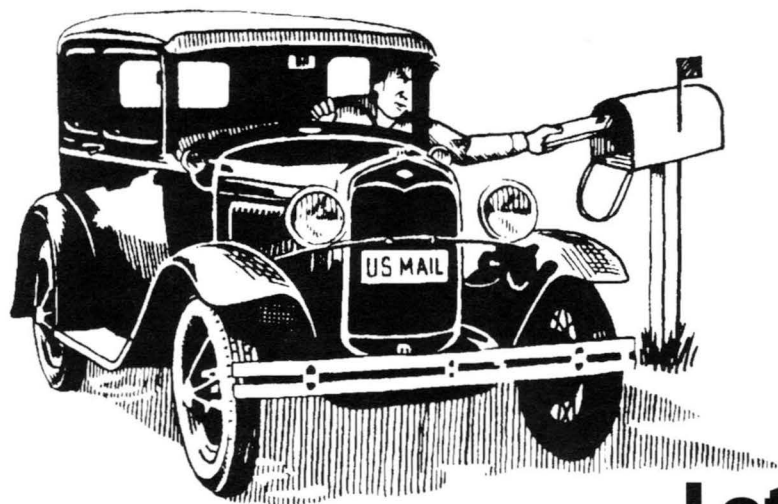
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Letters

Multipla Racer

I enjoyed the picture of the Fiat Multipla in *SAH Journal* No. 204. The Multipla driveshaft was popular with the racing drivers. That's right, there was a driveshaft about 18 inches long between the engine and the transaxle. When Fiat 600s were prepared for competition, this part was not changed. On the regular 600, the diameter was necked down between the splines and the bearing surface. Of course this is where it broke when transmitting the 43 or 57 hp of the Abarth pushrod and twin-cam engines.

How do I know all this? I broke one in a race at Thompson, Connecticut, in 1960, in my Fiat-Abarth Zagato. The solution was to use the Multipla part, which had a constant diameter from end to end.

—Carl Goodwin

More Wartime Sales Literature

Taylor Vinson's article, "Vehicle Sales Literature in Wartime" in *SAH Journal* 204 sent me scurrying to my files in search of other examples.

I had never noticed the extra grille bar in the Nash catalog of August 1945. Sharp eye, Taylor! If this is the earliest postwar American piece, perhaps the second is a small Pontiac folder dated 9-45 showing only the Streamliner Sedan Coupe, but promising four-door sedans and station wagons available January 1, 1946. The massive four-month GM strike later that year put an end to that commitment.

A Willys brochure entitled "Jeep Planning," perhaps earlier though undated, shows photographs of the civilian model with 1944 tags and includes a coupon for requesting the earliest possible information. It was signed by Charlie Sorensen who arrived at Willys in June 1944.

—Arthur Jones

A number of points were raised in the article on wartime sales literature, and I would like to clarify one or two as follows: Mercedes 170-V, built 1936-42—17,977 produced in 1939, 11,259 in 1940, 7,384 in 1941 and ca 3,400 in 1942. There was also a Type 170-VG gas powered model built 1939-43.

Similarly BMW cars were built into 1941—7,610 produced in 1939, 1,501 in 1940 and 253 in 1941.

Volvo PV53 and PV54 models were built 1938-45, and the company developed a gas engine that delivered about 37kw (50hp) originally built on a PV56 chassis. Although Sweden was neutral during the war Volvo still experienced supply difficulties and less than 100 cars were built in 1942, possibly less were built in the following three years. During 1942 five prototypes of the Volvo PV444 were assembled. Between 1942 and 1944 there was a Volvo PV60 prototype with gas engine.

Peugeot continued to build vehicles through the war years, a 402 engine was transformed to run on alcohol, and commercial vehicles were fitted with a

charcoal gas-producer or Brandt gas generator. Peugeot also built 377 examples of the VLV electric car between June 1941 and February 1945.

First World War—Cottin-Desgouttes is credited with six models continuing into 1915 and one model into 1916: 1910-15 Type 22, series 300B and series 8000F Sport; 1910-15 series 4000D and 6000E; 1912-15 Series DF, four-cylinder, 80x160mm bore and stroke, 3217cc (196 cu. in); 1915-16 Type 18, series H, four-cylinder, 90x160mm bore and stroke, 4071cc (248.5 cu in).

Panhard et Levassor models in the same period were Type X21, 1913-16; Types X23 and X24, 1913-17; Types X25 and X26, 1914-17; Type X19 1916-17; and Type X29, 1917. Panhard post-war production restarted in 1920.

The new Austin 16 (Autocar 1944) was actually a new engine in an 'old' body. The 16 engine was four-cylinder, overhead-valve, 79.3x111.1mm bore and stroke, 2199cc (134.2 cu in). This was installed in the 12hp six-light body (series HRB), which Austin had introduced in September 1939.

David Culshaw notes regarding Austin models during 1939-45 "some of these models continued in production during the war in military guise and were even introduced in private form again well before the war actually ended."

For 1942 the Austin Eight can be found listed at between £180 and £196 while the Ten model is priced £230 to £235. Officially the Austin Ten model returned to the market in July 1945, the Eight in August 1945 and the Twelve and "new" Sixteen models in September 1945.

Jaguar one-, two-, and three-liter models were launched in September 1945, and the MG TC model was officially available from November 1945.

—Michael C. McGowan

Calling Mr. Everitt

Regarding Curtiss Aerocars with fifth-wheel hitches (*SAH Journal* 201), others survive today, in Union, Ontario, (privately owned and on the market for the

past decade) and in museums in Los Angeles and Seattle.

When B. Everitt lost his money the second time, on Rickenbacker, he was given a job by "the boys" running the Detroit office of a trade group of auto manufacturers. About 1930 he started promoting the Aerocar on the side. I believe he died in the the late 1930s, but the Aerocar hung on until 1942, by then in Florida. Such vehicles today are illegal on highways unless empty of passengers.

Mr. Everitt was one of a dozen or so once notable but now forgotten midrange Detroit auto figures. There is little research in print of them today. Who will undertake this research?

—Bob Scoon

Chandler "Traffic Transmission"

More information about the "Campbell patents," under which the Chandler "Traffic Transmission" was built, has come to light (see letters in *SAH Journals* 203 and 204). Leon J. Campbell of Bu-

chanan, Michigan (and later Chicago) was granted a number of United States patents relating to automotive transmissions between 1921 and 1934. The one most relevant to the constant-mesh "Traffic Transmission" is number 1,394,607, "Variable Speed Transmission Mechanism," applied for December 8, 1919 and issued October 25, 1921.

In typical patentese, Campbell describes his invention as having "a mechanism wherein all the gear wheels thereof are constantly in mesh with a set of gear wheels loosely mounted on the transmission shaft and being selectively connected therewith at the will of the operator, by keys slidably and rockably mounted on that shaft . . ." These keys are of the type sometimes referred to as "dogs." Thus the gears were kept in mesh with one another and the gear changes were made by clamping or releasing them to the transmission shaft by rotation of the keys.

If the Campbell-type transmission was used by automakers other than

Chandler, I haven't become aware of it. In any case it was eclipsed by the "Synchro-Mesh," invented by Earl A. Thompson, whose patent was assigned to General Motors (1,854,281, applied for August 2, 1926, granted April 19, 1932). Interestingly, Campbell seems to have been won over to the synchro concept, for on May 8, 1931, while Thompson's patent was still pending, he applied for his own patent on "Synchronizing Clutch for Transmission Mechanisms." It was granted on October 4, 1932, not six months after Thompson's.

Researchers will be pleased to note that US patents are now available on the internet (<http://www.uspto.gov/patft/index.html>). Unfortunately, the online data base has searchable text only for patents since 1976. Earlier patents are available as TIFF images, but may be retrieved only by patent number. Fortunately, the European Patent Office (<http://ep.espacenet.com>) has a sophisticated search capability for patents issued worldwide since 1920.

—Kit Foster

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Now That You Think About It

Correct terms for mechanical parts seem to have been a stumbling block so far as the automobile is concerned. Take for example the term "motor," which has been lifted into corporate names such as General Motors and Ford Motor Company. Back when these names were formed, the term for the motive power used in automobiles was at least blurred. It was before the term "internal combustion engine" was accepted as describing the heart of the automobile. The word "motor" was not then relegated to non-internal combustion engines such as, properly, the electric motor or the air motor, both powered by outside sources not dependent upon fuel.

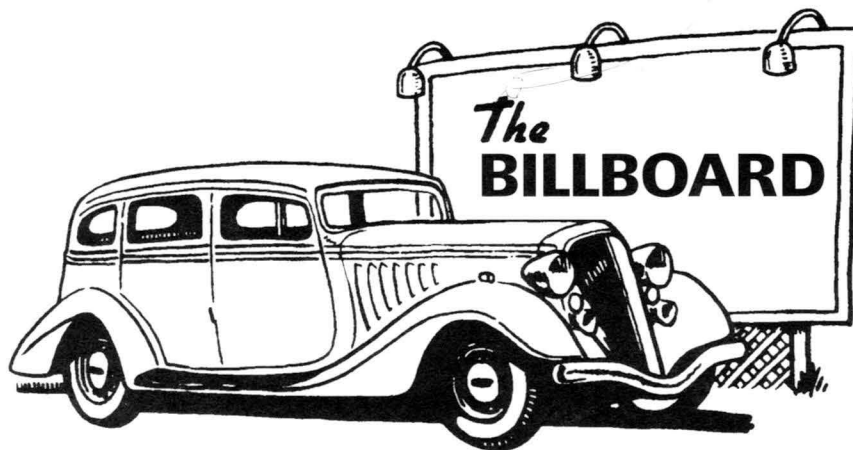
The above is not unique. Consider the automobile radiator. Presumably this refers to the object which transfers heat from the cooling fluid to the air passing through the object. The name was taken from the cast iron, fluid heated household radiator. In that case heat is dissipated by both radiation and convection. There is no question of heat transfer using this part, merely the fact that its function is not the radiation of heat but the transfer of heat by conduction and forced convection, this having little or nothing to do with the radiation of heat from the coolant to air. The proper term for this mechanical part should be "convector."

Then there is the transmission, that object in which engine speed is transformed into proper speed for the driving wheels, fore or aft. The word "transmission" is a noun which properly should be used to describe the act of transmitting power by a transmitter.

And finally the word "automobile" implies that it is an automatic machine. Not without a driver. But is a driver a proper word? The driver could better be described as a guider as the actual driving is by motive power, not by human hand. The term "driver" probably originated in the agricultural task of guiding cattle.

Undoubtedly there are many other misnomers in the "guts" of our automobiles.

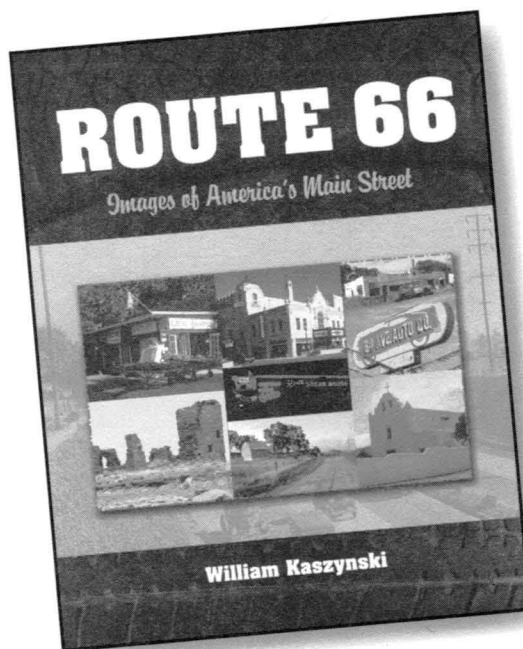
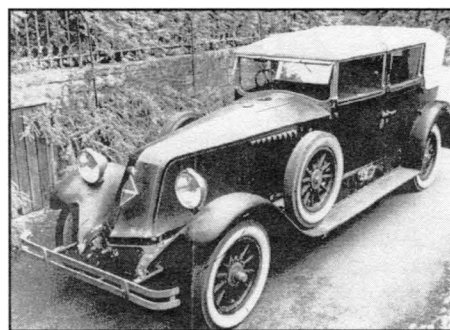
—G.M. Naul



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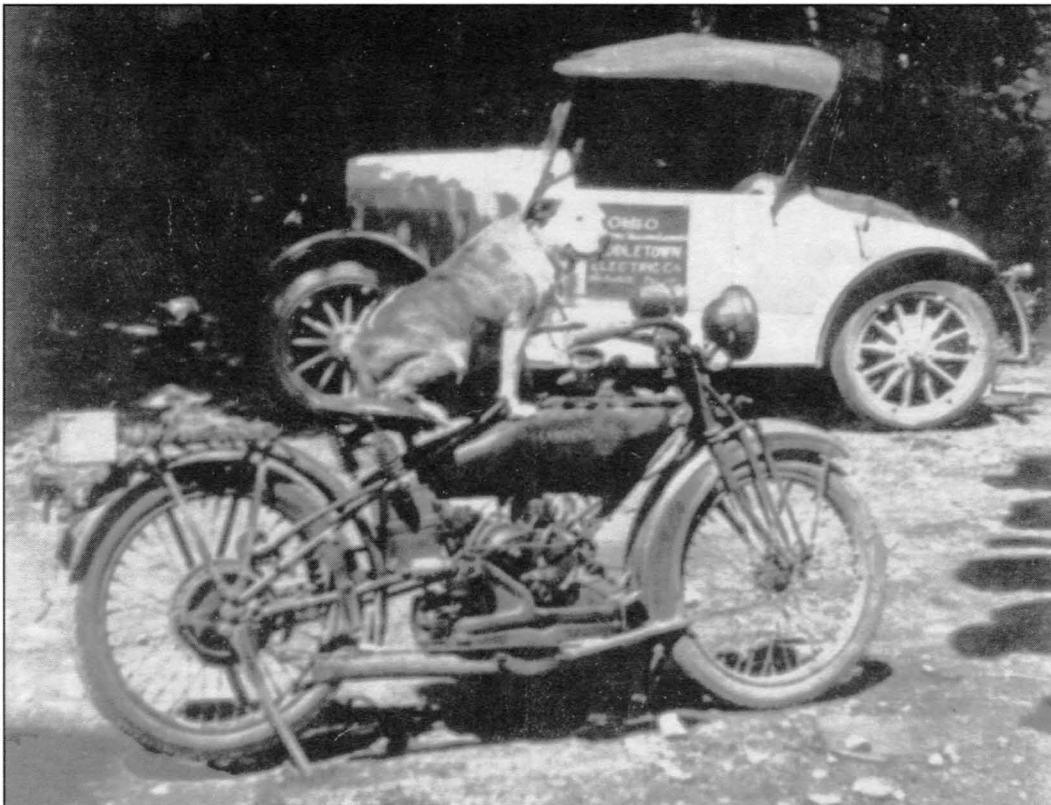
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