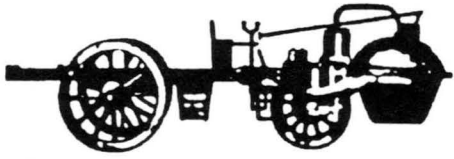


SAH Journal

The Society of Automotive Historians, Inc.
Issue 223 July–August 2006



www.autohistory.org

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Deadline for ballots is September 1st.
Registration for Annual Banquet at Hershey—**Deadline for reservations is September 30th.**

The Three Henrys

By Jim Schild

There were three men named Henry who had more influence on the automobile business than anyone else. These three Henrys created and nurtured automobile manufacturing businesses and concepts that live today, and their ideas continue to affect the way automobiles are built and marketed. They were all born in the middle of the nineteenth century, but their vision gave life to the legacy of the twentieth century. There were a number of similarities in these men's lives, but their differences lay in the way each approached the business of producing automobiles. The contributions to automotive perfection and advancement of these three men cannot be overstated.

The oldest of the three Henrys was Henry Martyn Leland. Leland was born February 16, 1843 to Leander and Zilpha Leland in Barton, Vermont. Henry's Quaker parents taught him Christian ethics and moral standards that included fairness, kindness and the desire to help others. Henry was also taught that doing a job properly was important not only because it was right but also because it was the most economical thing to do.

Henry Leland began working at age 11 in a wheel factory and later moved to the Crompton & Knowles loom works with his father and brother. Henry worked 60 hours a week for \$3.00. By 1865 Leland had moved from the loom works to the Springfield Armory and later to the Colt firearms factory in Hartford. After two years with Colt Leland went to work for precision machinery maker Brown & Sharpe in Providence, Rhode Island. It was at Brown & Sharpe that Leland began to utilize all of his experience and skills.

The second of our three Henrys was Frederick Henry Royce, born on March 27, 1863 to James and Mary Royce in Alwalton, United Kingdom. Royce, like Leland, was not born to wealth and as a boy he sold newspapers for W.H. Smith & Sons. Because he needed to contribute to his family's support, Royce was only able to attend school from age 11 to 12 and then went to work as a telegraph messenger at the Mayfair Post Office. It was around this age that Henry's aunt paid 20 pounds a year for an apprenticeship at the new Great Northern Railway at Peterborough. Royce's landlord was a skilled fitter and machinist so Henry had the opportunity to learn the trade from him.

When Henry was 16 his aunt could no longer afford his apprenticeship so he found employment with a toolmaker in Leeds who paid him 11 shillings for a 54-hour week. Royce later went to work as a tester with the London Power and Light Company and was soon sent north as a technical advisor to the Lancashire and Western Electric Company in Liverpool.

The third Henry is Henry Ford. Born in Greenfield Township, Michigan on July 30, 1863, he was the first of six children of William and Mary Ford. Henry learned to read and write at home and although he began school at age seven or eight, by age 16 he left school and decided that he would be a mechanic, not a farmer like his father. Like the other two Henrys, Ford started his career at an

continued on page 6



Thomas S. Jakups, Editor

In his inaugural address to the SAH membership in *Journal* 219, President *Michael Berger* felt compelled to explain why he joined and became active in SAH even though “The oldest car I own was built in 2001. . . . If I owned an antique car and needed a part for it, I think I would rather shop for it on Ebay than walk the Hershey fields in October, especially when it’s raining.” Mike then went on to describe how his fascination with the automobile and its impact on human behavior and culture led him to SAH.

Keep a Light On for the Car Folks

Mike’s involvement with SAH and the Society’s recent recognition as an affiliate society of the American Historical Association are strong evidence that automotive history is a legitimate area of scholarly study—as legitimate as art or music history, which you can enjoy without being able to draw a straight line or carry a tune. None of this surprises you nor me. What surprises me is the lack of interest in the Society among more members of the collector hobby—at least the crowd I hang around with.

At shows, cruises and club meetings I have brought up SAH. The response? Not even feigned curiosity. Why is this so? Could it be that the very word *history* scares them off with all those painful memories of sitting through dull high school classes? Or is it that their concept of automotive history does not go beyond articles in *Old Cars Weekly* or *Hemmings Classic Car*? Or is it that while they would naturally call themselves collectors or hobbyists or gearheads they would

never consider themselves *historians*?

Speaking for myself, history was my favorite subject in high school; I have stackfuls of collector magazines; and I am definitely an old-car hobbyist. As for historian, the dictionary defines the term as a writer, student or scholar of history. That’s a wide enough spectrum to include me, but I would expand it to also include “curiosity about history.” So I find it hard to understand how automotive collectors and/or hobbyists could not consider themselves historians.

As a member of SAH I have been exposed to many facets of automotive history—and that was just by attending the conferences—and it is an experience I would recommend to everyone who is “into automobiles.”

So as we seek inclusion within the academic world, let’s also practice inclusion and “keep a light on” for those folks who have always appreciated automobiles. Just a midsummer thought. Let me know what you think.

—Tom Jakups

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Copy Deadline for Journal 224
August 31st

NASCAR Nation



Michael L. Berger, President

“It is October of 1910. The Philadelphia A’s and their manager, Connie Mack, are basking in the glory of having defeated the Chicago Cubs four games to one in the seventh World Series. Martin Sheridan has just set a world’s record in the discus of 142 feet, 2 inches. And Barney Oldfield, who had established a world’s automobile speed record of 131.724 mph in March, is preparing to meet Jack Johnson, heavyweight boxing champion of the world since 1908, in the fledgling sport of motor racing.”

Fast forward to June of 2006, when a crowd of 140,000 fills the Dover International Speedway for a series of NASCAR races, including the Neighborhood Excellence 400, part of the Nextel Cup national series. Despite gasoline prices hovering between \$2.85 and \$3.10 a gallon in the mid-Atlantic region, thousands of devoted NASCAR fans have journeyed to Delaware in their gas guzzling motor homes to watch so-called “stock cars” circle the Monster Mile oval.

With that as background, I was pleased to learn of the strong response from the SAH membership to the call in the last *Journal* for individuals who might be interested in forming a Motor Sport Section within the Society. Past-President *Joe Freeman* has been communicating with those prospective founding members, and he plans to present a formal proposal to establish

such a section at the October meeting of the SAH Board in Hershey.

I suspect the majority of members responding to the call have a historical interest in the technical or competitive aspects of auto racing, and that is laudable, especially given its emergence as the most popular spectator sport in the United States. There is much to study, analyze and record, including the engineering developments that were first pioneered in racing cars, the land speed records set, the emergence of Formula One racing and the creation of formal league competition, to name just a few of the possible topics. Nonetheless, I think that it is important that we also investigate and consider the social, cultural, economic, ecological and political aspects of auto racing.

While auto racing began as a demonstration of the mechanical superiority of one marque or automotive company over another and thus was a powerful marketing ploy, it soon became imbued with socio-cultural aspects that continue to today. The quote that began this column is from an article that I wrote back in the late 1970s entitled “The Great White Hope on Wheels,” which was originally published in the *Michigan Quarterly Review*. As that title implies, the 1910 Oldfield-Johnson match races pitted the first black heavyweight boxing champion of the world against the white speed champion, and many at that time saw those races as a motorized battle for racial supremacy.

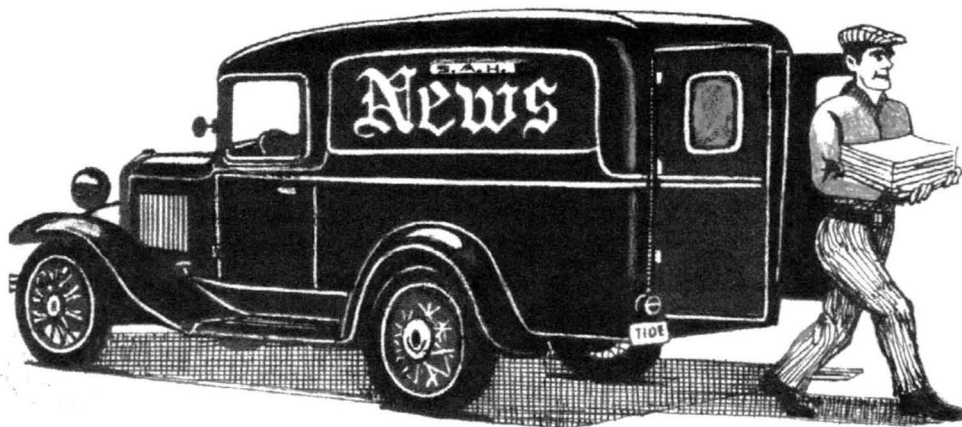
Similarly, social and economic factors impinged on the contemporaneous road races held in Philadelphia’s Fairmount Park, the subject of *Michael J. Seneca’s* 2004 Cugnot Award winning book *The Fairmount Park Motor Races, 1908-1911*. In that case, the races, despite great popularity with automotive aficionados and financial success, generated enough neighborhood hostility that the

Philadelphia City Council felt compelled politically to shut them down after three years.

More recently, even the increasingly popular NASCAR racing series (Nextel Cup, Busch, and Craftsman Truck) have not found themselves above controversy. Like other professional sports in the United States, allegations of heavy-handed governance have been brought against its management, and questions have been raised about who is granted and, more significantly, denied press passes and interviews with the owners, drivers and pit crews. While such controversy seems to have little impact on the fan base, its mere existence indicates that auto racing involves more than simply combining the technical and personal attributes of car and driver in order to best the others in the field.

In addition, this year will mark the end of the “All-American” aspect of NASCAR racing. In 2007 Toyota will join the ranks of companies sponsoring cars in the premier Nextel Cup competition, when teams begin to race its Camry model on the NASCAR circuit. As such, it will become the first Japanese company to do so and, arguably, the first non-American marque to compete in the Nextel series. While no one questions that the Toyota Camry is “American-assembled” (in Georgetown, Kentucky) and thereby meets NASCAR rules in that regard, its forthcoming debut has caused quite a stir as team owners and drivers debate what fan reaction will be to having a “foreign” nameplate on the tracks. My guess is that they have little to worry about, given that the Camry has been the best selling car model in the United States for eight of the last nine years. However, the mere fact that the question has been raised once again argues for taking the widest view possible regarding the history of auto racing as we drop the starter’s flag on SAH’s first special-interest section.

—Mike Berger



Board of Directors Candidates for 2006–2009

The following people have agreed to have their names placed in nomination for the Board of Directors for the term 2006–2009:

Robert R. Ebert #0135 Incumbent
J. Douglas Leighton #1826 new
William L. Millard #1881 new
Susan P. Sanborn #2812 new
Steve Wilson #2441 new

The biographies of these candidates and a ballot form are included in this issue of the *Journal*.

Leroy D. Cole, Joseph S. Freeman
Co-Chairs, Nominating Committee

SAH to Be at AHA Conference

I am delighted to report that SAH, as an affiliate society of the American Historical Association, has been approved for its second joint session at the annual AHA Conference, to be held January 4–7, 2007, in Atlanta, Georgia. Director *Michael Bromley*, our redoubtable liaison with AHA, has once again done all the preliminary “legwork” and produced a program that will allow us to put one of our many best feet forward. The session title is “Motorized Highways: Case Studies of Infrastructure and National Identity.” Speakers will be Bruce Seely, Michigan Technological University (“Engineers, Politics, and the Interstate Highway Program, 1939–1960”); *Tracy Nichols Busch*, University of Maryland-Maryland College (“Automobiles during the

Soviet Interwar Period: Technological and Ideological Experimentation”); Frank Schipper, Technical University of Eindhoven, The Netherlands (“Was the Road to Europe Paved with Good Intentions?: Building Highways in the Balkans”); and Lewis H. Siegelbaum, Michigan State University (“The Road to Socialism: The Limits of the Metaphorical?”). “Broms” will serve as the Chair of the session. For more information on AHA and the Conference, visit www.theaha.org.

On behalf of our President *Mike Berger* and the Board, I congratulate and thank Broms for organizing yet another successful SAH venture into the rather scary world of academia.

—*Patricia Lee Yongue*
Chair, Committee on Academics

A Cutting-Edge SAH Program— the Annual Student Paper Competition

The Society of Automotive Historians, annual Student Paper Competition has now entered its sixth year. In the opinion of many it has emerged as one of the Society’s most active and successful programs.

When the Student Paper Competition was instituted by the Society at the very end of the 1990s, a key goal was to encourage students at institutions of higher learning to undertake background research and prepare papers in areas related to automotive history. The submitted papers would be reviewed and

ranked by members of the Student Paper Committee, with the author of the top paper receiving recognition through the presentation of a plaque and cash gift at the Society’s meeting at Hershey, Pennsylvania, each October.

In addition to generating a current interest in automotive history on the part of students enrolled at colleges and universities, the Society felt that there would be additional benefits derived from the annual competition. It believed that the careers of the annual winners would be enhanced, particularly since their papers would be published in the Society’s *Automotive History Review*. Another hoped-for benefit would be the development of a long-term interest in automotive history on the part of those competing, resulting in the production of books and magazine articles on this subject by such persons in future years. It also was felt that the contest might well cause relevant academic departments at universities to place increased emphasis on the history of the motor vehicle and its enormous effect on the development of modern civilization.

I assumed the position of Chair of the Student Paper Committee in late 1999. Joining me as members of the Committee were *Charles Blackman*, retired from Michigan State University; *Robert Ebert*, Baldwin-Wallace College; *David Lewis*, University of Michigan; and *Craig Pascoe*, Georgia College and State University. Also serving briefly before his untimely death was *Richard Scharchburg*. Committee membership has remained unchanged over the years.

In 2000 the Committee developed plans and guidelines for the Student Paper Competition. Among other things it was decided that the contest would be worldwide in scope. The initial contest got under way in 2001 and the winner was Jameson Wetmore, a graduate student at Cornell University. It was good to learn recently that Mr. Wetmore, after

being awarded his PhD at Cornell and receiving two post-doctoral fellowships, had been appointed an assistant professor at Arizona State University.

No award was made in 2002. In 2003 two awards were established, one for graduate-level students; the second for undergraduates. The graduate-level award went to *Dean C. Ruffilli* of the University of Western Ontario, Canada. At present Mr. Ruffilli is completing work on his PhD at Western Ontario. The undergraduate award was given to Owen T. McDonough, of the College of William and Mary, Virginia.

In 2004 only a single award was given, at the graduate level. It went to *Adam Stanley*, of Purdue University. It was nice to hear recently that, following receipt of his PhD, Mr. Stanley had received an appointment as an assistant professor at one of the branch campuses of the University of Wisconsin system.

Two awards were again made in 2005, although on a somewhat different basis than in 2003. The winner of the principal award was *Rick Clapton*, a graduate student at the University of Melbourne, Australia. Mr. Clapton, upon completion of his work for a PhD, has been awarded a post-doctoral fellowship at the University of Toronto, Ontario, Canada. The runner-up award, now named the Award of Distinction, went to *David Kerr*, a graduate student at Loyola University of Chicago. Following the receipt of a Master's degree at Loyola, Mr. Kerr has become a consultant tracing vintage car ownership and researching potential historic districts.

The various papers submitted by contestants have covered a broad range of subjects. Jameson Wetmore dealt with the interesting topic of automated highways. The two most recent papers receiving awards dealt with the history of evolving speed limits and their enforcement in a major Australian city (Rick Clapton), and the development of a major clus-

ter of motor car showrooms on a famous avenue in a large Midwestern city (David Kerr). Perhaps somewhat surprisingly, none of the papers submitted to date took the reader inside a historic auto plant and described the various activities taking place there. Some future contestant may possibly enter a paper dealing with this subject.

All-in-all the numerous papers submitted during the past five years were of generally good quality and reflect credit on the students who researched and wrote them.

I also would be remiss if I did not express heartfelt thanks to my fellow Committee members, all of whom took a good deal of time out of their busy professional lives to carefully review, evaluate and rank the papers submitted. In addition to this, Committee members, through mailings and personal contacts, have brought the contest to the attention of university history departments in

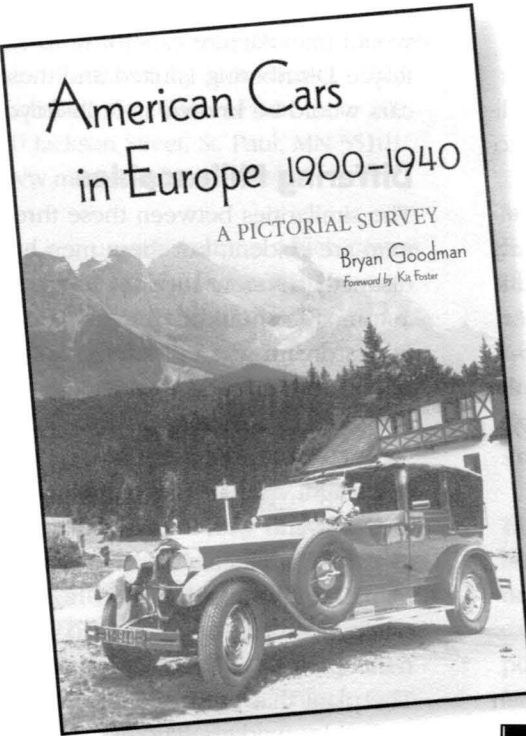
America and in other nations.

Thanks also should go to the webmaster of our SAH site, *David Duricy*, who has seen to it annually that an announcement of the student paper contest is prominently displayed. With these widespread public relations efforts it is perhaps not surprising that two of the four top awards given during the life of the contest went to students in nations other than the United States. The Committee is pleased that its program has helped insure the international nature of our organization!

—*Sinclair Powell*

Hershey 2006


Included with this *Journal* is your reservation form for this year's Annual Meeting and Awards Banquet at Hershey. **Please note that SAH is returning to the newly renovated Hershey Country Club. Also note the new location of the SAH tent on Green Field, spaces GBF 33-35.**



**American Cars
in Europe 1900-1940**
A PICTORIAL SURVEY
Bryan Goodman
Foreword by Kai Foster

This book contains a unique and unprecedented collection of period photographs, recording American automobiles—and their owners—in various locations throughout Europe between the years of 1900 and 1940. Captions include the make and model of each car, information on the setting of the photograph, and remarks on interesting details, unusual accessories or distinguishing features of each car. Argo, Jewitt, Durant and Reo automobiles are represented here along with household names such as Buick, Chevrolet and Ford. Printed on glossy paper throughout.

215pp. \$39.95 softcover (7 × 10)
340 glossy photos, index
ISBN 0-7864-2250-5 2006



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Henry's continued from page 1

early age, entering an apprenticeship at Flower Brothers machine shop while working nights at McGill's watch and jewelry repair shop in Detroit. After nine months Ford left to work at Dry Dock Engine Company building steam engines. By age 19, Ford felt himself master of the machinist's trade and went to work as a road expert with Westinghouse portable steam engines. By age 26, Henry was night-shift engineer for the Detroit Edison Illuminating Company and worked twelve hours a day for \$45 per month. He was eventually promoted to chief engineer and paid \$125 per month.

Shared Mechanical Aptitude and Work Ethic

It is evident that all three Henrys rose from a similar simple background and learned machinist's skills at an early age. Ford and Leland both came from a family farm environment. All three showed great mechanical aptitude and a strong work ethic. Henry Royce and Henry Ford were born in the same year so they learned from the similar collective knowledge available at the time. Leland, on the other had an additional twenty years on both of them to hone his skills and gain important experience. Ford and Royce both worked for an electric power company.

The environment that eventually changed the lives of all three of these men was the invention and development of the gasoline automobile in the last decade of the nineteenth century.

Henry Ford led the way as he developed his first quadricycle in 1896 while living on Bagley Street in Detroit. By 1898 Ford was already employed by the newly formed Detroit Automobile Company. This arrangement was dissolved in 1901, replaced by the Henry Ford Co. Then in June 1903, The Ford Motor Company was organized with Henry Ford as chief engineer. The Henry Ford Co. became the Cadillac Automobile Company.

Henry Leland left Brown & Sharpe in 1890 and along with Robert Faulconer started his own machine shop business in Detroit. Leland and Faulconer were soon building engines for Oldsmobile. L&F suggested significant improvements for the Olds engine, but the cost was too high and their offer was refused. Shortly after, Leland met with the officers of the failed Henry Ford Co. and realizing an opportunity, the company was reorganized under the name Cadillac Automobile Company on August 22, 1902.

By 1894, the F.H. Royce Company was in the successful business of building electric motor generators and switchgear devices. Unlike Ford and Leland, Royce did not have any particular interest in automobiles, but his purchase of a De Dion quadricycle triggered the desire to make a better example. At the very beginning, Royce developed ideas that were applied to all future products bearing his name. In 1904, Royce met with Charles Stewart Rolls, who was selling quality French cars at the time. The result of this meeting was that Royce Limited would manufacture cars for Rolls-Royce Distributing Limited and these cars would be known as Rolls-Royce.

Differing Philosophies

The similarities between these three men are evident, but these men had distinctly different ideas of how an automobile should be built. Henry Ford's dream was to build an automobile for the masses, a car that his employees could afford.

He accomplished this dream by devising a car that was lightweight, low cost and with a reliability suited to the requirements of the common man. This concept included high quality materials and simple components built in very high volume. The plant that produced this car was staffed by workers who assembled parts made to fit well but be infinitely interchangeable among vehicles. An example of this simplicity was Ford's method of fitting crankshaft and con-

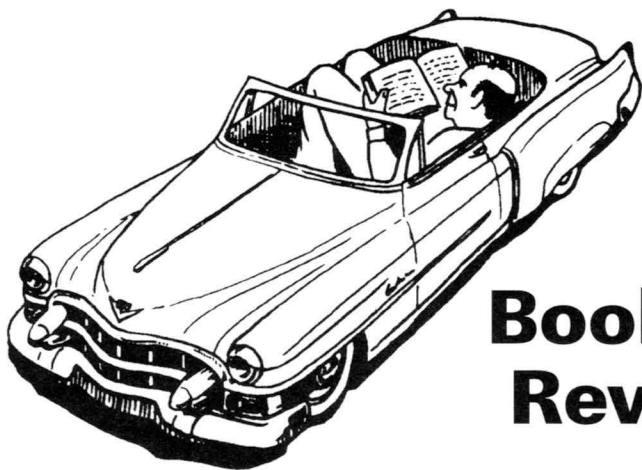
necting rod bearings. The engine was spun by a large electric motor until a certain amperage reading was reached, indicating that the clearances had been met. Fifteen million Model T and five million Model A Fords were produced using this concept.

Henry Royce had a clear idea of how his car was to be built and he often stated these ideas in company advertising: "Whatever is rightly done, however humble, is noble." "Above all things, be accurate."

Royce applied these ideas to the techniques used to build Rolls-Royce motorcars. For example, tests showed that many small fasteners were more secure than a few large ones. To insure quality, every critical part was tested rather than a selected few. All fitting was performed individually by hand rather than to a common standard. This meant that certain components were not interchangeable from one car to the next. In all cases, materials were the best available without compromise. "No price is too great to pay for achieving a worthwhile result." This concept created "The best car in the world" according to Rolls-Royce.

Somewhere in between these two extremes, Henry Leland determined that a high quality motorcar could be built to a consistent high standard of materials and precision that allowed a certain level of mass production.

Leland maintained this high quality by setting tolerances that were superior to any used by "lesser" cars, but he also made use of gauges and tools that made infinite interchangeability possible. This attitude brought accolades to Cadillac including the DeWar Trophy in 1908. The excellence of production directed by Leland brought about the motto "Standard of World" for Cadillac. Leland later put some of these same ideas into practice with Lincoln Motorcar Company and with both marques, produced a high quality car at a price much lower than that of Rolls-Royce or other similar European luxury cars. ■



Book Reviews

MINI—Technik + Typen, by Hans J. Schneider. 2004. ISBN 0-9541746-4-X. Hardbound, 128 pages, 249 illustrations, text in German. Published by Schneider Text Editions Ltd, Gormanstown, Ireland. Approx. \$26 plus p&p. Available from www.schneider-text.com or info@schneider-text.com.

Everybody knows the classic Mini of which about 5.4 million were produced and sold between 1959 and 2000. It has become a legend as an unconventional car for every day but also for its countless successes in rallye and sports events. The new Mini which is the main theme of this book was developed in the late 1990s by BMW and has been produced since 2001 in Oxford, England. Already in August 2004 the 500,000th new Mini was delivered. Here we find the illustrated development history with prototypes and idea cars of four decades.

A major part of the book is devoted to detailed descriptions with many, mostly color, illustrations of the basic models and variations of the new Mini—the One, One-D, Cooper, Cooper-S and Convertible. There are technical details as well as inside views of the production of these cars.

Chapters on the tuning and Cup races with special versions of the Mini, a condensed Cooper history with Formula 1 world championship racers in 1959–60, a brief Mini history from 1959 to 2000 and complete technical specifications of all present models and versions supplement the contents.

For any Mini owner—and everyone who was ever interested in this extraordinary car, which goes beyond conventions with regard to styling and technical solutions—this book is a mine of information and a joy. It is well produced and printed, contains excellent color pictures and is reasonably priced. Well recommended.

—Ferdinand Hediger

The Big Book of Car Culture, by Jim Hinckley and Jon G. Robinson. 2005. ISBN 0-7603-1965-0. Paperback, 320 pages, 200 b/w photos plus 200 more in color. Published by Motorbooks, MBI Publishing Co., Galtier Plaza, Suite 200, 380 Jackson Street, St. Paul, MN 55101 www.motorbooks.com \$24.95

This is a unique volume which covers virtually anything and perhaps everything involving the automobile . . . in scope.

It doesn't pretend to be the historical study that would be found in the pages of the *SAH Journal* or the *Automotive History Review*, but rather covers the wide variety of subjects pertaining to automobiles and motoring which make up car culture.

The book is divided into six sections. "Only 20 Miles to . . ." covers roadside attractions; "Safety, Comfort and Style," the evolution of automotive essentials; "The Ride," various four-wheeled and two-wheeled vehicles, such as the '57 Chevy, described as the "icon of the car show circuit";

"The Culture of the Road," miniature golf, neon and the used-car lot; "Gasoline Alley," all about service stations including the evolution from full service to no service; and "The Open Road," highways, bridges and tunnels.

There is little doubt that the book's older readers will feel a tinge of nostalgia reading about sights once popular with motorists but no longer a part of the scene.

Frankly, I think it is impossible to give this book the credit it rightfully deserves because space for a proper review just isn't available. However, the titles of the six sections noted above will give some idea of what *The Big Book of Car Culture* is all about . . . motoring and related side subjects from every angle written and served up in appetizing form.

The authors are well known as fine writers in their field. Jim Hinckley wrote the *Checker Cab Co. Photo History*. Jon Robinson is the author of *Route 66: Lives on the Road*.

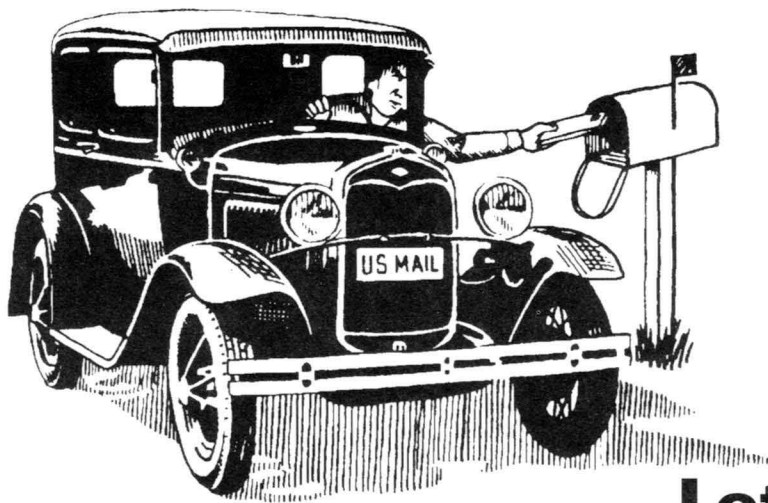
The Big Book of Car Culture is well worth space on the shelf of any automotive historian. Is it really automotive history? You can bet it is!

—Keith Marvin

Motormen & Yachting—The Waterfront Heritage of the Automobile Industry, by Michael Dixon, 2005, ISBN 13: 987-0-97108-332-5. 234 pages with 190 b/w photographs and engravings. Mervue Publications, 321 Moross, Grosse Pointe Farms, MI 48236. \$49.95 includes taxes, shipping and handling.

The influences of the bicycle and the horse-drawn carriage on the development of the motorcar have been explored quite thoroughly by transportation historians over the years. Much less attention has been paid, however, to the effect of the motorboat—and particularly the engines used in such vessels—on the early automobile.

continued on page 10



Letters

Observations on Daimler's Cousins

The lead article in *Journal 222*, "Daimler's Cousins," is a brave attempt to cover a complex subject in a limited space, but unfortunately a few errors have crept in that really should not be allowed to pass by.

The third paragraph relates to the activities of Carl Benz. It was the Otto patent that obliged Benz to use the two-stroke principle for his stationary engines, but the implication of the text that such was fitted to the first Benz motorcar of 1885 is incorrect; it was a four-stroke. Carl Benz always claimed an 1885 date for the building of his first car; what is beyond doubt is that he was granted a patent for it dated January 29, 1886, not 1896.

It is arguable whether the Velo was the first production car. A catalog was issued in 1888 with a "Mark III" three-wheeler on the cover and according to Benz statistics compiled before a large portion of the Benz works records were lost (probably at the time of the amalgamation with Daimler in 1926), 69 vehicles were sold between 1888 and 1893. This figure presumably includes some production in 1893 of the larger Benz four-wheeled cars of the Victoria pattern that was introduced that year.

Turning to the "French connection with Daimler," I do not know who has credited Panhard-Levassor

with using "an automotive chassis rather than a carriage chassis" or what exactly this phrase is supposed to mean. I have studied many surviving 19th century P-Ls and worked on a few and all have wooden chassis, rectangular in plan, and reinforced with steel plates as appropriate—not markedly different from a carriage chassis. The firm was still using wooden rather than pressed steel chassis on its passenger cars at least as late as 1906.

Unfortunately it is completely incorrect to state that the first Panhard-Levassor automobiles had single-cylinder engines. The P-L works records survive in the ownership of the Panhard family and they are currently housed at the *Musée National de l'Automobile*, Mulhouse, France. Inspection of these records shows that virtually all the Daimler-license engines made by Panhard-Levassor and used for motorcars whether built by Peugeot or P-L, including the various prototypes, were of the narrow V-twin type with an included angle between the cylinders of 17 degrees.

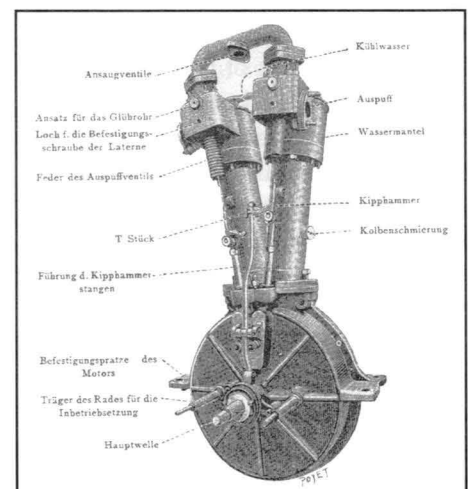
As far as I can trace, the only motorcar fitted with a single-cylinder Daimler-license P-L-made engine was the little three-wheeler built in 1890 by Señor Francisco Bonet of Barcelona, who used one of the first two motors sold by P-L, probably the 2-hp, number 11 (sale date May 22, 1890)

rather than the 1-hp number 10. He bought both. These were recorded by P-L as stationary engines, but one obviously became otherwise. After 1895 when P-L production of the V-twin engines ceased with just over 600 having been made, the relationship between the Daimler and P-L firms became more complex and is a topic in its own right.

Regarding the Peugeot production figures quoted, the Peugeot works records survive in the company's keeping, and they give the output for the years referred to as 4 in 1891, 29 in 1892 and 323 in 1899, not the 5, 72 and 300 quoted for those years in the article.

In the matter of the English Daimler connection, it is not reasonable to conclude that the Prince of Wales became a Daimler owner in 1900 solely as a result of his ride in the Cannstatt-Daimler of Frederick Simms in May 1896.

The prince first rode in a motorcar in England in February 1896 (he may have "motored" somewhat earlier on the Continent) aboard the Panhard-Levassor of the Honorable Evelyn Ellis which of course had a P-L made Daimler-license engine. He traveled with Ellis on other subsequent occasions, and in June 1898 Prince Edward and guests took part in the celebrated journey from Warwick to Compton



The V-twin Daimler engine used in Panhard-Levassor and Peugeot automobiles in the 1890s. Illustration: Malcolm Jeal

Verney using a small fleet of Coventry Daimlers. He also had experience with French automobiles in Paris, to which he was a frequent visitor.

When in 1899 the prince came to select a motorcar for himself, in order to buy British, he had no real choice but to obtain a Coventry Daimler, as no other British maker of motorcars that might be of the type that would be suitable for the heir to the throne—Lanchester, Napier, Wolseley—was then in series production. The motoring activities of the Prince of Wales over the period in question are well documented in the pages of *The Autocar*.

As far as the 1896 London to Brighton Run is concerned, all but two of the cars recorded as “Daimlers” that took part in the event, perhaps as many as 10, were Panhard-Levassors. Contemporary reports such as those in *The Autocar* and *The Automotor Journal* differ about much of the detail of the run, their editors each having their own agendas. However, it suited the promoter of the run, Harry Lawson, to have all his cars referred to as Daimlers since he was also the Chairman of the English Daimler concern! The Daimlers that were correctly so named were two Cannstatt-Daimlers.

—Malcolm Jeal

First Auto Fatality?

In *Journal* 222 Taylor Vinson draws attention to an article in an issue of *New Scientist* which records an accident with a steam-driven car in Ireland on August 31, 1869 that resulted in the passenger’s death. The writer, Stephanie Pain, observes, “She [Mary Ward] died almost instantly in what many believe was the first fatal auto accident.” Taylor, being more courteous than I am, does not observe that “many believe” (details unspecified) is somewhat imprecise wording to use in a journal devoted to science, nor that such a phrase smacks of “Well I think so, and there’s a horde out there who agree with me,” thus

adding verisimilitude to the opinion expressed.

However, to attempt to answer Taylor’s question as to whether there “were earlier fatalities involving either passengers or pedestrians attributable to self-propelled machines,” I will offer two such occasions, both significantly earlier than 1869. I am disregarding the precise wording “self-propelled machines” which otherwise would take us into the area of railways and therefore the death of William Huskisson MP at the opening of the Liverpool-Manchester railway in 1830 when he was struck and killed by the locomotive *Rocket*, and will confine myself to referring to road transport.

In his book *The Economy of Steam Power on Common Roads*, published in 1860, Charles Frederic Young reports that “In April 1834, Mr Scott Russell . . . established a line of steam coaches between Glasgow and Paisley . . . an accident caused by the breaking of a wheel, which happened to one of these carriages, being unfortunately attended with fatal results . . .”

Thirty-one years later, in his more familiar book, *The History and Development of Steam Locomotion on Common Roads*, William Fletcher gives more details of the accident. After drawing attention to what were perceived as weaknesses in the boiler design, Fletcher then records, “These coaches were admirably worked out, and were said to be a ‘triumphant success’ after they had regularly run for four months. . . . the road trustees at the Glasgow end, in order to cause an obstruction, put a thick coating of loose stones on the road, but the steam carriages ploughed through it. [The process was repeated.] After the steam coaches had travelled over this accumulation of road material for some time one of the wheels broke, and the carriage was nearly overturned. The whole weight of the vehicle rested on the boiler and caused it to burst, and five of the passengers were killed.” A 19th century engraving of the event gives the date of this

misfortune as being July 29, 1834.

Some eighteen months earlier, in December 1832, an employee of Walter Hancock was killed when the carriage “Enterprise” was in the course of construction. In Hancock’s book published in 1838, *Narrative of Twelve Years’ Experiments (1824–1836) demonstrative of the practicability and advantage of employing STEAM-CARRIAGES on Common Roads* (this is the abridged title!) several pages are devoted to the incident. In essence, what happened was that the employee, Richard Outridge, while “putting the machinery of a new steam-coach in action on the premises, in order to try its performances” (*sic*) wired one of the two safety-valves on the boiler closed and the result was that “one of the seven chambers was rent, and the great force of the accumulated steam threw the deceased back against the engines.” At the inquest the jury returned the verdict of “accidental death, caused by the deceased’s own negligence.” Apparently the body showed no obvious injury and Hancock advances the view that Outridge’s death was “occasioned solely by *fright*.” The “Enterprise” was completed on January 26th and, “in the month of April it commenced running for hire on the road between the City [of London] and Paddington under the writer’s personal superintendence . . . [and] continued to run for sixteen successive days.”

Whether this sad fatality meets the requirement or not, that on the Paisley-Glasgow road in 1834 surely does. One trusts that someone will let Stephanie Pain know that her candidate for the somewhat macabre distinction of “first fatal automobile accident” is some 35 years too late, and that she will inform those “many believers” that their faith is not tenable.

—Malcolm Jeal

Editor’s Note: David Manson also wrote in and mentioned the “Glasgow-Paisley steam omnibus” incident in 1834. He also noted the death of Richard Outridge in 1832, but dis-

counted it as a road accident because it occurred not on the road but outside Walter Hancock's factory.]

The Incredible Georges Paulin

In his interesting report on *Rétromobile 2006* (*Journal* 221) *Taylor Vinson* wrote that "the beauties of the past would not have overshadowed the standout car this year . . . a '37 Delage D8 120 with aerodynamic bodywork by Pourtout which won the Louis Vuitton Classic Concours at Pebble Beach last year."

He's absolutely right. However, the point about this stunning car is not that it was built by Marcel Pourtout. It could, after all, have been built by any other leading Parisian body-maker. The real point about it is that it was designed by the great Georges Paulin (Pourtout's unofficial chief designer between 1935 and 1939 and Rolls-Royce's official chief body designer between 1938 and 1939.)

Indeed, after the Delage's victory at Pebble Beach the chairman emeritus of the Rolls-Royce Heritage Trust wrote to the designer's nephew saying (inter alia), "I'm sure Rolls-Royce always believed that Georges Paulin was the greatest body designer in the world and in my opinion the success of the Delage at Pebble Beach proves that they were right."

Moreover, Paulin always maintained that this Delage was the inspiration for his streamlined "Embriocos" Bentley, which R-R always referred to as the "Paulin Bentley," and which SAH member *Richard Adatto* described in his splendid book, *From Passion to Perfection*, as "one of the most beautiful examples of aerodynamic design ever produced."

As for Pourtout, it never really recovered from Paulin's execution by the Germans in 1942—he'd been a serving officer in the British Intelligence Service MI6—and by 1948 Marcel Pourtout had handed the company

over to his 23-year-old son Claude. Under Claude the firm produced panel trucks, mobile advertising hoardings, ambulances and even the superstructure of the tourist Bateau-Mouche plying up and down the Seine.

Those incredible design skills of the late thirties, which had produced a slow-but-steady stream of cars that were not merely show stoppers but heart stoppers, were simply no longer there. They died with Paulin in 1942.

At long last a public plaque commemorating the life and work of Georges Paulin was unveiled by the city of Paris on June 20th, almost a year after the victory of the Delage in the Louis Vuitton Classic Concours. Official recognition of this "Rolls-Royce" of body designers has taken 60 years to achieve—but better late than never.

—James Fack

World Tour Car Identified

The car on the back cover of *Journal* 222 is an Austro-Daimler, the year I guess to be 1919.

—Bryan Goodman

Book Reviews continued from page 7

In order to fill this gap author Michael Dixon has produced a very interesting book which describes how small marine engine development vitally influenced the birth of the American automobile industry.

Michael points out that well before the advent of the automobile a number of types of engines—steam, naphtha, electric and internal combustion—were successfully used for marine purposes. The author notes that in the Detroit area particularly, many of the persons who are recognized as automobile pioneers also were heavily involved in designing and producing marine power plants. Clark Sintz of Grand Rapids, Michigan, delivered two-cycle internal combustion engines which powered marine craft. In Lansing, Michigan, famed auto pioneer Ransom Olds built engines

which prior to their use in motorcars often had been utilized to propel watercraft.

In Detroit the distinguished inventor Charles Brady King, who drove the first automobile on the streets of that city, for years divided his time and talents between the development of engines for marine use and similar power plants for installation in early "horseless carriages." Still others, including David Buick and Henry Leland, also developed marine engines prior to their pioneering work in the automotive field.

Michael Dixon reinforces his thesis by describing how, in very early power boat races marine engines were of sufficiently high quality that the craft they powered could often outperform vessels utilizing automotive power plants. Ultimately, of course, the pure marine engines and automotive motors borrowed innovative feature from each other, to the benefit of both.

The author clearly has done a vast amount of research in producing this book. Readers will find it extremely interesting and informative. It is strongly recommended to all.

—Sinclair Powell

Pebble Beach Concours d'Elegance—

The Art of the Poster, by Robert T. Devlin with Kandace Hawkinson. 2004. ISBN 1-85445-201-X. Casebound, 135 pages, 53 premier images, numerous secondary images. Published by Dalton Watson Fine Books, 1730 Christopher Drive, Deerfield, IL 60015 \$69 for standard edition

Evolving from a seaside racing venue into a world benchmark for exhibiting the finest quality of motorcars has taken more than half a century. But today, and for as long as many of us car enthusiasts can remember, the Pebble Beach Concours d'Elegance has been the "crown jewel" of the concours jetsetters. Each year on the

18th hole and fairway a priceless collection of rolling beauties set the standard for that year and raises the bar for what is to be expected the next year. And the following year, the event has always gotten better.

But the prized automobiles come to pass and the remembrance of each year at Pebble Beach is captured in one consistent way—the automotive art. As I read and page through this book by Devlin and Hawkinson I recollect memories of my first experience at the Concours in the '80s. Images by *Eberts*, Lord, Dedini, *Juratovic*, *Motta*, Wood and Rowe still evoke the sense of excellence, sophistication, elegance and celebratory feeling in just being at the Concours.

The book brilliantly captures both the change and continuity of the artwork from simple, almost amateurish, stock produced posters in the early years to the high quality world of automotive fine art in the past quarter century. Whether it is racing images or concours images, the essence of the art that measures the worth of the event is captured as the book progresses. You can actually enjoy the evolution of imagery from generation to generation as the event and things surrounding the event progress.

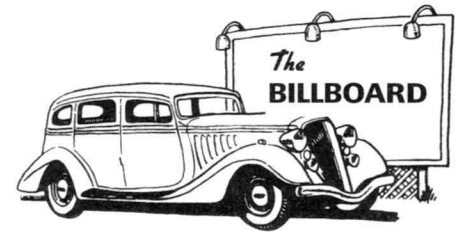
The adage “you cannot tell a book by its cover” is appropriate for this work. The only significant weakness that I found was the small image

size and colors selected for the cover and word fonts. The image should have been larger and richer colors used as backdrop and word fonts. It had a pastel “look” that did not reflect the deeper colors of the palettes used by the artists’ works that permeated the content and quality of the book.

Regarding those images, some capture energy, speed and motion innate to the history of the automobile. Others capture the humorous elements of whimsy so often found in artwork at the turn of the twentieth century when self-propelled vehicles surpassed the horse. Such images of that period can best be understood by enjoying benchmark works by D.B. Tubbs in *Art and the Automobile* (1978) and John J. Zolomij in *The Motor Car in Art* (1990). Finally, this book captures the sophistication and elegance that the automobile invoked and created during its evolution.

Overall, *Pebble Beach Concours d'Elegance—The Art of the Poster* captures five decades of fabulous memories through the art history of Pebble Beach and illuminates the spirit of a sophisticated audience dedicated to the passion of mobility. I highly recommend this book because it speaks through art to the reader and would be a significant value in any collector’s library.

—Paul Sable



Information Wanted On a Packard Phaeton (1935 or 1936) which belonged to an artist named Robert Strong Woodward (1885-1957). This car was highly customized and there may have been only four of its type made. Mr. Woodward was paralyzed, and the car was fitted out so that he could sit in the car and paint.

Jim Cypher, 72 Thurston Street, Somerville, MA 02145, 617-666-4663, joey@joeydaytona.com

Information Wanted I am researching Charles Glidden and his travels around the world and have located many of his own accounts of his adventures. I have exhausted my local college’s interlibrary loan options and so I am seeking help in locating local newspaper accounts from many places. Glidden’s railroad trip in November–December 1906 went through Illinois, Iowa, Missouri, Kansas, Oklahoma, Texas, New Mexico and Arkansas. I can be very specific about towns and dates which will make the search very targeted. I also need the *Mexican Herald* for late December 1906–Early January 1907.

In addition I would appreciate help from people who have access to the newspapers in Sweden, Hawaii, Fiji, New Zealand, Tasmania, Australia, Java, Singapore, India, Burma, Ceylon, French Indo-China, Hong Kong, China, Japan, Egypt, Jerusalem, Beirut, Athens, Saskatchewan, Alberta and British Columbia. Again I can be very specific about places and dates. **Carl F.W. Larson, 127 10th Avenue W., Dickinson, ND 58601, 701-225-8851, larson@pop.ctctel.com**

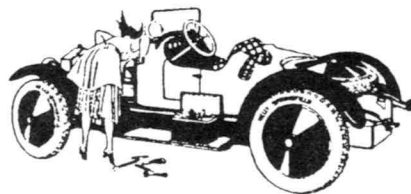
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Inside

Bios of Board of Director Candidates 2006–2009 and an Official Ballot—**Deadline for ballots is September 1st.**

Registration for Annual Banquet at Hershey—**Deadline for reservations is September 30th.**



“GOV. HOKE SMITH OF GEORGIA in his winning Maxwell car, winner of \$1,000 Anderson trophy in Glidden tour. Speaking on good roads at Macon, Georgia.” So says the caption with this photo. Hoke Smith was an Atlanta lawyer who became President Grover Cleveland’s Secretary of the Interior and the governor of Georgia from 1907–09 and 1911. He served in the United States Senate from 1911 to 1921. The 1911 Glidden Tour ran from New York to Jacksonville, Florida, from October 13th to 26th, covering 1,476 grueling miles. This car has number 4 on the radiator. A Maxwell team numbered 1, 2 and 3 is said to have been “national touring champions.” Who has the complete 1911 Glidden results?
Kit Foster collection