NEWSLETTER

ISSUE NO. 26

The Society of Automotive Historians

PRINTING AND PUBLICATIONS OFFICE: P. O. Box 6465, Marietta, Georgia 30060

THE ANNUAL MEETING AT HERSHEY

It's almost that time again. The annual meeting of the Society of Automotive Historians will be held in October, at the time of the A.A.C.A. Eastern Meet at Hershey, Pennsylvania.

The meeting is scheduled for 8:00 p.m. on Friday, October 6, 1972, in the Mosaic Room of the Hotel Hershey. The room will be open all day long, beginning at 10:00 a.m. for the benefit of those who wish to drop in for coffee and conversation.

At some time during the day a corner of this room will be used by the Milestone Car Society for a meeting of its directors. Many MCS members are also members of S.A.H.

In previous years our meeting has been held on Saturday afternoon, by which time most of the flea market activity had ended. However, many of our members had flea market space, and the Saturday afternoon date made it necessary for them to shut up shop earlier than they wished to.

Word from our president, John Peckham, indicates that attendance at this year's meeting will be the largest we have ever had. At least one of our overseas members is expected to be present.

THE RESEARCH SUPPLEMENT

The first set of Research Supplement pages has been mailed to all members. This is a piece of the roster of makes, and includes cars from CLEVELAND to DYNO-CAR. The list was compiled by the Roster Committee, of which R. A. Wawrzyniak, of Berlin, Wisconsin, is chairman. It was edited and arranged for publication by William Watson, of Winnipeg, Manitoba. The actual printing was done by Bill Jackson at his establishment at Hummelstown, Pennsylvania. The pages were then sent to Dick Brigham, Marietta, Georgia, who collated them into sets, stuffed and addressed the envelopes and got them on their way. Truly a joint effort!

The previous list appeared in Newsletter No. 18, and covered makes from BENTON to CLERMONT. Earlier lists appeared in bits and pieces in several editions of the Newsletter. Eventually these earlier lists will be issued on Research Supplement pages.

THE NEWSLETTER

A very important part of the business to be discussed at the meeting at Hershey will be on the subject of the Newsletter, and how to maintain a reasonable and sensible schedule for it.

This is a matter of considerable importance. The Constitution, recently approved by a majority of the membership, promises 12 issues per year. The average has been about 9 issues. This is issue No. 26, and it should be No. 36.

When the Society of Automotive Historians was organized, the stated purpose of the Newsletter was that it should be made up of letters from readers, so that one letter would, for all intents and purposes, be addressed to the entire membership. Replies to such letters would be published, too, so that the paper would serve as a meeting place for the exchange of information. Letters and replies to letters have been published regularly, and to this extent the Newsletter has served its purpose well.

But, almost from the beginning, the thing became more and more elaborate. More (and longer) articles were included, and the Newsletter became more and more like a magazine with each issue. And this policy was encouraged by your editor and printer, who should have known better.

It will be suggested at Hershey that the editorial policy of the Newsletter be returned to the original plan - a simple affair of just a few pages, with letters (accompanied by pictures) and replies to those letters, plus the usual President's Paragraphs, news of the organization, names and addresses of new members, and perhaps a few classified ads for those who wish to buy, sell, borrow or exchange items which pertain to automotive history.

Then, in addition to the Newsletter, a magazine might be issued four times a year to consist of the type of articles which have heretofore been published in the Newsletter.

Comments and suggestions, anyone?

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Sharon, Conn. 06069

Carl J. Giblin
1520 Sheridan Road
South Euclid, Ohio 44121

THE MAIL BAG

Letters from Members

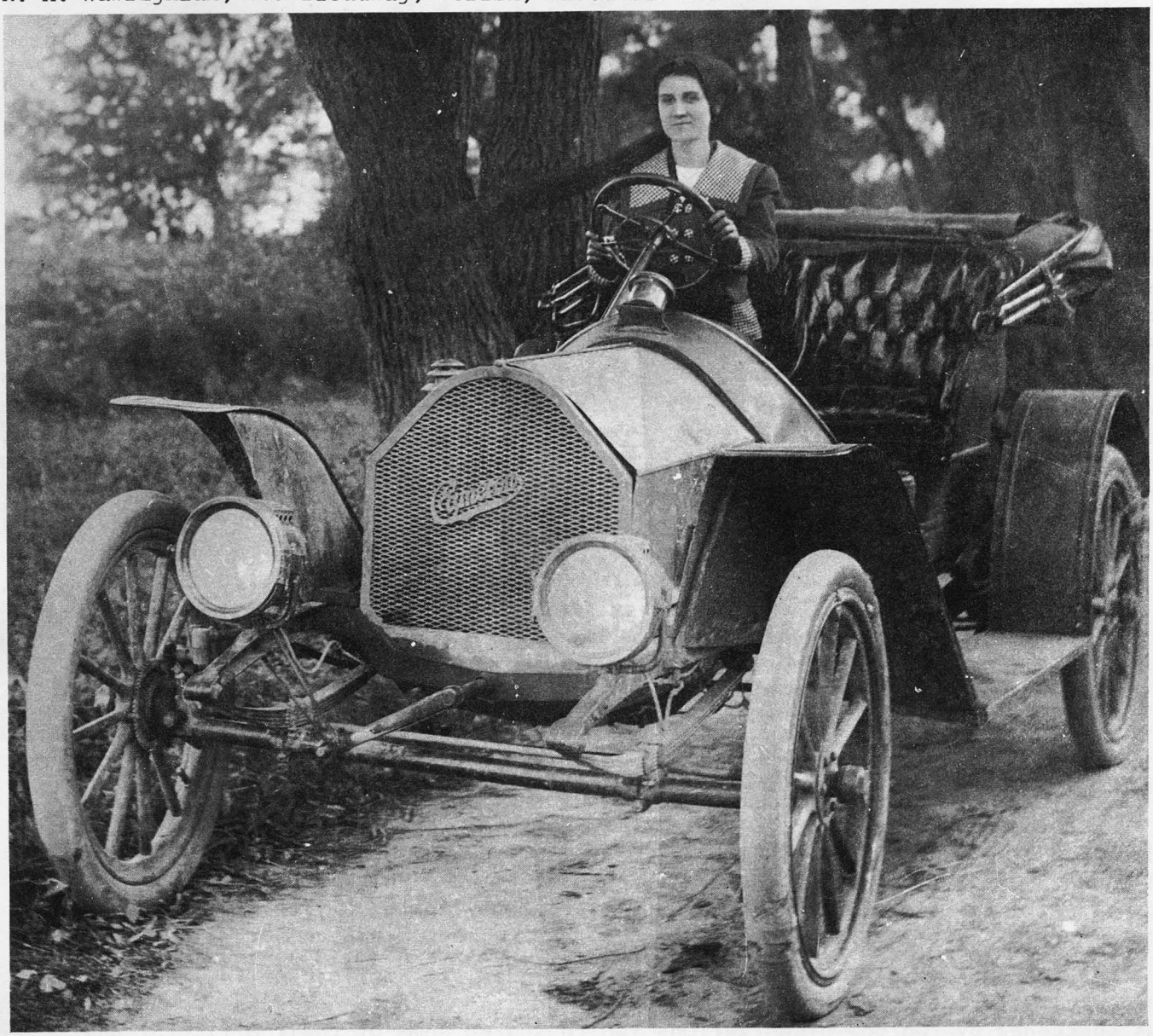
FIRST RETURN ON THE CAMERON INQUIRY

Mr. Barmmer asked about the Cameron - well, it just happens that my father's first car was a 1910 Cameron. It was a 4-cylinder air cooled red runabout. The young lady at the wheel (who is now 78 years old) gave me this photo a few years ago. I didn't even know it existed.

I asked Father just what sort of a car it was, and he said that the Cameron people didn't know too much about automotive engineering. Among the car's shortcomings, he said, was that the air-cooling design was considerably deficient and the engine would overheat if the car was driven with the wind for any distance.

I don't know whatever became of this car, but I have reason to suspect that he dismantled it. I have a Stewart speedometer, model 26, which may have come off this car. The mileage reads 28,935, and at that point it became inoperative. After a couple of years of owning the Cameron, Father's next car was a 1910 Buick Model 10, which he drove for 7 years.

R. A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923



HISTORICAL MARKERS

David Lewis' America's Forgotten Industry in issue No. 25 was both interesting and informative, on a subject which seems to have been generally ignored by auto enthusiasts.

The subject of historical industrial sites has recently been fostered by the Society for Industrial Archaeology. Unfortunately I know little about this organization other than it publishes a periodical. and that a national meeting was held in N.Y.C. this spring.

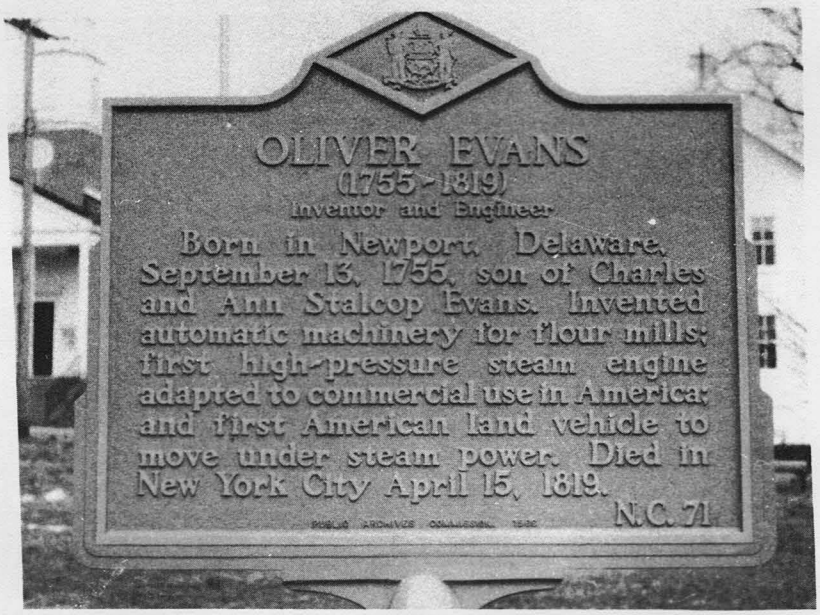
Not all states are as negligent as Michigan in recognizing sites of important auto plants. New Jersey has a marker at the site of the Mercer Automobile Company plant on Whitehead Road in Trenton, and Delaware notes the birthplace of Oliver Evans. Massachusetts has Gore Place in Waltham which mansion is unique in being architecturally important as well as having been the head quarters of the Waltham Manufacturing Company, makers of the WALTHAM automobile.

It is rather surprising that there seems to be a high percentage of survivors among the old auto plants. These include the facilities in which the DU PONT was assembled in Wilmington, Delaware, the old plant of the Sinclair-Scott Company in Baltimore where the MARYLAND (ii) was made, as well as more remote places such as the CHALFANT plant in Lenover, Pennsylvania, and the MORA, of Newark, New York, and the building in Newark, Delaware, of the TROJAN Steam Truck. I have visited a few of these sites and have taken photographs of the buildings. Many others must exist, but can be verified only by local investigation. I am of the opinion that such sites deserve recognition, or at least should be recorded photographically before the are lost for good.

G. Marshall Naul, 5 Queen Ann Drive, Newark, Delaware 19711

Editor's Note: We agree with Mr. Naul that a photographic record should be made of the sites and remaining factory buildings of former automobile companies while such places still exist.

Members are urged to send such pictures to the Newsletter for publication. Original will be returned, and copies will be made for the SAH library.



WHITE STAR

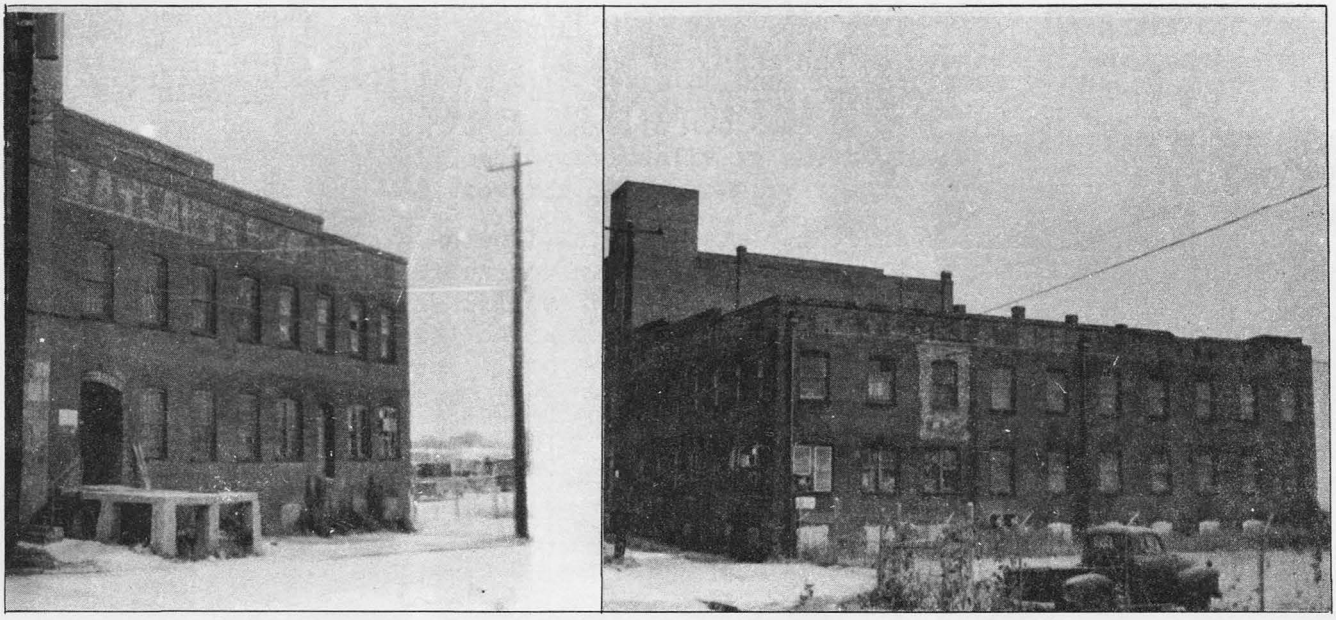
For the record, here are two views of the small factory which produced the WHITE STAR. The White Star Automobile Company succeeded the Atlanta Buggy Company which was founded in 1901. Incorporation papers for the White Star Automobile Company were filed on January 15, 1909. This company lasted a little less than a year, and was succeeded by the Atlanta Motor Car Company in December, 1909.

Production of WHITE STAR automobiles continued, in small quantity, through 1910 and 1911. Then, to reverse the usual trend, the Atlanta Motor Car Company was succeeded by two new organizations (which shared some of their officers) and

went back into the buggy business. The new companies were the White Star Buggy Company and the Golden Eagle Buggy Company. Golden Eagle was still in business as late as 1918.

The two-story building which housed these enterprises still stands on Means Street, Atlanta, Georgia. It is now a warehouse. Although this building has, in its time, housed three buggy makers and two automobile companies, the original name of Atlanta Buggy Company is still faintly visible on both the front and side of the structure.

Richard B. Brigham, 136 Park Lane, N.E., Marietta, Georgia 30062



THE VANDERBILT PARKWAY - and other things.

Here are some photographs of the Vanderbilt Motor Parkway that I took this past December. The Parkway in Queens County (a part of New York City) is still in use as a bicycle path. A north-south stretch of it (the very beginning of it) still exists but is not used for anything. Recent construction of two expressways have eliminated a lot of it.

The Parkway continues in bits and pieces through Nassau County. Some parts are simply pieces of pavement in the middle of Little League ball fields. Other parts are now town streets. The toll house in Garden City still stands and is being lived in! At the Suffolk County line the road starts up again and runs as a county road to its end at Lake Ronkonkoma. The Parkway was closed in the late 1930s (37-38) when the Vanderbilts returned the property to the state for back taxes.

Mr. Gregory of Australia sent me a letter with a few additions and corrections to my list of "Iron Curtain Cars" -

Both Dong-Feng and Phoenix built in Shanghai in 1958.
Pobeda (or Pobieda) first built in 1947.
Moskvitch was first produced in the late 40s. Was a copy of the Opel Kadett.
Aero-Minor was the post-war name of Jawa-Minor; first appeared in 1947.
IFA - was old DKW plant, started up in 1945, became Zwickau in 1956, Trabant in 1959.
EMW from 1951-1955.

I had that letter translated from Russian by my resident Russian translator (my wife). It reads:

- continued on next page

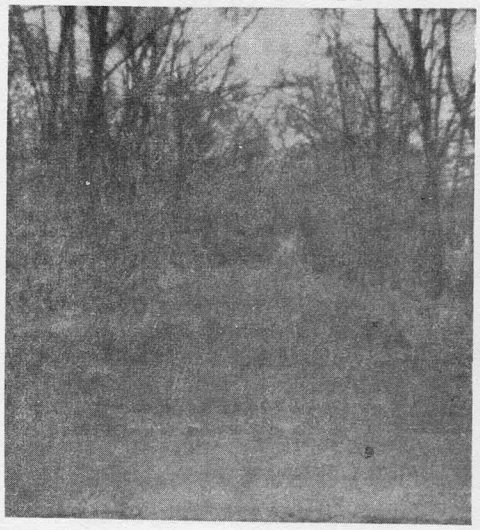
Dear Mr. Hebb:

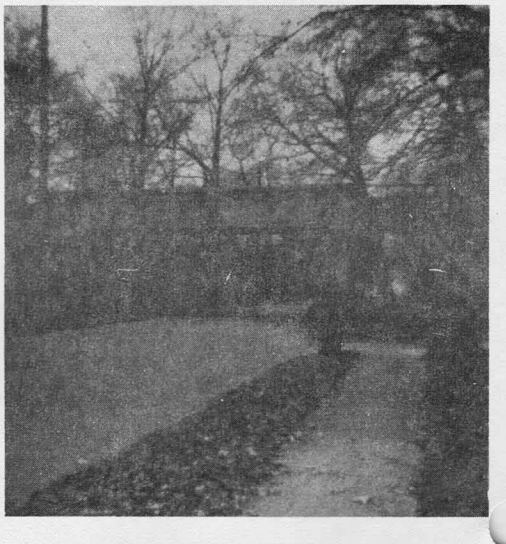
We received your letter of 28 Jan. 1970. Because our factory does not have foreign trading connections, we are forwarding your letter asking about information on our autos to the Soviet Organization "Raznoyimport". Address-Raznoyimport, Smolenskaja pl. 32/34, Moskwa G-200, USSR.

Things are busy around here, as we have a new baby boy, born on May 7th!!!

Janius G. Eyerman, 87-16 Sutter Avenue, Ozone Park, New York 11417.

EDITOR'S NOTE: Our congratulations to Jan and his lovely wife, whom we had the pleasure of meeting at Hershey last October. We will ask our club secretary to send this new 1972 model Eyerman a membership application form as soon as he can write.





EDITOR'S NOTE

These items were taken from the AUTOMOBILE BLUE BOOK of 1923 (Vol. 1, page 103). The route numbers are those used by the BLUE BOOK, and bear no relation to numbers used by state or county departments of highways.

The $1.00 toll for 42½ miles seems more like a 1972 fee than one of 1923. Was this high charge made to discourage the hoi polloi from using this road?

Route 55—Bayside to Lake Ronkonkoma (L. I.), N. Y.—44.6 m.

Reverse Route 56.

Via the Motor parkway. All hard surfaced road.

The Motor parkway is 42½ miles long. It was built for the first Vanderbilt cup race, which occurred in 1904. There are practically no crossroads as the Motor parkway either goes under or is bridged over all cross roads. Speed limit on the parkway is 40 miles per hour. Entrance may be had to the parkway from all main north and south roads. Charges $1.00.

0.0 BAYSIDE, Broadway & Bell Av. South on Bell Av.

0.3 End of street; left onto Rocky Hill road.

2.1 Motor parkway; turn left.

3.6 Toll gate—charges $1.00.

44.6 LAKE RONKONKOMA.

RESTAURANT: Villa Mon Repos.

Route 56—Lake Ronkonkoma to Bayside (L. I.), N. Y.—44.6 m.

Reverse Route 55.

Via Motor parkway. All hard surfaced road.

The first 42½ miles are over the Motor parkway. It was built for the first Vanderbilt cup race, which occurred in 1904. There are practically no crossroads as the Motor parkway either goes under or is bridged over all cross roads. Speed limit on the parkway is 40 miles per hour. Entrance may be had to the parkway from all main north and south roads. Charges $1.00.

Motorists desiring to go into Jamaica should turn left at end of road at mileage 42.5 and go south 0.4 mile to Hillside Av., there turning right for Jamaica.

0.0 LAKE RONKONKOMA. West on Motor parkway thru toll gate (charges $1.00).

42.5 End of parkway; right onto Rocky Hill road.

44.3 Right-hand road; right onto Bell Av.

44.6 BAYSIDE, Bell Av. & Broadway.

Left on Broadway is Route 48 to New York City.

THE AUTOMOBILE IN INDIA

by Maurice A. Harrison

The first horseless carriages to be imported into India were put on the road in about the middle of 1901; they were mainly centered in Bombay where they were the playthings of those who could afford such pleasures. The majority of these early automobiles were of French origin, the remainder were British and all were imported by owners for their personal use. Very soon after this, merchants started importing cars for resale, though no one merchant had an agency for any particular make; but despite this haphazard method of trading, more and more self-propelled vehicles came on the scene. The automobile had come to stay and was now to be found in all the larger costal cities. Occasionally an adventurous motorist would drive his car into the hinterland, towards an up-country town.

Early in this century an aunt of mine married a Frenchman (named Moreira) who was employed by Pathe Freres of movie fame. The newly-weds sailed for India where Moreira was to introduce the Silver Screen. Shortly after landing in Bombay, Moreira realized that he had fallen into a gold mine and that he had been working for the Pathe brothers for peanuts! The automobile was already in India and Moreira meant to make something out of it!

He resigned his appointment with Pathe and established a Company, Paris Motors, in Bombay with my aunt and himself as joint owners. From then on he commenced to make a fortune. Unlike other traders, Moreira took on the sole rights for handling the well-known Brasier cars; he held cars in stock to meet a rapidly growing demand and established a well equipped workshop where efficient repairs and maintenance could be carried out. This was the signal for others to do likewise and in no time at all, agencies for various makes sprang into being.

In the meantime, Brasier cars were being sold rapidly to Maharajahs, Rajahs, Nawabs and other Indian princes, and Moreira might have gone on getting richer day by day. But he died suddenly and my aunt sold the business and returned to England.

In India the number of cars on the road increased by leaps and bounds and motor competitions were now being held. A considerable variety of British, Continental and American cars were taking part in these.

Although most cars were now being supplied through agencies, owners continued to import vehicles privately for their own use. This practice continued for several years and one of these private importers was my father (then serving in India) who imported the very first Morris Oxford car to run in India; it was received by my father in the middle of 1913 and was used for about 16 months before being replaced by a Daimler-built B.S.A.

By this time the balance of imports had changed and American cars, thanks to Henry's immortal Model T, held about 25 per cent of the entire Indian market. But in spite of this change the Maharajahs and the very wealthy still preferred Rolls-Royces and Daimlers to American and Continental luxury cars.

American cars held their position in the Indian market until the end of World War I, after which manufacturers in the United States were a-le to take greater strides forward, outpacing both British and Continental builders who had been hard hit during the hostilities and were unable to make a quick recovery towards normal business.

Motoring in those early days was quite an adventure in India where garages and service stations as we know them just did not exist. The unfortunate motorist could run out of fuel miles from anywhere, for such supplies as were available could only be obtained in towns. Petrol (gasoline) was sold in 2 and 5-gallon cans which the long distance motorist carried on his car. Empty cans had to be returned

when fresh supplies were purchased.

Roads were rough, badly rutted and dusty. The passage of a car would raise clouds of white dust which took a long while to clear; when cars passed on the road the occupants of both suffered equally, breathing in the dust-laden atmosphere which acted as an abrasive on the working parts of the vehicles, and did goodness knows what to the innards of the humans! These were the conditions under which I started taking an interest in motoring, an interest which from childhood has lasted to this day.

My father was an army engineer seconded to the civil authorities for building and maintaining roads in India (he surveyed and laid out many roads in the old North West Frontier Province) and, as he knew the automobile, he was constantly being asked by friends and colleagues to carry out some repair or another. Consequently he was always handling cars of many makes and I well remember riding in an international selection of cars such as King, Paige, De Dion Bouton, Cole, Allen, Scripps=Booth, Apperson, Rolls-Royce, Morris (Oxford and Cowley), Crossley, Protos, Maxwell, Daimler, Fiat (then known as F.I.A.T.), Franklin, Chevrolet, Singer, Buick and many others.

Apart from the cars, events and incidents played a large part in my "Apprenticeship." Still fresh in my memory was a Motor Show, the first of its kind to be held in Delhi. This was organized in 1921 in honor of the Duke of Connaught's visit to India. Both dealers and manufacturers cooperated in presenting exhibits and a very fine collection of immaculate automobiles was put on display. A special stand was allocated for a car belonging to a Maharajah. This was an exceptional car for it had a body built like a white swan and it aroused considerable public interest.

The opening day of this great show came and went, but hardly had the last visitor left when fire broke out near a stand. The raging conflagration swept right through the exhibition and, by morning, an international display of gleaming automobiles was left as a mass of burnt-out wrecks. Not a single car was saved.

In the middle 'tewnties, although Willys-Knights, Overlands, Packards, Buicks, Dodges, Cadillacs, Oldsmobiles, Oaklands, Reos, Saxons and other American cars were to be seen in plenty, they were out-numbered by about two-to-one by Fords and Chevrolets. At first Fords had pride of place but later Chevrolets took the lead, and by the late 'tewnties far exceeded the Fords; by this time some of the rarer American cars had disappeared from the scene.

By this time road transport was threatening the railways in India, for the country bus was serving villages in out-of-the-way and remote localities. These crudely-bodied vehicles were invariably built upon Chevrolet, Ford, Dodge, Willys, International or G.M.C. chasses, which brough the American hold on the Indian market to about 75 per cent of the total imports, although American "heavies" such as Sterling, Mack, White, etc., were conspicuous by their absence. At this time the most popular British cars in India were Austins, and those from the Continent were Fiats, both of which were rugged and reliable machines. Less popular but nevertheless often seen European makes were Rolls-Royce, Sunbeam, Crossley, Morris, Singer, Sheffield Simplex, Daimler, Renault, Benz, S.P.A., Ruston-Hornsby, Talbot and others.

Though the country bus had reached many outlying Indian villages, as late as 1929 there were several parts of the country where no motor vehicle of any sort had ever been seen. One such place was the village of Sardi, high up in the north=west Indian Salt Range (in what is now Pakistan). The first car to reach this isolated spot was a 1927 Overland Whippet 4 driven by an old friend (whose duties took him to many out-of-the-way places). This event created quite a stir in this remote village, and resulted in the entire village turning out to gaze upon the history-making automobile in which I had the pleasure of riding as the only passenger.

Very shortly after this exploratory journey, a regular country bus service was inaugurated and the village of Sardi was put on the motoring map of India.

Many such runs, true "firsts" in every sense of the word, were made by British officials serving in India in the course of their duties.They were not run for the sake of gain or fame and most were never recorded; these unsung heros and their wonderful old automobiles ran to unexplored places because the men had a job to do, and that job was often the development of lines of communication in a backward country.

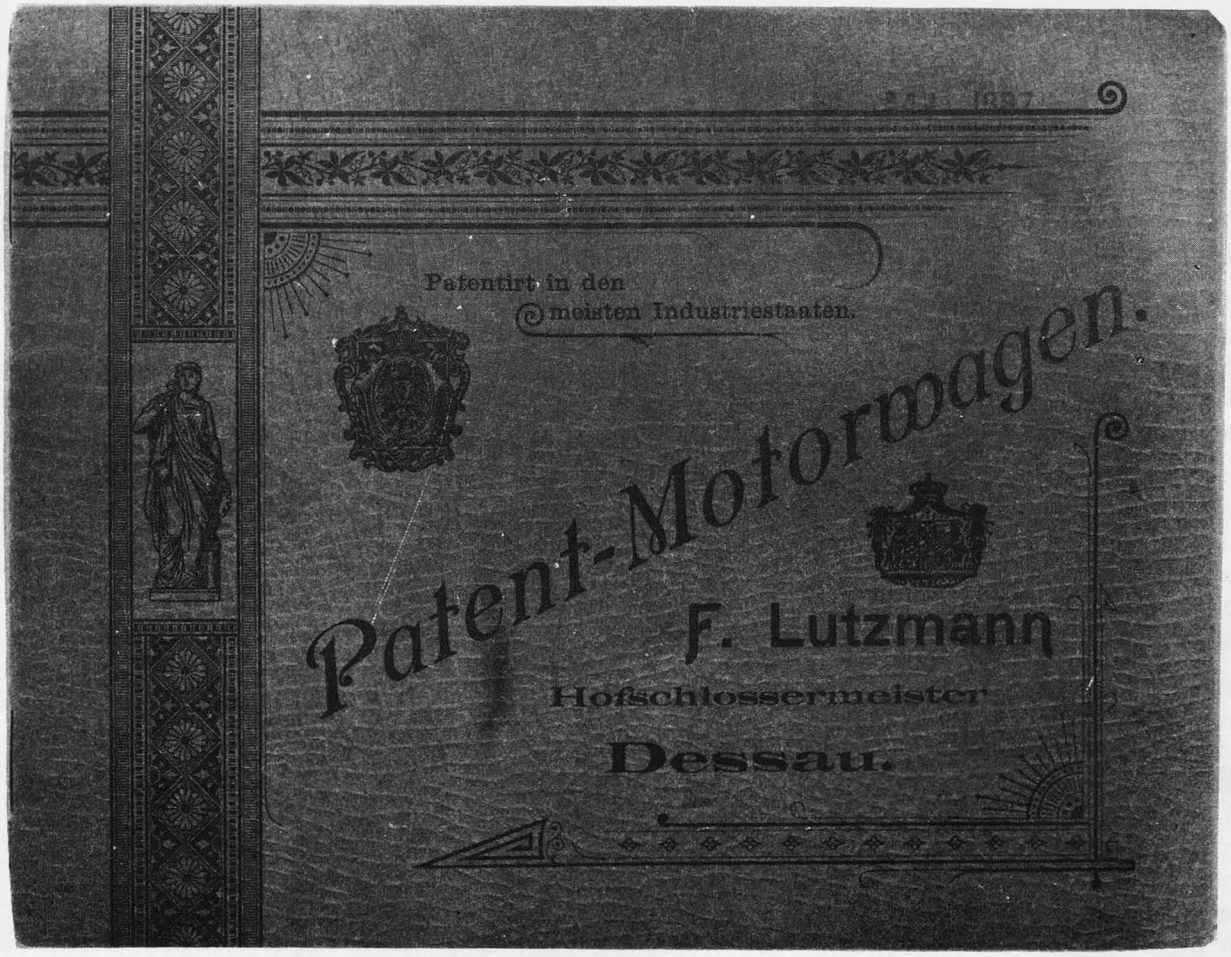
As the lines of communication spread, country buses were to be seen chugging along rural byways far from the main arterial roads. Amazingly, these old time (often dilapidated) examples of public transport kept running year in and year out; hardly ever serviced or given attention necessary to keep them in good order, these vehicles were very often grossly over-loaded. Only those who have seen an Indian country bus can realize the number of passengers crammed in these mal-treated carriages.

Far from the plains of India are the many Hill Stations. These resorts for rest and recreation are situated in the foothills below the mighty Himalayas; some are remote from the railways and can be reached only by road. Places such as Murree, the Vale of Srinagar in Kashmir, Lansdowne, Mussoorie, Naini Tal and Almorah (and others) were served by regular motor services in which Chevrolets, Dodges, Plymouths, Oldsmobiles and Oaklands were run as hire cars. For passengers who could not affors hire cars, buses ran to many of these places. The cars and buses which operated on these routes were, as we have seen, of American origin. British and Continental cars were more robustly built but those from the States with their light-weight flywheels on large engines were livelier performers; their light-weight bodies provided improved power to weight characteristics and made them better climbers.

The cars which worked on these hill roads (to altitudes of 7,000 feet and more above sea level) came under strict government supervision and were therefore in far better condition than those which ran in the plains, and which were invariably neglected. Indians and Pakistanis paid little heed to the necessity of proper service and maintenance so far as cars were concerned, and it was always a matter of surprise that so many cars lasted for many years!

By the early nineteen-thirties more and more automobiles were coming into India. American cars, built for a short life and a merry one, were by far the most numerous for the could be purchased much cheaper than their British and Continental counterparts. Despite this, the European makes still had their adherants, particularly among the very wealthy. Except for an occasional Cadillac, Lincoln, Packard or Peerless, the Maharajahs and other Indian princes remained faithful to the Rolls-Royce, Daimler, Minerva, Metallurgique and a few other European luxury makes.

India was by now truly motor-minded, and in order to meet an ever-growing demand both General Motors and Ford had assembly plants in that country. The petroleum companies, too, were helping this growth by encouraging the opening of gas stations almost everywhere, and raods were improved throughout the length and breadth of the land. Better lines of communication and greater mobility brought about many changes in the land. In fact the Indian way of life was changing day by day. The Second World War restricted the import of cars to some extent, and then the partition of British India further disrupted the motor trade in both India and Pakistan.



FRIEDRICH LUTZMANN AND HIS CARS - *Background to the Opel* *by Jan P. Norbye*

The history of the House of Opel and the origins of Opel cars were clearly explained by Karl E. Ludvigsen in the Automobile Quarterly, Volume 4, Number 3, Winter 1966. This article states:

But in 1897, a year when the bicycle business overextended itself and a shakeout occurred, the brothers Opel were allowed to look at motor vehicles with some seriousness. This Wilhelm and Fritz did at a test day organized in Berlin in 1897. There an ungainly but able vehicle built by Friedrich Lutzmann of Dessau emerged the superior of the better-known machines. The observing Opels were impressed.

Lutzmann himself was no engineer, but in the early 1890s he had bought a Benz Victoria, studied it, and with the help of a particularly able machinist, had built a motor vehicle of his own. It was completed in 1893 and driven in Dessau for two years, during which its wagon-type single-pivot steering proved unsatisfactory.

An improved version was developed, with separate pivoted forks carrying each front wheel, and produced in small numbers in an exceedingly modest shop in 1896 and 1897. The Opels made a preliminary agreement with Lutzmann, who moved his tools, parts and personnel to Rüsselsheim in October, 1897. During 1898 a motorcar department was established at the Opel plant, and a prototype of the Opel-Patent-Motorwagen was constructed. With everything in order, on January 21, 1899, the Opels formally took over the Lutzmann operation, retaining Mr. Lutzmann as technical director.

The same story goes on to tell of the Opels' disappointment in the primitive concepts of Lutzman as an automobile designer, and the closing of the motorcar department in 1900. Opel cars were revived two years later thanks to a license agreement with Darraq of Surenes (Seine), France. No more is said of Lutzmann.

Who was this phantom of an auto pioneer? He was born in Anhalt about 1860 and educated as a locksmith. The State of Saxony later conferred upon him the title Hofschlossermeister (master locksmith to the Court).

He was a compulsive inventor, and his lack of success achieved for him a degree of obscurity that makes the records of the life and work of Siegfried Marcus look like a paragon of historical documentation.

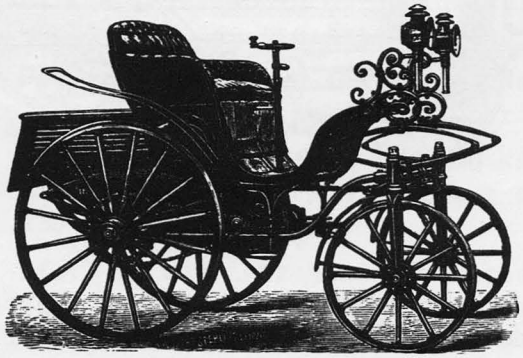
Lutzmann was early attracted to the horseless carriage but was unable to buy one until he acquired his Benz Victoria in 1893. This model was the first Benz four-wheeler, and Benz had carefully patented his steering knuckle design (DRP 73,515 dated February 28, 1893).

Lutzmann's first car was generally a copy of the Benz, reverting to fore-carriage steering to avoid patent infringement.

When Lutzmann developed this vehicle for production he completely redesigned the front end. The 1896 production Pfeil I used a cycle-type wheel fork - a system never used on a Benz car. It had been used on Daimler's Stahlradwagen, 1899, however, and Lutzman may have had knowledge of this design.

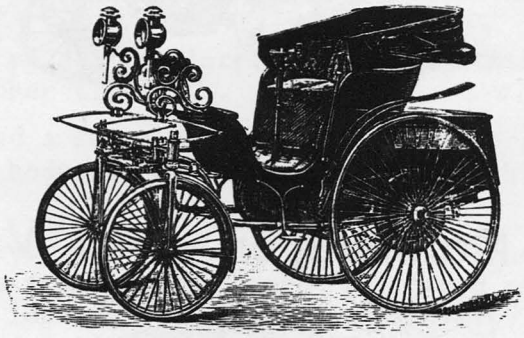
Wilhelm Maybach, who designed the Stahlradwagen, gave the steering forks a strong rearward tilt (caster angle) in accordance with bicycle practice. Lutzmann's Pfeil Ia had vertical forks, which suggests that he failed to grasp the value of caster. In principle, therefore, the Lutzmann steering system had more in common with Bollée's steam car "L'Obéissante" of 1873 that with contemporary automobile engineering in Germany.

Motorwagen „Pfeil I. a".

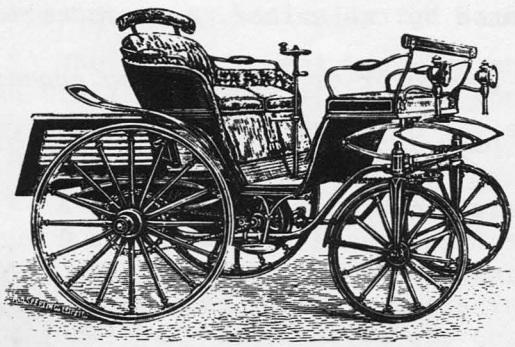


Motorwagen „Pfeil I. b".

mit Halbverdeck und Stahldrahtspeichen.

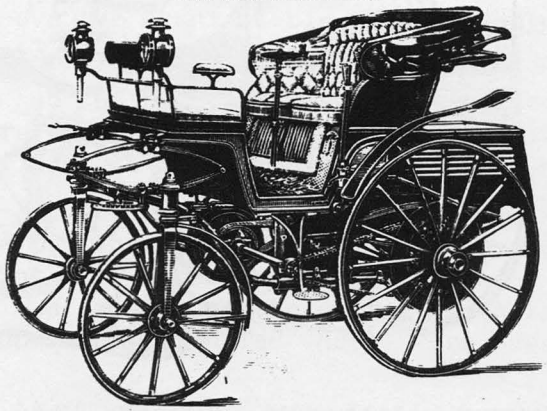


Motorwagen „Pfeil II."



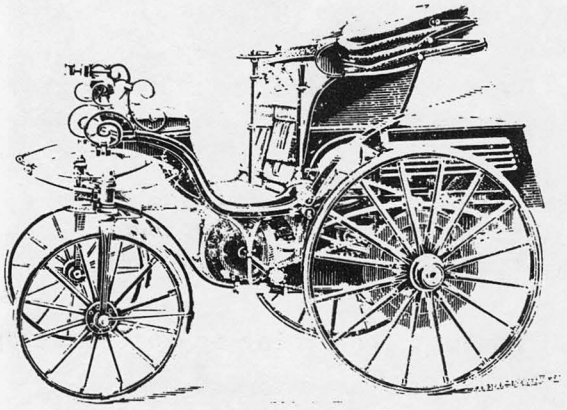
Motorwagen „Pfeil II".

Mit Halbverdeck.

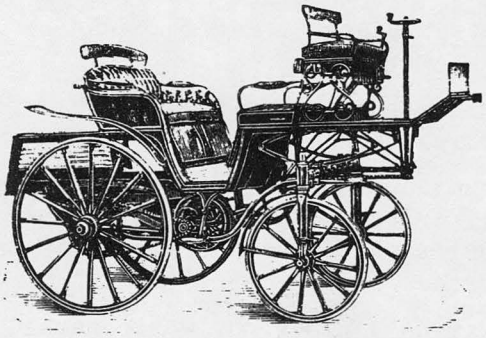


Motorwagen „Pfeil Ia“.

Mit Halbverdeck und Rücksitz.



Motorwagen „Pfeil III.“



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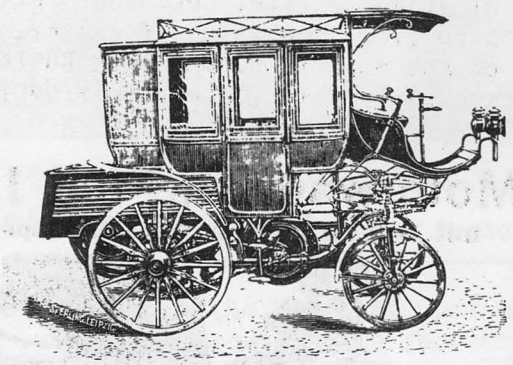

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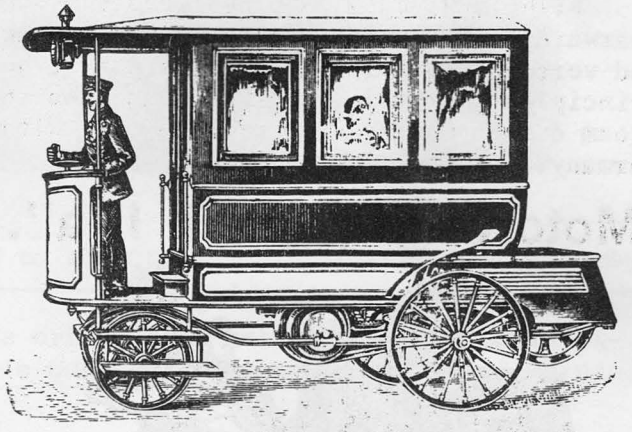


Motorwagen „Pfeil VI“.

These pictures are reproduced from a catalog of the Lutzmann vehicles loaned by the author. A reproduction of the cover of this catalog appears on page 10, at the beginning of this article.

Lutzmann's chassis was clearly Benz-inspired - a light tubular steel structure, carried as unsprung weight, providing mounting points for the rear wheel bearings and the front wheel steering forks. Where Lutzmann rose above the practice of his times was in the area of bearings - he manufactured his own ball bearings and used them in all four wheel hubs, on the transmission countershaft, and in the front wheel fork guides. Like the Benz Victoria and Velo, Lutzmann used full-elliptic leaf springs located longitudinally at each wheel. These springs insulated the body from the unsprung frame, which carried the entire power train.

The engine was bolted to the frame in the tail of the vehicle. It was a Benz-like single-cylinder horizontal unit with open crankcase. It ran on the same .70-weight fuel as the Benz engine and carried a wick carburetor. The intake valve was opened by suction and the exhaust valve was opened by a cam and closed by a spring. The mixture was fired by a spark supplied by a Ruhmkorff trembler coil.

With bore and stroke of 5.52 x 6.06 inches, the displacement was 144.6 cubic inches, and the engine developed 4 horsepower at 350 r.p.m.

The transmission, too, was closely patterned on the Benz. A countershaft, driven by belts from a pulley on the crankshaft, was located transversely under the floorboards. Tere were two belts on different-size pulleys, which gave two forward speeds. Long cycle-type chains connected small sprockets at both ends of the countershaft to large-diameter sprockets on the rear wheels.

The wheel sprockets had a ratchet-type free-wheel device to obviate the need for a differential. This meant, of course, that the driver was completely dependent on the brake system to slow the car, which had a top speed of 15 miles per hour.

The brakes were of the external contracting type, acting on the rear wheels. The wheels carried woodem drums, surrounded by straps controlled by a hand lever. A pull at the lever would bring the straps to rub against the drums, and a stronger pull would increase the friction and eventually stop the wheels.

Pfeil 1a was a two-seater and weighed 1,320 pounds complete with headlights and spare battery. The spoke wheels carried solid rubber tires.

The next model, Pfeil 1b, had wire wheels and a somewhat lower two-seater body. Mechanically they were similar, but the Pfeil 1b body was heavier, giving a weight of 1,430 pounds.

Pfeil II was Lutzmann's four-seater. The driver sat in the main seat with one passenger next to him and two more facing him - a seating arrangement patterned on the 1895 Benz Vis-a-Vis (which probably took the idea from Peugeot). The vehicle had an overall length of 104.3 inches, and weighed 1,540 pounds. It had the same engine and drive train as the Pfeil I models.

Lutzmann next turned to a chauffeur-driven car, Pfeil III, which had the driver seated in a forward-control position directly above the front wheels. The passenger compartment was basically the same as in the Pfeil II, minus the controls.

The driver's seat was wide enough for two, and Lutzmann optimistically called the Pfeil III a six-seater. He found it necessary to provide a more powerful engine for this model, and enlarged the single-cylinder unit to obtain a maximum output of 5 horsepower.

A still larger 6-horsepower engine was used for the Pfeil IV. This was an enormous 8-seater with a heavy, enclosed body, looking like a modified stage coach. Total weight was quoted as varying between 2200 and 2860 pounds according to equipment. It carried six passengers inside and two up front. Ironclad wheels were used. A three-speed transmission was optional.

It is not known whether or not Lutzman actually built the Pfeil V. This machine looked like a streetcar, with a standing driver in front of a passenger compartment where occupants were seated sideways along both walls, entering via a door from the driver's platform.

Production of Pfeil cars totaled about 60 vehicles before the Opel family purchased Lutzmann's entire shop, including patents, drawings and models, for 116,000 Reichsmark.

Lutzmann moved to Russelsheim when he was engages as technical diredtor of Opel's motorcar department. It soon transpired that he did not have a clear understanding of his duties. Carl and Wilhelm Opel expected him to take charge of vehicle production and develop new and improved types, while Lutzmann felt free to give all his time to inventions that held his interest but were meaningless for the firm of Opel.

Some historians have called Lutzmann a scatterbrain. That may be an overly harsh judgement, but what is clear is that he was not ready for the coming industrial era where the technical director admittedly occupies himself with research projects but also holds responsibility for the overall administration of engineering activities, including engineering personnel.

He rushed eagerly into the design and construction of a racing car for Opel in 1899. It was built, and his wife drove it in a race at Frankfurt in 1899. But nothing more came of the project. He was dismissed when Opel closed the motorcar department. But Lutzmann was then a wealthy man.

It was far from his intention, however, to seek employment with any other automobile manufacturer. He wanted his own shop, where he could invent and experiment. In the financial comfort of his new situation he neglected to cultivate business, and concentrated instead on futile experiments and unexploitable inventions. He rushed from one unrealistic idea to the next, and soon faced veritable ruin.

Lutzmann never again worked in the automobile industry in any capacity. He slipped into complete oblivion and ended his days as a door-to-door salesman, peddling buttons and belt buckles. He was described as speaking with a still defiant voice, although his miserable plight was obvious from his shabby dress, and his broken spirit was betrayed by the dimness of his eyes.

Aging fast, he spent his free time in a small rented room he occupied with his wife, trying ceaselessly and vainly to create a "miracle lock" that would bring him fortune. He left her the unfinished model when he died on April 23, 1930.

KEN W. PURDY

Word has just reached us of the death of Ken W. Purdy, at the age of 59. He was a charter member of the Society of Automotive Historians.

During World War II he edited Victory, a U.S. Government bimonthly sent overseas to more than a million subscribers. He later became the editor of Parade, a Sunday supplement magazine, and later, True and Argosy.

He was also a prolific free lance writer, and had written scores of stories on antique, classic and sports cars, including more than 65 for Playboy.

TWO QUESTIONS ON SEMANTICS

by Dick Langworth

A correspondent recently took issue with several points we had discussed concerning the production of vehicles and their introduction dates. While the subject concerned my particular specialty--Kaiser-Frazer--it did raise two questions that we in the Society might be able to resolve, thereby clearing up a lot of meanings for all automotive enthusiasts.

The first question is: what is meant by a "production" car? In certain competition circles a car is considered a regular production model when one hundred or more units are produced. Thus the original meaning of the Ferrari GTO, the letters standing for "gran turismo omologato," or homologated grand touring car. In my own case the point concerned the 1951 Frazer Manhattans. The writer claimed they were not production cars on the ground that less than one hundred were produced. This was not really in question since he was wrong--over 100 of both hardtop and convertible Manhattans <u>were</u> produced. Still the question remains, and I wonder if we couldn't discuss and resolve it. Is it accurate to choose the figure 100 as the dividing line between prototype and production?

There are some precedents for assigning this number. The above case of the Ferrari alludes to classification procedure of the F.I.A. Another is found in the N.A.D.A. used car price guides. For example, N.A.D.A. lists both the Frazer Manhattan hardtop (production 152) and convertible (131), but not the Tucker (51) or the Davis (17).

The second question is: what do we mean by "introduction date?" Is this when the car is formally introduced to the public, or when the first journal prints pictures of it? If the latter alternative were adopted we'd be on thin ice; for example we would have to apply a June 1972 introduction date to the 1973 Detroit cars since some of us in the press are driving these models already.

Similarly, the Henry J, which was not officially announced publically until September 1950, was actually shown in <u>Automotive News</u> as early as the previous February, and widely illustrated around the country in the months between as part of a large-scale advertising contest to "select" its name. (The prototypes shown bore chrome script reading "Name This Car.")

In the case of advance announcement prior to a car's actually being offered for sale, again we could apply this rule to state that the car's "introduction" date is the date when the first models were available for purchase--direct, not by advance orders. I think for example of Kaiser, which displayed a hand-built prototype at the Waldorf-Astoria in January 1946, but which did not have a salable product available to the public until June. Hence the formal "introduction" date for the Kaiser would be June, 1946.

How do these ideas strike fellow members? One of the greatest problems among historians--whatever their venue--is to define their terms, and to arrive at said definitions so that they will stand for a universally accepted meaning. If we in the Society can discuss and finally arrive at definitions for the meaning of "production" versus "prototype" and for a car's introduction date,we will have done not only ourselves, but the automotive hobby itself, a distinct service.

CONSTITUTION VOTE RESULTS

Midnight May 31st marked the end of voting on the proposed constitution. In late March, a copy of the constitution with a ballot was sent to every paid-up S.A.H. member, and to people who joined between then and May 31st. Sixty dayswere allotted for the return of ballots.

There was approximately 58% return of ballots. Some members, not happy with the proposed constitution, preferred to abstain. Others, of course, voted against the constitution and gave their reasons. Still others voted for the constitution, but offered suggestions for improvement.

All these comments are deserving of serious study. We will begin soon to draw up ammendments to include these worthwhile suggestions. Naturally, they will require a further vote, because the constitution, as proposed, has been ratified.

A two-thirds approval was needed for ratification. The vote was about 88% in favor - overwhelming approval. The results were as follows:

Ballots approving	67
Ballots not approving	7
Ballots spoiled	1
Ballots unmarked	1
Ballots not returned	55
Ballots sent out	131

All the ballots received have been sent by registered mail to John Peckham, president, to confirm the above tally.

R. Perry Zavitz

R. Perry Zavitz,
Secretary.

THE TRUMBULL MOTOR CAR

by George S. Clark

The TRUMBULL car was built in Bridgeport, Connecticut, starting in the latter part of 1913 and ending in June, 1915. Originally the company was known as The American Cycle Car Co., but sometime between late 1913 and early 1914 the name was changed to Trumbull Motor Car Company. The car was manufactured by two brothers, Alexander H. and Isaac B. Trumbull. They were two of seven brothers of which the eldest, John H. Trumbull, was governor of the State of Connecticut from 1924 to 1928.

This car is not to be confused with another of the same name which was built in Warren, Ohio between 1900 and 1905, and whose total production was only seven cars.

The Connecticut built Trumbull was priced at $425 for the roadster and $600 for the coupe. The wheelbase was 80 inches and the tread 44 inches. The car weighed approximately 950 pounds and was capable of speeds up to 50 miles per hour.

Regular equipment included top and side curtains, adjustable windshield, electric lights (two front, one rear), electric horn under the hood, oil gage in the base of the motor, jack, tire pump, tool kit and storage battery for lights. Extra equipment was priced as follows: Spare wheel with hub cap and tire, $25; 60 MPH speedometer, attached when ordered with the car, $20; dash auto clock, $5; Ward-Leonard electric starting system, $75.

The motor was thermo-syphon water cooled 4 cylinder L-head type, with a bore of 2 7/8 inches and a stroke of 4 inches, giving a total displacement of 104 cubic inches. It developed 14 to 18 horsepower. The water jackets extended entirely around the cylinders and valve pockets, so designed as to operate without fan or pump. A McCord radiator was used, with a capacity of 6 quarts. Inlet and outlet were of the same size, 2¼ inches in diameter. The block held another 6 quarts, giving a total of 3 gallons of water for cooling.

Lubrication was by pump and splash. A pump delivered oil to the two main bearings and timing gears. The crankcase held 6 quarts and was provided with reservoirs in the oil pan into which the connecting rods dipped. Ignition was by high tension magneto.

This motor was designed by K. L. Hermann and manufactured by Hermann Engineering Company, of Detroit, which devoted its entire time to its production.

The clutch was a leather faced cone, 10 inches in diameter with a face width of 1½ inches. The transmission was a three-speed and reverse selective type, assembled as a unit with the rear axle. This axle was a 3/4 floating type with bevel gears and Hyatt roller bearings in the hubs. Gear ratio was 3.6/1. Brakes were internal expanding and external contracting on 9 inch drums, 1½ inches wide.

The wire wheels were of quick detachable design so that all wheels were interchangeable, front and rear, without disturbing the axle bearings. This was accomplished by means of a special flanged slotted hub which fitted a mating design in the rear drums, completing the driving force from rear end to wheels. Each wheel had 40 spokes 10 inches long and 5/32 inches in diameter. Tire size was 28 x 3, U.S. clincher type.

Spring suspension consisted of one transverse front spring, 30 x 1 3/4 inches, and two quarter-elliptic rear springs, 28 x 1 3/4 inches.

Fuel feed was by gravity from a 7-gallon tank located under the hood. Fuel economy of 35 miles per gallon was claimed.

The steering gear was of rack and pinion design, with a 14 inch steering wheel. The front axle was of forged I-beam construction with repalceable bronze bushings in the steering arms, and ball bearings in the front hubs.

The standard color of these cars was black, with nickle trim, but for an extra $15 any color, with striping to match, could be furnished. A. H. Trumbull was unlike

Henry Ford in that he believed cars should be painted to suit the buyer's choice. His own car, in fact, was a gray speedster with red leather upholstery, red pin striping and red wire wheels. His wife's car was a roadster painted canary yellow with black upholstery and black wheels.

Both the roadster and the coupe had a rear storage compartment which, when closed, afforded a waterproof box for carrying necessary tools, and when open could easily carry an additional 200 pounds, making the car useful for light delivery work.

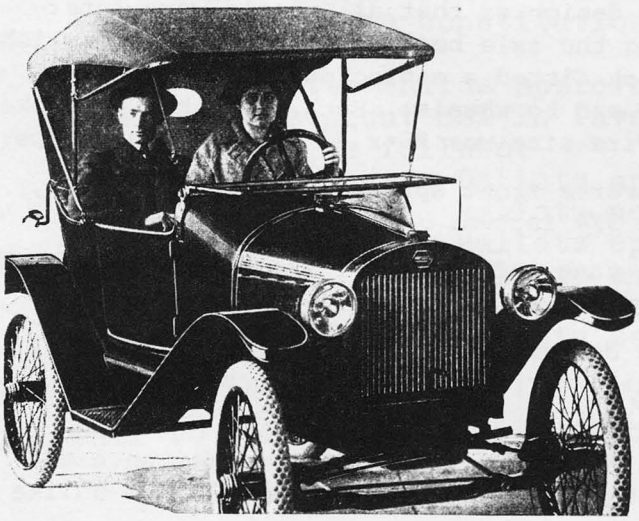
With wheels removed, 16 of these cars could be loaded into a standard automobile freight car for economical shipping.

There were about 2,000 of these cars actually built. 1500 of them were exported to Europe and Australia. Australia received 300 to 400 of them.

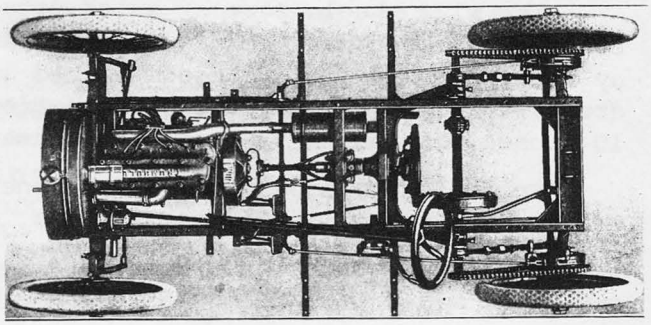
In a letter from A. H. Trumbull to his elder brother John, dated September 17, 1957, he states: "We started the manufacture of the Trumbull car in Bridgeport in the latter part of 1913. This had a four cylinder motor with a friction drive transmission. After making about 300 of the friction drive type, we found this construction not to be practical, especially for quick starting, hill climbing or pulling out of ruts, so we discontinued this model. During the early part of 1914 we began production again, using the conventional type of transmission and rear axle which proved satisfactory. We soon found, however, that the narrow gauge tread didn't go very well in this country, due to the condition of the country roads. Our next step was to try to create a market abroad where the narrow gauge tread was already accepted. It didn't take long before our car caught on in England and we began receiving inquiries and sample orders from that country and other parts of Europe. At the beginning of 1915 we were turning out approximately 100 cars a month and were gradually increasing each month until May, when our business collapsed due to circumstances beyond our control. Up until that time about 95% of our cars were being shipped abroad. Shortly after the Lusitania went down, the government put an embargo on all shipments of pleasure cars abroad and that put us out of business. My brother, I.B., was on the Lusitania, making a trip to England with a view of closing a deal with one of our distributors for 300 cars, and was lost with many others. Obviously that was the end of the Trumbull Car Co."

Incidentally, the Lusitania was sunk by a German torpedo on May 7, 1915. 118 American were drowned. Mr. I. B. Trumbull's body was recovered and returned to this country. This sinking precipitated the United States entry into World War I.

Mr. A. H. Trumbull passed away in 1959 at the age of 81. The last direct descendant of the Trumbull family is his daughter, Mrs. Harold Cruickshank, who contributed much of the information in this article.



Trumbull Roadster



Chassis of Trumbull car, early model, with friction transmission. About 300 of this type were produced. The later models were equipped with a selective type 3-speed transmission.

The Road and the Car in American Life - John B. Rae; M.I.T. Press, Cambridge, Mass. 390 pp, $12.00

This is a statistical, economic and sociological study of the U.S. roads and highways. The road system has been the end result of the universal acceptance of the automobile as a necessity of life in its present form. Whether this latter is ideal seems to be open to debate. Nonetheless, our present mode of life is dependent upon the car and also on the road system to carry this burden.

Despite this interdependence, the U.S. highway system, while macrocosmically of excellent character, is in detail rather miserable. Our much-vaunted Interstate system has, unfortunately, been built to obsolete standards, though these faults have been little publicized. It may be predicted that in due course there will be some disclosure of the cracks in the engineering of this multi-billion dollar investment.

For those who have an interest in the development of our highway system, this is a book of some importance, but it is of little importance to those whose primary interest is in the vehicles which inhabit this system.

The Wonderful World of Automobiles, 1895-1930. ed. by Joseph J. Schroeder. $5.95; 8½ x 11; 288 pp.; paperbound; Digest Press, Inc., Northfield, Ill. 60093

Nostalgia is an overworked word, and possibly not quite applicable in the case of this quite excellent book. It brings back memories of the eight or so Scrapbooks which Floyd Clymer published twenty or more years ago, and in this case, with some improvements.

The large size pages more nearly approximate the original size of the advertisements which constitute the majority of the material in the book. The balance consists of several automotive articles from early journals. The selection of the ads and articles is well rounded, and should appeal to a wide audience of those interested in bygone autos. Possibly this selection is so well chosen because of Mr. Schroeder's previous nostalgic collections on other subjects. Given the same task, I might have substituted other material according to my own interests, but the result might have had less appeal.

A number of the advertisements reproduced here are quite unusual; where else would one look for a GRAHAM electric or gasoline roadster of 1903, or a 1922 WALTHAM touring car?

The sole criticism of this book has to do with the printing, as the illustrations are much darker than desirable. I, for one, hope that this will be the first of a successful series, and that improvements in the printing will be made.

LIBRARY NOTES

Our library has received three copies of Modern Motor Car from member Fred Roe. These are the first three issues of this unfortunately short-lived magazine of 1950. Each of these is of 24 pages, and printed on good coated stock. Apparently only four issues was the entire life of this excellent journal. The coverage in these is world wide and includes GP racing as well as some information on commercail vehicles and antique autos. Those whose memory goes back as far as 1950 can appreciate that a periodical of this type was ahead of its time, though it should have been welcomed by auto enthusiasts had there been sufficient distribution.

- G. Marshall Naul, SAH Librarian

BOOK REVIEW *Keith Marvin*

ROLLS ON THE ROCKS: THE HISTORY OF ROLLS-ROYCE by Robert Gray. 89 pp. plus six pages of graphs. 13 photographs, four sketches- Compton Press, Salisbury, England, 1971. Distributed by Calssic Motorbooks, 1415 West 35th St., Minneapolis, Minn. 55408. $4.95.

The title of this book is a misnomer, or at least the first part of it is. "Rolls on the Rocks" would imply to this reviewer that the contents would surround the seemingly insurmountable problems that Rolls-Royce, Ltd. faced a little more than a year ago after the collapse of the firm's contract with Lockheed. Not so. This book is what the second part of the title implies - a history of Rolls-Royce, and it is a rather good one at that. True, the finale of the volume does go into considerable detail on the Lockheed problem, but, as the work was completed in February, 1971, the story is hardly complete and RR is sailing high, wide and handsome so far as motor car production goes at this writing.

Robert Gray tells his tale in a detailed yet readable way, dating from Sir Henry Royce's dynamo and electric crane production, his meeting with the Hon. Charles Rolls, their collaboration and the rest of the story including the acquisition of Bentley and the manufacture of of aero engines.

There are a few errors which sould be pointed out. The author mentions that during the production of the American Rolls-Royce, the cars were American built with the exception of crankshafts, wheels and some electrical equipment. This was true during the building of the first cars, but by 1922 and to the end of RR's American production, these components were all domestic. Any Springfield cars without wheels by the Wire Wheel Corporation of America are early units indeed.

Also, Gray states that Rolls-Royce was late in adopting four-wheel brakes. True enough, but his statement that all Rolls-Royce cars had these by 1924 simply doesn't apply to the Springfield product which retained the archaic and anachronistic two-wheel system well into 1926.

However, these are minor points and we would recommend this book highly. It is well and clearly written with a minimum of the legend which surrounds the marque, and a maximum of facts and details.

LITERATURE WANTED - MoToR ANNUALS or January issues for years 1917, 1918, 1919, 1920, 1921 and 1922. CYCLE AND AUTOMOBILE TRADE JOURNAL, March issues for 1905, 1906, 1907 and 1908. POPULAR MECHANICS, issues of the early twenties that have full page BUSH and BIRCH auto advertisements.
Charles F. MacLeod, 503 Normandy Road, Royal Oak, Michigan 48073

LITERATURE FOR SALE - BILLY DURANT AND FLINT * THE BEGINNINGS OF GENERAL MOTORS: Ten chapters by Lawrence R. Gustin, automotive editor, The Flint Journal. Thirteen profusely illustrated pages from the "Journal" 3/19/72 thru 3/28/72 contain biography of William C. Durant, Buick, Chevrolet and City of Flint. Shipped unfolded in sturdy mailing tube, $6.00.
Charles F. MacLeod, 503 Normandy Road, Royal Oak, Michigan 48073
