



# NEWSLETTER

ISSUE NO. 29

## The Society of Automotive Historians

PRINTING AND PUBLICATIONS OFFICE, P. O. BOX 6465, MARIETTA, GEORGIA 30062

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### PRESIDENT'S PARAGRAPHS

#### CUGNOT AWARDS

The Society asks for nominations for recognizing outstanding published works bearing on the history of the automobile, written by its members and published between July 1, 1971, and January 1, 1973. This year there will be two Cugnot Awards: one for the most distinguished book, and another for the outstanding magazine article.

The award is open to any member of the Society of Automotive Historians. Suggestions, recommendations and proposals may be freely made by any member on his own behalf of any other member. Such nominations should be received no later than June 1, in order to provide time for judging so that the awards may be made at our Annual Meeting in Hershey in October, 1973.

We are fortunate in having as Chairman of the Award Committee Mary Cattie, who is Curator of the Thomas McKean Automotive Collection of the Free Library of Philadelphia. All suggestions should be addressed to her. If nominated material has been published privately or in a non-national publication, a copy of the material should be included. In due course, such material will be returned.

The judges will rank the works presented in respect to these criteria: quality of research and documentation; originality; importance and scope of the theme; literary merit; and organization of the material.

The Cugnot Awards are given by the Society to encourage research and publication. The Awards themselves are modest monetary sums; the honor associated with winning an award is substantial. For 1971 the winners were:

G. N. Georgano's book "A History of Sports Cars",  
published by Fulton, New York.

Charles Bishop's book "La France et L'Automobile",  
published by M. Th. Genen, Paris.

#### New Members;

Charles B. Weaver  
2754 Lullington Drive  
Winston-Salem, N.C. 27103

Thomas L. Glover  
320 Atlantic Avenue  
Trenton, N. J. 08629

Wallace S. Phinney, Sr.  
41 Boyer Street  
Springfield, Mass. 01109

Alexander Edward Ulmann  
230 Park Avenue  
New York, N.Y. 10017

#### Address change:

Janius G. Eyerman  
RD 1, River Road  
Stanhope, New Jersey 07874

### MAGAZINES ON MICROFILM

I have been involved in extensive studies of microfilm on my new job, and have come across several "Micro-Publishers" who publish out-of-date books and periodicals on microfilm. This is usually in the form of 35 mm rolls, and can be read using a "Taylor-Merchant" viewer, which can be purchased for less than \$25.00.

The following publications are available from University Microfilms, 300 North Zeeb Road, Ann Arbor, Michigan 48106 - -

Motor - 1959-1971, \$34.50 per year.  
Motor Age - 1899-1971 \$19.25 per year  
Horseless Age - 1895-1918 (No price yet)  
Automotive News - 1925-1971 (No price yet)  
Automotive Industries - 1899-1971 \$17.25 per year  
Automobile International - 1924-1971 (No price yet - about \$5.75)  
Autosport - 1950-1971 (No price yet)  
Engines Yearbook - 1965-1971 \$4.00 per year  
Motor Trend - 1949-1971 \$6.00 per year  
Motor Trend Yearbook - 1968-1971 \$4.00  
Northwest Motor - 1950-1955 \$4.00 per year  
SAE Journal - 1917-1971 \$20.00 per year

The microfilm not only allows purchase of priceless reference material at a reasonable cost, but the entire library can be housed in a file drawer. Better viewers are available from the "New-Used" Company for about \$50.00. These are table-top units.

As I obtain more information I'll send it along for the benefit of our members. From my work it appears that books can be microfilmed for about 1¢ per page. I have also been in contact with Xerox. They are currently publishing out-of-print material using Xerox equipment. Costs seem to be quite reasonable - roughly \$6.00 for 250 page books. If there seems to be enough demand, Xerox will run ANYTHING. This might be the answer to obtaining manuals.

Janius G. Eyerman, RD #1, River Road, Stanhope, New Jersey 07874

RED BUG - A. O. SMITH, BRIGGS & STRATTON, ET. AL.

In Issue No. 27 of the Newsletter there is an article which requests additional information on the RED BUG, and a possible explanation of the reference to "The Car That Made Palm Beach Famous".

A few years back, while working with Mr. James Altman on the Smith Motor Wheel and the Briggs & Stratton relationship to the A. O. Smith Company, I came across references to the AUTO RED BUG.

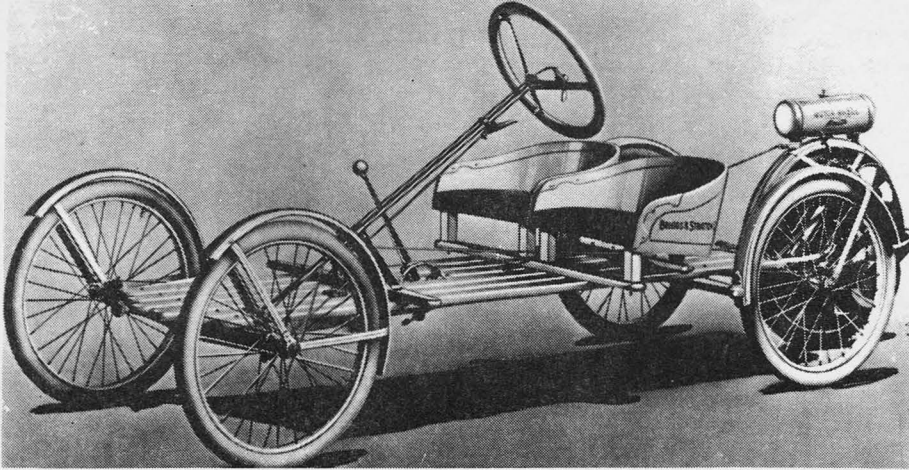
Briggs & Stratton acquired manufacturing rights for the Smith Motor Wheel in 1919 and continued to market the Smith Flyer as the Briggs & Stratton Flyer. It was Briggs & Stratton who also marketed it as the AUTO RED BUG, and this vehicle is pictured in their catalog which was issued during the 1920 to 1923 period.

As to the Palm Beach connection, I saw a reference to it in an automotive journal called Motor Wheeling Magazine which was issued at that time. It appears that some enterprising dealers of this period in the Palm Beach area convinced the wealthy patrons of the Palm Beach resort hotels that it would be great fun to organize races around the hotel grounds using the little cars. Pictures in this magazine showed miniature road race courses set up around the gardens at a couple of hotels, with a number of the vehicles in competition. The whole thing had the air of early go-kart racing and was apparently all the rage for a couple of years.



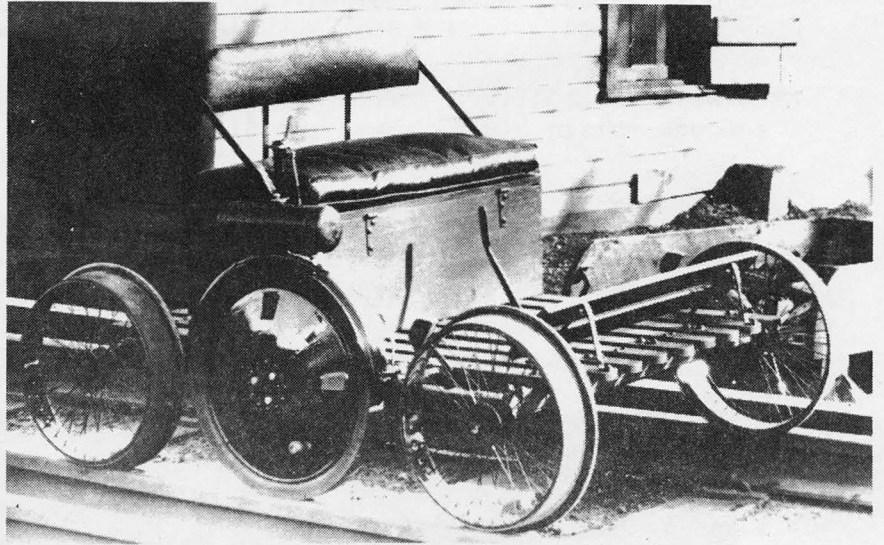
Here are several photos loaned to me some years ago by Mr. S. F. Briggs of Briggs & Stratton which show some of the versions they tried to market. At that time not only he, but H. M. Stratton were still alive.

*William S. Jackson, P. O. Box C, Hummelstown, Penna. 17036*



*Briggs & Stratton Flyer, equivalent to the Smith Buckboard, of approximately 1920 vintage.*

*Briggs & Stratton Motor Wheel Railway inspection Car, no year given.*



*Ice Skater Towing Device using a Briggs & Stratton Motor Wheel, no year given.*

*continued next page → → → → →*



Scooter, motorized with a Briggs & Stratton Motor Wheel, no year given.

INFORMATION REQUESTED and a REPLY.

Issue No. 28 of the SAH Newsletter carried a request for information regarding the GRANT SIX, as made in Cleveland prior to 1913. Several replies were forthcoming, among them this letter from Ray Newburn of Glendale, California which included a Xerox copy of a full page ad, reduced and reproduced herewith.

"Saw the letter in the latest SAH Newsletter on the Grant Six. It sent me looking in one of my (all too few) copies of Motor Age where I found the ad of which I enclose a Xerox copy. This ad appeared in the issue of July 18, 1912".

80 MOTOR AGE

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## Grant Six

Remember the Grant Six slogan—"Watch the Others Follow"



**The most imitated car on the market**

On April 18, 1912, the Grant Six announced its policy of Standardization—the policy of assembling a car from parts made only by recognized specialists. That was only three months ago. Today not only is our policy of Standardization being generally copied, but even our advertising is being used as a model for imitation. Such imitation proves us right. But remember this—no other car is yet standardized throughout and no other car has yet attempted to imitate us in the quality of parts or the combination of essentials used in the

## Grant Six

**The Pioneer Semi-Assembled Car**  
**The Only Standardized Car in the World**

Have you read our folder? It names each and every specialist who contributes a part to the Grant Six. Their names are more convincing than the most enthusiastic statements of the manufacturer who attempts to build a complete car in one plant.

After reading this folder a western dealer came six hundred miles to visit our plant and see the car—he did not believe that it was possible to give such quality for \$2,750. He was told to take the folder and

check up each statement for himself against the actual car. When he had finished he placed an order for three cars for immediate delivery and left a contract for cars to follow. **HE SOLD HIMSELF THE CARS.**

Read this folder for yourself. It's not technical and it's not merely pretty language, but it gives the straight facts that interest the owner and dealer. Sent you by return mail.

DEALERS—Get in right by getting the Pioneer Semi-Assembled Car to meet the Semi-Assembled demand. We still have some choice open territory

**THE GRANT MOTOR CAR CO.**  
New Plant—East 152d Street  
Post Office Address—Collinwood Station



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When Writing to Advertisers, Please Mention Motor Age.

EDITOR'S NOTE: Wonder how many of the wits of 1912 commented that "Semi-assembled" might mean "half put together"?



## MORE NOTES ON THE GRANT - AND A BIT OF SILVER

I have listed a few early GRANT references. Perhaps they will be of some help. Also, I would appreciate receiving any additional references prior to 8/27/12.

Motor Age: 6/27/01 - John J. Grant, Cleveland, 1864.

Horseless Age: 12/27/99, p. 18-21 - W. Wallace Grant, Long Island City, on the patent of 1897.

CATJ: March, 1907, p. 78. Advertisement, Grant Brothers, Detroit, Mich. as dealers for THOMAS.

Horseless Age: 1/12/10, p. 102 - George D. and Charles A. Grant, of Grant Bros. Automobile Company.

Horseless Age: 3/27/12, p. 596 - Grant Motor Car Co., Cleveland, Ohio, organized to build GRANT SIX.

MoToR, August, 1912, p. 96 - Grant Motor Car Co., Cleveland, Ohio.

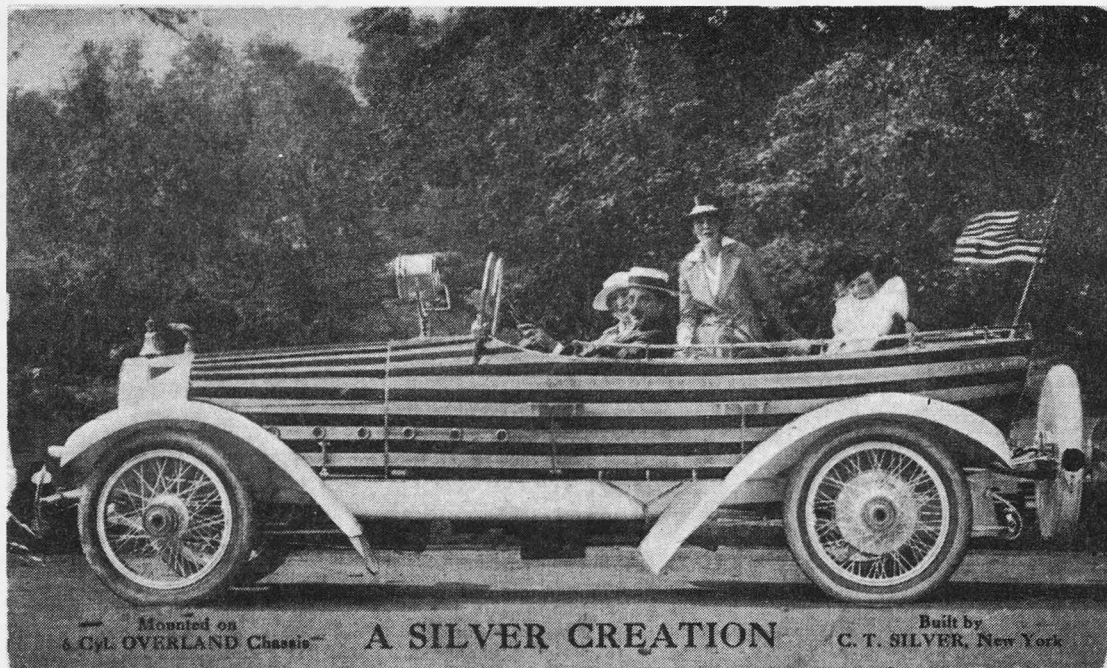
Auto Topics: 6/7/13, p. 200 - New Company.

MoToR: July, 1913, p. 73 - Grant Motor Car Co., Detroit, Mich. (concerning the runabout).

Also, here is a postcard of an unusual C. T. Silver Overland. This card is a duplicate in my collection and is available for trade. Would prefer another C. T. Silver card or something of real interest.

*Frank T. Snyder, Jr., 748 West Laredo Street, Chandler, Arizona 85224*

EDITOR'S NOTE: Here is a black-and-white reproduction of the C. T. Silver postcard, actual size. This is a full color card. The stripes on the car are red and white.



## INTRODUCTION DATES

A recent letter in the SAH Newsletter suggested that model years should begin with the day an auto manufacturer holds its annual news preview and/or news release date, rather than the official on-sale dates for each model.

Such a move would be a mistake, in the view of this writer who has been an automotive writer and public relations man since 1954.

There are four dates which signify the beginning of a model year - the "long-lead" or magazine news conference (usually held early in June), the "Job #1" date (start of regular production), the "national" (short-lead) news preview and the official on-sale date. Of these, the news preview dates bear no strict chronological relationship to either sales, production or publicity.

News preview dates are scheduled somewhat by chance through the Motor Vehicle Manufacturers Association public relations office (to avoid conflicts) and may also relate to availability of hotel accommodations and top management. Publicity on new models, particularly with respect to long-lead magazines, may appear prior to the national news previews and official news release dates, either on an authorized or unauthorized basis. Thus, the dates of the previews and releases have no significance themselves, whereas the start-up and on-sale dates are official, are established by top company management and - most importantly - are significant in the manufacturing and distribution process. Whether or not a dealer chooses to "let a few sneak out the back door prior to the official on-sale date" is not new, unique or significant.

So please, fellow historians, ignore news preview and release dates. They are often accidental, not a matter of official record upon which history is built, and of no chronological significance.

*Michael W. R. Davis, Technical and Product Information Manager, Ford Motor Company, 20000 Rotunda Drive, Dearborn, Michigan 42121.*

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## INFORMATION REQUESTED - THE BELMONT MOTOR VEHICLE COMPANY.

The Belmont Motor Vehicle Company was incorporated in Castleton-on-Hudson, New York, in 1910 by H. H. G. Ingalls, Arthur C. Cheney and O. D. Woodford. It was somehow connected with the Cheney Piano-Action Company, of the same village, and possibly connected with the Belmont Motor Car Company of New Haven, Connecticut, and Dr. C. Baxter Tiley. Local library information has, so far, yielded nothing.

If anyone has pictures, press releases, trade information, specifications, production figures - anything, literally, on the BELMONT, its plant or its people, please, please help. I'm more than happy to pay for photocopies. As a novice historian I'd appreciate any member's assistance. Thank you.

*Nelson H. Adams, 1043 Western Road, Castleton-on-Hudson, New York, 12033.*

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## → → → → → → → → → → SPECIAL NOTICE ← ← ← ← ← ← ← ← ← ←

G. Marshall Naul, librarian and past president of the SAH, has volunteered to take over the job of editing the Newsletter and getting it printed and mailed.

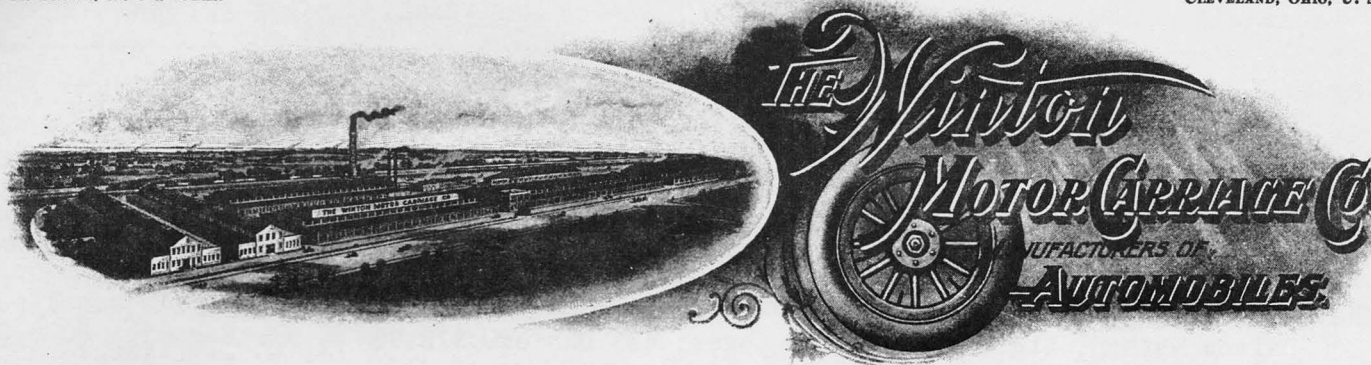
Therefore, until further notice, all correspondence and items for publication in the Newsletter should be mailed to:

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



ALEXANDER WINTON, PRESIDENT.  
 THOMAS HENDERSON, VICE-PRESIDENT.  
 GEO. H. BROWN, SEC'Y & TREAS.

FACTORY AND GENERAL OFFICES  
 BEREA ROAD,  
 CLEVELAND, OHIO, U. S. A.



BRANCHES: NEW YORK, CHICAGO, BOSTON, PHILADELPHIA.  
 CABLE ADDRESS, "WINTON," CLEVELAND.

Dictated:

CLEVELAND, O.,

This 1904 letterhead of the Winton Motor Carriage has been reproduced from an original loaned by Harry Pulfer, La Crescenta, California.

BOOK REVIEWS

G. Marshall Naul

Oldsmobile - The First Seventy-Five Years  
 72 pages, published by Automobile Quarterly

For the diamond anniversary of Oldsmobile, the staff of AQ has put together a complete account of the beginnings, middle and later years of the marque, which was once the spearhead of GM improvements. The illustrations are copious and done to the excellent standards for which AQ is noted. For someone with technical leanings, the mechanical aspects of this book are somewhat lean. However, this effort is the most complete one available on the subject and will probably remain so until AQ tackles the next anniversary to be memorialized.

Motoring and the Mighty; Richard Garrett. 219 pages, 46 photos. London.  
 Distributed by Motorbooks International, Minneapolis, Minn. \$7.95

This is a collection of episodes concerning some well-known persons both famous and infamous, and incidents concerning their vehicles. Some accounts are amusing, but many seem to ramble on, concerned more with the notables than with the automobiles. At least this reviewer found this to be somewhat less than inspiring.

Sixty Miles of Pencil - An Intimate Impression of the Brighton Run  
 R. P. Reynolds and K. R. Clark. 126 pages, 62 illustrations. Gentry Books, London.  
 \$6.95. Distributed by Motorbooks International, Minneapolis, Minn.

This interesting book contains sketches and accounts of sixty-two ancient vehicles which have taken part in this annual British event. For eligibility these automobiles were manufactured prior to 1905, and more than a few of them have become more than a little decrepit during the past sixty-some years. Nonetheless, many of them succeed in completing the event with little fuss. The account of each car is aided by a short history of that particular vehicle. One of the more evident truths revealed by comparing the many makes shown here is the very advanced design of the Mercedes, as compared with some of the best known makes of the period from Great Britain and the United States. The efforts of the English-speaking world border on the ludicrous by comparison.

Jaguar - Britain's Fastest Export; Lord Montagu  
Ballentine's Illustrated History of the Car. Marque Book No. 10, 157 pages.  
Ballentine Books, Inc., New York, N. Y. \$1.00

The Daimler Tradition; Brian E. Smith  
Transport Bookman Publications, London. 334 pages; 370 illustrations. \$19.95

The Magic of MG; Mike Allison  
Dalton Watson, Ltd., London. 208 pages; 435 photos. \$15.95

This array of books has a common mark of excellence and are concerned, in some detail, with some of the better marques to originate in Great Britain. Neither the contents nor the subjects are trite, and none are dealt with superficially.

Jaguar is typical of this series by Ballentine - well rounded, complete with illustrations of less than the best quality. For the price, these books cannot be faulted. It is unfortunate that these seem to have disappeared from your local newsstands, but they are available through Motorbooks International, 3501 Hennepin South, Minneapolis, Minn. 55408.

The Daimler Tradition is certainly a well-chosen title, as the name brings to the reviewer's mind the ubiquitous photographs of the early 1930s of George V and Queen Mary in their massive, staid, but impressive "glass houses" built by Daimler. Daimler continued its loyalty to the sleeve-valve engine well after Willys dropped the Knight engine, and these quiet engines were well-chosen by royalty.

Brian Smith is a London solicitor and has put together a significant contribution to the literature of the motor car, and as a one-time owner of twenty Daimlers knows his subject from Gottlieb to Coventry. With a good balance between coachwork, illustrations and technical details, this book is to be recommended despite its quite high price.

The MG must be memorialized in the United States as having restored an appreciation and interest in sports cars. This resurrection was coincidental and was brought on by the automobile shortage in the United States after 1945. The Magic of MG is copiously illustrated by photos of racing machines and the MG saloons, as well as everything in between. Technical details are not neglected. For a complete and up-to-date story of that wonderful British sports car, this book cannot be topped.

Post-War British Thoroughbreds - Their Purchase and Restoration; Bruce Hudson,  
Henley-on-Thames, England. 182 pages. \$11.95

This is a well-disguised repair manual. However, this term is by no means meant to be a derogatory one, for this is an honest and delightful book extolling the virtues (and not a few ills) of some excellent automobiles from a neglected era. The coverage is complete as to mechanical specifications; where parts may be obtained; club addresses - from the prosaic TR2 to the rare Lea-Francis. Some of these autos must have a definite future in this country as classics, as the market value of U.S. classics remains astronomical. Furthermore, the reviewer would much rather have a 1954 Alvis drophead coupe - an impressive automobile when viewed first hand - than many of the U.S. built cars of the 1950s. With all the information for the handyman, this is a delightful book also for those of us who are unhandy - a good book for browsing.



Occasional browsing through a large and diversified library will frequently turn up items of importance to the automobile historian in somewhat obscure publications. Recently found was an interesting journal entitled Technology and Culture, the International Quarterly of the Society for the History of Technology.

In the October, 1971, issue is a short article entitled "The End of the Marcus Legend" by Lynwood Bryant, pp618-620. In this, Professor Bryant shows that the Marcus self-propelled vehicle now in a Vienna museum, was not built until 1888 and that it did not precede the Benz vehicle.

In the April issue for each year is a Bibliography of the History of Technology with a large section devoted to Transportation in which, of course, is covered the historical works dealing with the automobile.

The IEEE has a separate periodical entitled Transactions on Vehicular Technology. This publication covers topics in electrical autos, electrical control of traffic, effect of radio communication, etc.

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The library has been fortunate to receive a large donation from Guy Seeley consisting mainly of contemporary auto magazines. A partial listing of these are:

*The Hexagon* (Official publication of Mid-Atlantic Packards, Inc.)  
October, 1968 through January, 1972.

*The Road to Yesterday*, No. 1 through No. 23

*Motomart Weekly*, No. 450, 458-480.

*The Motomart Bulletin*, No. 1 through B-36; succeeded by  
*The Restorers' Automart*, RA-1 to RA-12, RA 15, RA-18, 19, 20.

*Car Tips Magazine*, August, 1970; 1971 complete; January-August 1972

*Cars and Parts*, 1966 except February, June & November; 1967 except July;  
1968 except March; 1969 except July, 1970 except August, 1971 except  
February; 1972 complete.

*Old Cars*, complete to date.

*The Cormorant*, Vol. XV, No. 2 - 4; Vol. XVI; Vol. XVII; Vol. XVIII; Vol. XIX,  
No. 1 - 3.

*The Cormorant News-Bulletin*, June/July 1969-Dec. 1969; 1971 complete;  
1972 complete.

*Car Buff Magazine*, Vol. 1, No. 2 through Vol. 2, No. 4.

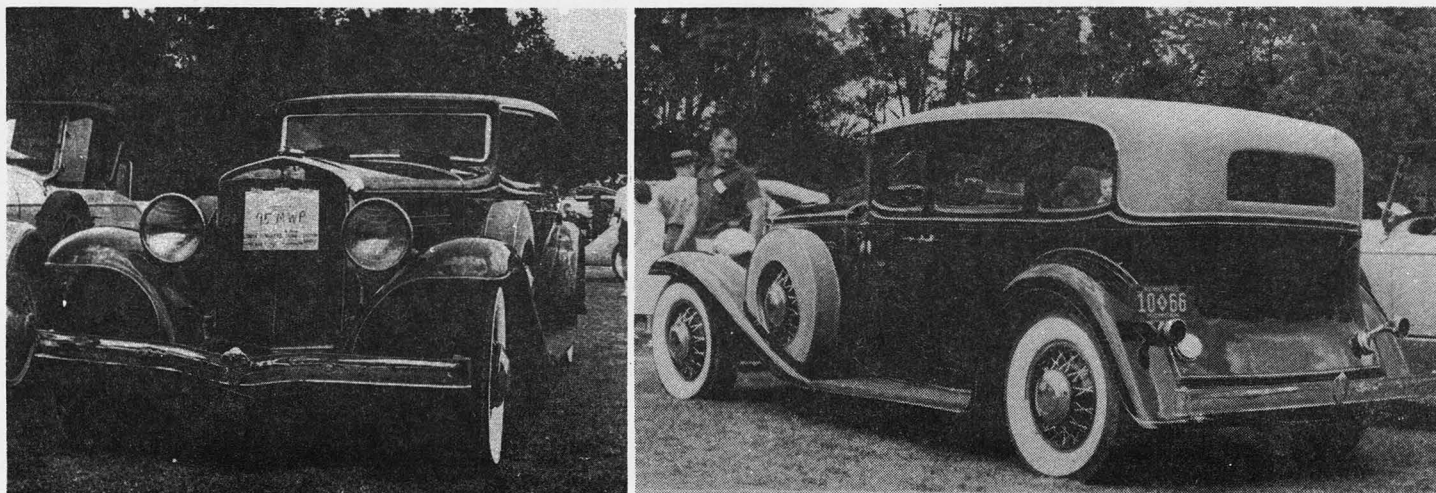
*Car Classics*, Vol. 4, Nos. 3,4,5; February 1973 (Vol. 5, No. 1?)

*Packards International*, Vol. 5, No. 2-5; Vol. 6, Nos. 1,3,4.

The library would welcome any donations of missing issues shown above. We also could use any issues of *Antique Automobile*, *Bulb Horn*, *Classic Car*, *Horseless Carriage Gazette*, as well as any early auto books and magazines.

The library will gladly loan available material upon written request from a member in good standing.

## A Front-Wheel-Drive Packard



Here are two views of an experimental, one-of-a-kind Packard, built in 1931. No name or other identification reveals the fact that the car was built by Packard, and even the traditional Packard radiator design is disguised.

At the time the V-12 engine was under development, several Packard engineers were strongly in favor of the use of the front-wheel-drive. In 1929, Cornelius Van Ranst, who was largely responsible for the design of the L-29 Cord, worked with racing driver Tommy Milton and Chief Engineer J. C. Vincent, and the front-drive Packard shown here resulted.

Body design was by Alexis de Sakhnoffsky. The body was built expressly for this model, to illustrate the advantages of front-wheel-drive. It was mounted on an X frame constructed of 10 inch channel iron.

The engine was the prototype of the Twelves which were to follow. It had all the features of the later Packards, and was in no way related to the earlier Twin-Sixes of the teens and twenties. It developed 175 horsepower, and would drive the car at sustained speeds in excess of 100 mph.

The "Trans-Axle" is of remarkable design. It embodies independent front wheel suspension, a two-speed differential and a two-speed transmission, giving the car four speeds forward. There are two sets of ring and pinion gears and a double action clutch with two plates acting on a center plate.

However, the company could not iron out all of the minor problems in time to introduce the new design at the 1932 Auto Show, so the 1932 Packard appeared with the conventional rear drive.

At the same time, Packard was experimenting with an in-line Twelve, which was also tested. There was only one made, and the story is that it was loaned by the Packard president, Alvin Macauley, to a friend who drove it until his death. His widow returned the car to the company, and it was destroyed. No record or picture of this car remains.

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*The above information and pictures were supplied by Dr. B. L. Mundhenk, of Lima, Ohio.*



*The Antique Studebaker Club, Inc.*  
*founded 1971*



April 24, 1973

**P.O. Box 142**  
**Monrovia, Calif. 91016**

Printing and Publications Office  
Society of Automotive Historians  
P. O. Box 6465  
Marietta, Georgia 30062

Gentlemen:

For your interest, the Antique Studebaker Club, Inc. has just published a special edition of its official bimonthly publication, the Antique Studebaker Review. This May-June issue is a detailed and comprehensive account in words and pictures of Studebaker's amazing racing achievements at Indianapolis from 1931 through 1933. Features include an article by E. T. Reynolds, formerly Assistant to the Vice President and Chief Engineer of the Studebaker Corporation and a prominent Studebaker historian; an exclusive interview with Tony Gulotta, a former Studebaker test driver and team captain of the five-car Studebaker team entries at Indianapolis in 1932 and 1933; and several pages of never-before published photographs.

Due to the popularity and historical significance of this Racing Issue, the Antique Studebaker Club has made it available to the general public for \$1.00 per copy postpaid. Interested persons may purchase their copy by writing to ASC, P. O. Box 142, Monrovia, California 91016.

I am enclosing with this letter a complimentary copy of our Racing Issue, as I thought you would be interested in notifying the Society through the S. A. H. Newsletter.

We look forward to your favorable consideration.

Sincerely,

A handwritten signature in cursive script that reads "Terry Cannon".

Terry Cannon  
Asst. Editor

P.S. Our Publications Editor, Mr. W. A. Cannon, is a member of the Society of Automotive Historians.

BOOKS WANTED: Willys Overland Service Methods and Repair Short-Cuts. Toledo, 1917  
The Scientific Determination of the Merits of Automobiles - Professor A. Riedler,  
Royal Technical University. General Publishing Co., Ltd., 6, Broad Street Place,  
London, E.C. 1912.

The World's Experience with the Knight Motor - Charles Y. Knight, Knight-Kilbourne  
Patents Co. Press of Barnhard & Miller. 1914.

The Darymans Manual - Charles Y. Knight, Chicago. 1903.

Evolution of the Internal Combustion Engine - Edward Butler. Charles Griffith & Co.,  
London, 1912.

CHARLES W. PROCTOR, 2337 La Linda, Newport Beach, Calif. 92660. 714/642-2506.

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WANTED - Literature pertaining to the Annual Automobile Salons, 1904-1932.

Z. B. CONLEY, JR., P. O. Box 907, Las Vegas, New Mexico 88701.

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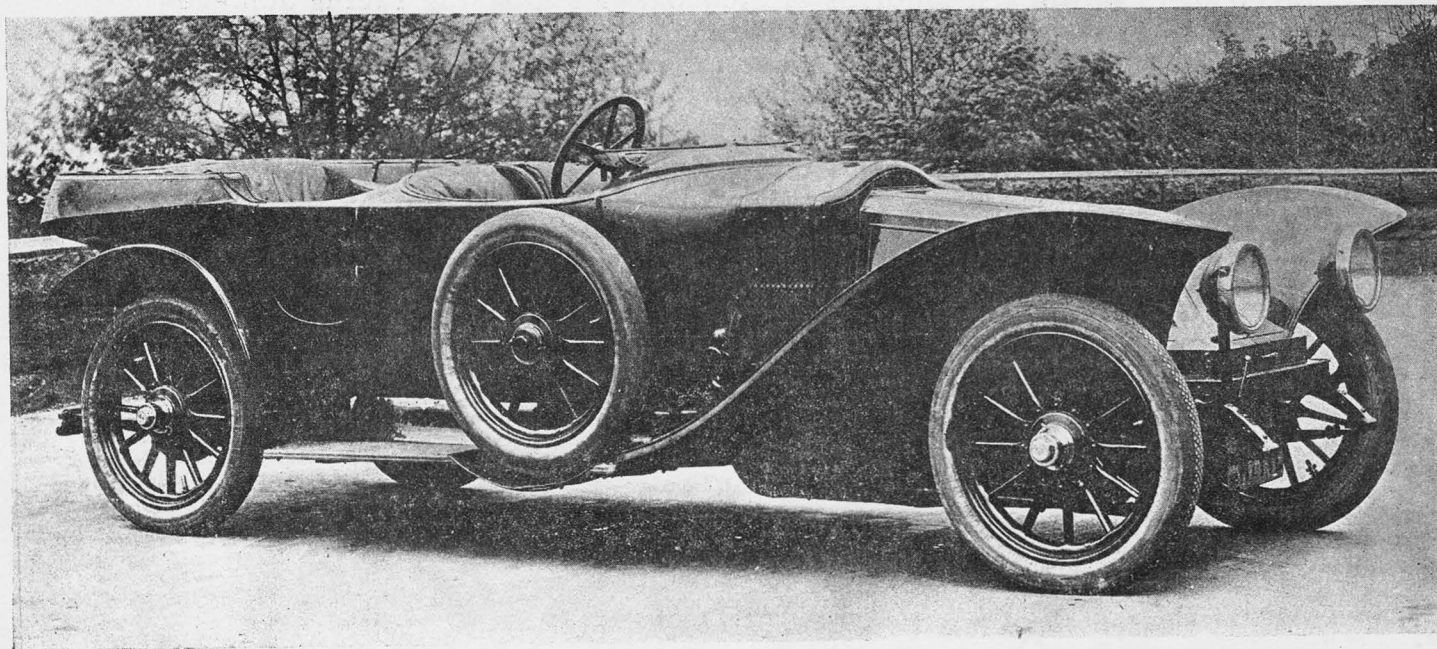
WANTED - Car Classics magazine, issues 3 and 6 of Vol. 3.

Back issues of the English magazine Old Motor.

Also Leon Rubay or Rubay car 1923-24? Cleveland, Ohio., Leon Rubay & Co.,  
custom body builders, and other Cleveland built automobiles.

HARRY J. MANN, 15436 Lakeshore Boulevard, Cleveland, Ohio 44110.

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RENAULT BIG SIX TOURING CAR, WITH CONCRETE BODY BY HENRI LABOURDETTE OF PARIS

*The body construction is very novel as the coachmakers have used cement or concrete laid on wire netting or lath similar to that used in concrete building construction. The lines are graceful and no seams or joints can be found in the whole body. The dash and mouldings are the only parts constructed of wood. Another striking feature is that the top completely disappears inside the body. The car is the most powerful and speedy built by the well known firm of "Renault." The chassis is complete in all its details and every feature including starting and lighting systems, shock absorbers, detachable wheels, is built by "Renault" in their famous factory in France. The only device on the car not manufactured by "Renault" is the Bosch High Tension Automatic Advance Magneto.*

This item has been reproduced from Rider and Driver magazine, July 24, 1915.