



NEWSLETTER

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The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

GREETINGS

That single term always takes me back a few years to the Sunday afternoon radio program called the "Grouch Club". It has left a tickle in me somewhere that always produces an inward smile. The only time that the feeling was shaken was when I got that same word of salutation from Washington, D.C. back in 1941.

At any rate, it is a pleasure to speak to you in these fine columns. Our club, or Society as you may call it, has had a couple of years of organization, a couple of growth, and now we hope to bring you some of accomplishment and give you something concrete for your files and your brains to feed on. I believe that every candidate for every office must have a platform of sorts. Not being a candidate in the truest sense of the word, I do have a platform in the truest sense of the word. My hat is off to my predecessors for what has been accomplished. It is now up to me to enlarge upon and improve the basis and the foundation on which we were started.

The first of my efforts will be concentrated on getting our publications off on the right track. I have consulted briefly in person, and more extensively by letter, with Marshall Naul on our position in this department. I hope that that some light will be shed on this subject in this issue. If not, it will surely follow in the next.

My next effort will be in the direction of our fouled-up roster. This, as some of you may know, is my prime objective. It has always amazed me that so little care or interest had been directed in the direction of auto history down through the years. When I moved to the Detroit area, I found that the past of any auto producer was treated as dirty linen. I found that people, then interested in old cars were not at all interested in who built them, or why, when, or how many were built. It was just something to build a social function around. Now we know that that has all changed. All of the companies have an archives section and it has become an important part of their operation. The local club members do have an interest in their marques and seek out information. We are now in the greatest era of auto history that has ever stirred the world. There never has been so much printed about old car history as there is right now. The S.A.H. can be the center of this whole movement and it is really my hope to help get us there. With your help, your involvement, your interest and your contributions, this group will soon be recognized the world over as the official voice of automotive history.

Thank you and Start Digging!!

Stan Yost

ROSTER AIMS:

In the following year, I hope to get something very definitely set up. This program will then be able to carry on with succeeding members and officers with little or no duplication of effort. With due respect to all who have been working on this thing, let's take a look at what we have. We have two individual groups trying to do the same thing. The only problem is that one is about thirty years behind the other. We have to have some guidelines, a format, a sense of direction, some definition, and above all, an open mind. Right now, at our finger tips, we have two of the finest publications available to us. One is the Georgano effort and the other is the Automobile Quarterly effort. It is completely ridiculous to look at any others.

Here is what I'm going to do. Charles Bishop some years back made somewhat of an outline. We are going to update and improve his outline and make a standard information sheet. He knows the shortcomings and they will easily be corrected. We will then have a standard form with name, dates, location, personnel - pertinent facts concerning car, company and personnel. There will be one sheet designated for each marque. We will have to have some responsible person on each side of the ocean to dispense these forms to interested parties, whether they be members or not. What we are interested in are the facts and all possible information that can be gleaned on the marque. We will have two books for our guides. The Georgano book will be for the Continental and Australian cars and the AQ book the guide for Canadian and U.S. makes. Both books have numbered pages so there should be no problem in referencing. The people responsible for each of these great volumes know there are mistakes to be corrected. This will be our task. Even more important, I know that the 5500 marque list is a gross understatement. I really feel that before we can come to any final conclusion, there will be a listing of over 10,000 in North America alone. God only knows how many different ones were built in Europe. Nick and his staff may have to ask His help to find out eventually. Just as a case in point: After the AQ book came out, Scott Bailey received a list from a young Wisconsin gentleman. This list was taken from records in Wisconsin and amounted to around thirty names. These thirty names didn't appear in the AQ book and none had been seen anywhere before. Yet, they were automobiles built in Wisconsin and sold in Wisconsin. Since that time, half of them have been verified as new marques and I'm sure the other half will too. Just imagine the potential from the east coast of North America alone! It is up to the researchers (that's us) to get in there, then and find out what is for real and what is just a variation of a presently-known car, or a model, or misspelling, or what have you.

We will have the format and the guide lines with that above. Our sense of direction will be to get the task done properly and professionally. Our definition will be positive and quotable. We will need an open mind to determine what an automobile is. Did a man in central Wales or in northern Washington build this vehicle to sell, to use to earn a living, to race, or to vent some suppressed desire to do something with his hands? All of these are good cause, I say. Who cares if he didn't build a prototype and eight running models before he went into production? The fact is that the vehicle was built for a purpose and we can't ignore this fact and say that it doesn't belong on a list because it didn't exist in quadruplicate.

Well, now you have it. I hope to see no more questions about Allis-Chalmers on the car list, nor ALXO. Let's get rid of all of the hogwash! Let's get the truck men on the truck roster, the Canadian people on their good roster, the Continental people ever onward, and so forth. Those members that couldn't care less, get their own bag filled up and express some views. Give Marshall something to print. Give the rest of us something to chew on. Start an argument, do something - just don't sit there!

Volunteers for my prime objective will be gratefully accepted at my home address, and we will then divide into regions and get something accomplished. Remember, this is not going to be done in our lifetime. We are going to leave a legacy for those that follow. Let's make it a little simpler than our forefathers did for us. Any volunteer who is willing to be a clearing house for a certain area, please also mention that fact. If there are any questions, write to me directly. If there are any other comments, write to Marshall - he needs the words.

Thanks for the use of your eyeballs and now give me your minds and thoughts and your typing fingers - let's get to work!

Stan K. Yost

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NEW MEMBERS: In addition to listing the names and addresses of the new members, there is merit in including the automotive interests of these persons new to the Society, otherwise it would be necessary to await the publishing of the next Membership Roster.

L.O.Gudenschwager, 5791 N. Teutonia Ave., Milwaukee, Wis. 53209
(Interested in autos and trucks built in Wisconsin; family tree diagrams for all autos including foreign.)

Lucien Loriele, residence Methendier, 23 Chemin rural 47, St. Rambert-
l'Ile Barbe, 69009-Lyon, France.
(All makes of autos but principally those built in the Classic Era.)

Walter E. Gosden, 197 Mayfair Ave., Floral Park, N.Y. 11001
(Any air-cooled vehicles with particular interest in FRANKLIN. Any and all vehicles manufactured on Long Island; auto body designer J. Frank deCausse. Also like old trucks.)

Mike Larsen, P.O.Box 1686, Vancouver, Washington 98663
(NASH, 1917-1957. American low-to-medium priced autos, 1928-1935 such as NASH, HUDSON, PONTIAC, DURANT, STUDEBAKER, GRAHAM, DODGE, etc.)

George L. Hamlin, 11342 Johns Hopkins Rd., Clarksville, Md. 21029
(Interested in PACKARD, STUDEBAKER, AVANTI, HENNEY.)

Donald F. Warren, 72 South St. West, Dundas, Ontario L9H4C8, Canada
(Interests: history of Canadian automobiles and in particular those of Dundas, Ontario.)

Art Miller, 212 Cimarron Ave., Placentia, Cal. 92670
(1928-1931 Model A FORD and all autos of the 'thirties.)

Donald Narus, 7502 Trevor Lane, Parma, Ohio 44129
(Early postwar U.S. autos (with particular emphasis on CHRYSLER) 1946-50)

Randolph P. Bellman, 16419 Vintage St., Granada Hills, Cal. 91343

James T. Sandoro, Jr., 25 Myrtle Ave., Buffalo, N.Y. 14204

Report of Annual Meeting, October 5, 1973:

President John M. Peckham called the Fifth Annual Meeting of the Society of Automotive Historians to order at 9 PM on Friday, Oct. 5, 1973. Thirty-four persons were in attendance for the beginning of the meeting at Hotel Hershey in Hershey, Pa.

Secretary Vernon W. Vogel read the minutes of last year's meeting. These minutes were approved after the name of last year's Cugnot Award winner was properly recorded as Charles W. Bishop.

Treasurer William S. Jackson reported a balance of \$572.78. The previous year's balance had been \$239.43 and this year's income totalled \$1505.06. The year's expenditures were \$932.28 leaving the treasury with \$572.78 on this date.

G. Marshall Naul, Society Librarian, announced that a large number of donations have been received for the Society's Library. We have received the translation rights of a French publication on the Cugnot vehicle along with glossy photographs from this original literature. Mary Cattie is in the process of translating this pamphlet. This is expected to be the first of the proposed Society's monographs. For those who may be interested, Ralph Dunwoodie mentioned that a French source is now producing full-sized replicas of the Cugnot vehicle to sell for \$44,000, or in lots of two, for \$30,000!

The newly reorganized Publications Board had no report.

President Peckham explained some changes in the Cugnot Award. The Award is to be presented each year in two parts; to the author of a book (\$75 and a certificate) and to the author of an article in a journal (\$25 and a certificate) whom the Award Committee judges to be the best in the field of auto history for the year. James J. Bradley accepted this year's Book Award for Karl Ludvigsen of Pelham Manor, N.Y., author of THE MERCEDES-BENZ RACING CARS (Bond/Parkhurst Books, Newport Beach, Cal.), 260p., \$25.00. Karl Ludvigsen sent word to thank the Society and his publisher who "permitted him to do the book as he wanted." Michael J. Worthington-Williams was announced as the winner of the Journal Award for his "Dolphin Motors of Shoreham", printed in Sussex Industrial History. Mr. Worthington-Williams was not present.

Walter R. Haessner reported that Society membership publicity was being distributed worldwide. Mr. Carl Wagner is promoting European membership from an office in Switzerland. (This is being done on a voluntary basis by Messrs. Haessner and Wagner, at no cost to the Society. Ed.)

The new officers for 1973-1974 were announced. The Board of Directors have appointed Stanley K. Yost of Royal Oak, Michigan, President; Michael J. Worthington-Williams of Hurstpierpoint, Sussex, England, Vice-President; Vernon W. Vogel of Edinboro, Pa., Secretary; and Frederick D. Roe of Holliston, Mass., Treasurer.

Vernon W. Vogel, Secretary, explained the revised policy on the dues structure. All membership renewals will now occur for the calendar year between November 1 and February 28. Reminder and a renewal form will appear in the Newsletter each year.

There was a self-introduction of the members present (see attached list) and the business meeting was adjourned at 10:50 PM.

The members were enlightened for more than an hour by a special presentation on publishing of automotive works and the individual author's interest in having his work published. Panel members were: Marshall Naul, SAH Newsletter; Bill Jackson, Classic Car; Dave Brownell, Old Cars, L. Scott Bailey, Automobile Quarterly; Walt Haessner, Haessner Publications.

THE MAIL BAG

Letters from Members

From: Harlan E. Appelquist, 6328 Rolf Ave., Minneapolis, Minn. 55435

The last issue of the Newsletter carried (an) article on early STUTZ estimated production figures. Being one of the top nuts on production figures, I dug out my old scrapbook on automotive facts and figures. ... The bulk of the information came from The Automobile, MoToR, Motor Age, and in later years, Automotive News and Automotive Industries.

Turning back to the year 1912, I found the production figure of 266 cars built by Stutz and the figure was published in MoToR. For 1913 and 1914 I found no production figure listed. For 1915 Stutz produced 1,079, cars, source, The Automobile. In 1917 an article in The Automobile (which became Automotive Industries) gave production on a half-dozen Indianapolis firms and lists Stutz as having built 1,556 cars during 1916, and planning 2,300 cars for 1917.

Knowing a little about auto history myself, I say the figure of 562 cars for Stutz for the year 1915 is too low. What are we discussing, model-years or calendar years?.

Editor: The apparent inconsistency between Harlan Appelquist's figures and those arrived at by calculation in the mentioned article can be explained by the last question in H.A.'s letter: the difference between model production and that for the calendar year. Even today, production figures are generally quoted on the basis of Jan. through Dec., while the model year generally runs from Sept. through July, with a blank month for change-over. However, the article in the Newsletter shows that the estimated production for 1915 is consistent with available serial numbers as published in Grace Brigham's Early Car Serial Numbers.

From: Mike Worthington-Williams, Hollybank, 74, Wickham Hill,
Hurstpierpoint, Sussex, England

... The first thing that concerns me - and this is confirmed by my having read the Membership Directory, is that, although the Society is now been in existence for some five years (Really only four. Ed.) there are still a large number of eminent historians (not only in Britain) who are not members of the Society. Take the team who put together Nick Georgano's Encyclopedia for instance. O.K., Keith Marvin, Marshall Naul, Nick himself and I are members - but what about Dennis Field of the V.C.C., Michael Sedgwick, Hans Otto Neubauer, Lucien Lorielle, David Filsell and others? O.K., there are some "loners" who will never affiliate with any group - the late great John Pollitt was a bit like that - but I think that we have got to attract people like that to our ranks if the Society is to achieve the stature it not only needs but deserves. Don't get me wrong, I'm not a status-seeker, far from it (I've been mistaken for a gypsy and given a vagrancy ticket in my time !) but I do feel that if the Society is to be really effective in the role it has set itself - and I have no quarrel with our *raison d'etre* - then we have to be accepted as a body - as an entity if you like, by the establishment. When I say "establishment" I mean the "elders" of the V.C.C. of G.B., the AACCA, and other similar bodies all over the world. And by acceptance I mean respect for our objectives and the way in which we achieve them, and in the end results.

We are a non-profit making body - that is as it should be. Now in the commercial world the worst tab you can give to an outfit is to call them a bunch of amateurs. When the outfit is non-profit making in the true sense of the word amateur, and is fired with all the enthusiasm and dedication synonymous with that word, then the highest accolade one can

give to the end product is that it is 'professional'. There is a world of difference between the words amateur and amateurish. We must jealously guard our amateur status but we must not be amateurish.

How then can we improve our image - indeed, how can we be certain that we have one? I think, first of all, that we must widen the apparent scope of the Society. One immediate way to do this would be to change the name of the Society to The International Society of Automotive Historians. This would more properly describe the functions and aims of the Society without altering any of them. This would be a step toward acceptance world-wide and would probably encourage many to join who at present look upon us as parochial rather than international in scope and indigenous to the U.S.A.

Secondly, we must be more international and if we can attract sufficient members from all over the world I am confident we can become so. Then, we must, I feel, lay down some stricter criteria for membership than is at present the case for Active Members. The mere proof of publication of an article in an automotive (or other) periodical is no guarantee of its literary merit, historical accuracy or integrity, and I hope it is intended to 'vet' such material before automatic recruitment of the authors to the ranks of the SAH. There is an old saying in business: 'Never mind the losses, look at the business we're doing'. It would be sad indeed if, at the expense of quality and credibility we doubled our membership. We would probably lose our staunchest and best members in the process, and the Society would lose its standing.

There is a certain amount of conceit in calling oneself a historian and only two kinds of people who can safely be conceited. The first is the dictator whom no one dares to question - the second, the chap who says he's good and is good. I imagine that the majority of our members like to feel that they fall into the second category - I certainly like to kid myself that I do sometimes. There is a very real danger, however, if our conceit becomes just that - conceit. We have set ourselves up as the guardians of automotive history. Let us not assume the mantle lightly. It is to our writings that future generations will look for the truth in such matters. The seal of approval of the SAH to any writing will be accepted as proof of its veracity. Let us not abuse that honour or unwittingly become the means whereby others may do so.

The falsification of history is a crime, whether it be due to ignorance, conceit, carelessness or a propaganda machine which burns books, because it denies future generations their birthright and the raw material with which to make their own appraisals and judgements of their forbears, and thus to have a yardstick by which to govern their own actions. We all know what happened in Germany in 1933 although that is, perhaps, an extreme analogy.

So the searching out and recording of history is a sacred trust. It is also the means whereby a large number of us derive infinite fun and pleasure and why I (complains the postman) have the largest mailbag in the street and friends all over the world.

(Mike W-W's above letter will give much food for thought. There are several excellent suggestions as well as some containing controversy. We will await the reactions from members. Ed.)

Book Reviews

ROLLS-ROYCE ALPINE COMPENDIUM 1913 & 1973. Edited by Christopher Leefe
164 pp., 112 editorial illustrations. Transport Bookman, London 1973.
Distributed by Motorbooks International Publishers & Wholesalers, Inc.
3501 Hennepin Avenue South, Minneapolis, Minn. 55409. \$12.95

This is an attractive book and is a must for the ROLLS-ROYCEr although, aside from its aesthetic bearing, not really a necessity for the rank and file who must watch space and/or pocketbook.

It is a collection of articles noting the 50th anniversary of the 1913 Alpine Trial, plus the ROLLS-ROYCE Enthusiasts' Club's commemorative version of the event. To quote the distributor, the largest segment of the volume is devoted to the '1973 Grand Alpine Commemorative Rally' and this includes a roster of participants, register of their cars, rally route and home country.

Perhaps half of these, all of which are illustrated by photographs of the respective cars, came from the United States and the biographical data given to each entry ranges from terse sentences to something of a complete history. For those who feel that there is nothing quite like ROLLS-ROYCE motor cars, the book is a treasure trove from the visual aspect. The only thing I find disappointing is that I only wish more of these brief histories listed the original owners, especially of the Springfield models.

A well-written section deals exclusively with the details of the 1913 Alpine Rally and there are other sections which describe nomenclature of the various types of bodies as well as complete chassis information.

One subject which is new to me -- and I've studied ROLLS-ROYCE material to some degree for the last thirty years, is a description of the various types and sizes of the "Flying Lady" mascot, that beautiful statuette by Charles Sykes which has adorned the bonnets of ROLLS-ROYCE cars since 1916. Probably few of the laity realize that various models were equipped with specific types of this ethereal piece of sculpture.

Concluding the book is a list of parts, services and repair services in England for both ROLLS-ROYCE and BENTLEY cars today, as well as approved lubricants.

The book is attractive in size and format. For ROLLS-ROYCE and BENTLEY enthusiasts, it is recommended as the latest in the ever-growing library on these cars. It is nice for any library but the non-ROLLS-ROYCE afficianado might look twice before buying. It does cost \$12.50.

Keith Marvin

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ROLLS-ROYCE CATALOG 1910/11. Originally published by Rolls-Royce Ltd.,
11 3/8" x 9 5/8", 138 pp., 42 illustrations, six in full color.
EP Publishing, Ltd., East Ardsley, Wakefield, Yorkshire, England, 1973.
Distributed by Motorbooks International, 3501 Hennepin Avenue South,
Minneapolis, Minn., 55408. \$30.00

This is truly a magnificent book at an accordingly high price and the latter, in all sincerity, is about the only factor which faults it.

Rolls-Royce has ever been first and above the common throng in its promotional literature and this catalog is a pretty good example of superb advertising of a quality product, complete with the snob appeal, which was more a matter of order in those days rather than an exception.

The pale yellow laid paper and scarlet and black contrasting type has been faithfully followed to the letter. And everything is included - testimonials, facts and figures, specifications, illustrations, six of them by Charles Sykes, renowned designer of the famous "Flying Lady" mascot adorning all ROLLS-ROYCE cars since 1916; results of races and all the rest of it. For the potential purchaser, the catalog left absolutely nothing to the imagination and precious else open to any question.

That this catalog appealed to the landed gentry, the country squire or the lady of fashion is obvious. That it must have engendered envy by others is equally obvious. In this reprint, nothing has been overlooked to create the exact duplicate of the original (excepting the hard covers, of course.)

Opening section of the catalog is "An Independent Opinion" of the car by "Auriga", Automobile Correspondent to THE LONDON TIMES in those days, and in this one may find some pretty strong opinion in favor of ROLLS-ROYCE. To mention a few, "Auriga" asserted that "Very few men or women are in a position to pronounce a sound opinion on the relative merits of motor cars and I am one of them."

"Auriga" also stated that "I claim to have driven in more types of cars and farther on (sic) them than any man, except an R.A.C. observer, in the Kingdom," adding that ... "my expressed preference for the ROLLS-ROYCE has gone nearer to causing me trouble, more than once, than bringing me profit." I don't know what trouble "Auriga" encountered, but the quotation may give the reader some idea of the tone set by the catalog.

Photographs of the cars are shown in exclusive settings and it is pointed out -- rather bluntly, I feel -- that "The ROLLS-ROYCE establishment at 15, Conduit Street, London, W., is probably the only one in the world into which it is useless to enter unless one is prepared to spend £ 1,000."

For the lady who buys her dresses at Paquin or Jay's and her jewels at Tiffany's and for the man who is clothed by Poole's and who buys his guns from Purdy and his rods from Hardy, the copy explains that there just really isn't any other car. And so it goes.

ROLLS-ROYCE CATALOG 1910/11 is a must for the ROLLS-ROYCEr and is a welcome addition to any library. The price, unfortunately, is prohibitive to most of us. We can only relish a book of this sort, recommend it without reservation, and envy the affluent few who can plunk down the price without worrying about it. Frankly, we can't plunk this sort of money toward a single book, regardless what it is. This is a book for the rich!

Keith Marvin

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THE AUSTIN SEVEN 1922-1939, The Motor for the Million, by R.J.Wyatt 6 1/8" x 9 3/8", 216 pp., 72 photos, 50 line illus. Pub. by David & Charles, Ltd., Newton Abbott, Devon, England. Distributed in U.S. by Motorbooks International Publishers and Wholesalers, Inc., 3501 Hennepin Ave. South, Minneapolis, Minn. 55408. Price \$9.95

The AUSTIN Seven was to G.B. what a cross between the FORD Model T and A was to the U.S. It put the common man on the road in the post WW I era. The analogy can be carried even further: the AUSTIN Seven was almost exclusively the product of one man's imagination, that of Sir Herbert Austin. This book is an updating of one originally published in 1968 with both corrections and additions.

Unlike most overseas products, the AUSTIN Seven had a direct descendent in the U.S., the AMERICAN AUSTIN. This latter was the butt of many rude jokes in the early 'thirties, but is now a revered bit of nostalgia.

LONG ISLAND AUTOMOTIVE MUSEUM LIBRARY FACILITIES OPEN TO S.A.H. MEMBERS

At the Hershey Meeting of the S.A.H., Austin Clark announced that his library facilities would be available to all members of the Society.

The following are some guidelines for the use of this extensive collection:

- (1) The applicant should be a currently paid-up member of the S.A.H.
- (2) All visits must be by appointment which should be made by telephone and not by mail, except an out of town member may inquire by letter whether the library will be available during a certain period to coincide with his visit to New York.
- (3) Photostat facilities are available at a price of 25¢ per sheet, which is the same rate as charges all customers. No material may be removed from the library at any time.
- (4) Photographic copying service is available at \$5.00 per copy, negatives to remain with the library. Use of such photographs will be regulated by their standard reproduction fees:

Black/white	Advertising use	\$50.00
	Editorial use	25.00
Color	Advertising use	100.00 (and up)
	Editorial use	50.00

- All photographs must be returned to library.
- (5) "We are prepared to copy specific references (by title and date) from periodicals, books, catalogs or manuals which we can readily locate, at the rate of 25¢ per sheet. (This may be one or two pages in the publication, depending on its size. Our maximum sheet size is 8½ x 14."
 - (6) "We do not intend our offer to include doing basic research for elusive references. Our fee for that sort of thing is \$20.00 per hour, and after all, members of the S.A.H. are used to doing their own research. Wherever indexes of periodicals are available, we have them and of course they are useful in locating information on specific subjects."
 - (7) "The library includes good runs of most early periodicals, bound books of all periods, catalogs from the beginning to the present, a fair collection of owners' manuals and a few shop manuals. Emphasis is on cars before WW II. There is also a good collection of standard data references such as A.L.A.M. & N.A.C.C. Handbooks, MoToR Directories, Ward's Automotive Year Book, Catalog Numbers of the Swiss Automobile Review and Automotive News Almanac issues."

Mailing address of the Long Island Automotive Museum is: Meadow Spring, Glen Cove, N.Y. 11542. Telephone (516) OR6-0845.

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CORRECTION OF NAME AND CHANGE OF ADDRESS:

Peter M. Skony, 3611 N. Avers, Chicago, Ill. 60618

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THE AUSTIN SEVEN (Cont'd from pg. 8)

This book is both narrative and text, but in no way a dull book. The author has made a nice balance between depth and complete coverage to produce a very readable book even to one not particularly familiar with this marque. For those with wide interests and those with a particular interest in the AMERICAN AUSTIN and its forbears, this is the complete story.

G.M.Naul

I have in front of me a xerox copy of a two-page letter which has the typed specifications for the STOKESBARY 5 ton truck, dated Oct. 11, 1920. It is unfortunate that the copy is not suitable for reproduction, as the letterhead is amusing and is laid out as follows:

Phone South 853

"On Steamer On"

STEAM AUTOMOTIVE WORKS

(In this location is a crude cut of a flat-bed truck with cab.)

Manufacturers of
STOKESBARY
Steam Cars, Steam Trucks, Steam Tractors
They Have the World's Best
Power Plants, STEAM
484-486 South Broadway Denver, Colo.

The "Specifications, STOKESBARY 1921, 5 Ton Truck" in abbreviated form are:

Price, chassis only, \$6000. Wheelbase: standard 157 in., longest 180 in., shortest 96 in. (truck trailer)(sic). Frame I Beam sections, all welded, No rivits (sic). Tires 36 x 6 front, 42 x 9 rear. Boiler located under hood in front; boiler is rated at 40 HP but will develop 90 HP. Working pressure, 700 pounds. Steering location optional: right, left or center. Engine is direct connected to rear axle through differential ring. Engine has four single expansion cylinders, cast in pairs.

The two sheets of specifications are signed by J. H. Stokesbary, Chief Engineer.

This truck did not make it into the list in The American Car Since 1775.

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ROSTER COMMITTEE requests any information leading to the verification of any of the following makes of vehicles:

- AMES 1912 Ames Motor Car Co., Chicago
- AMES-DEAN 1910-1912 Ames-Dean Carriage Co., Jackson, Michigan
- AMOX 1913
- AMPHIBIAN (from Post list)
- ANDERSON 1908 N.N. & F. Anderson, Los Angeles, Cal.
- ANDERSON (steam) 1902 Anderson Steam Carriage Co., Anderson, Indiana
- ANN ARBOR 1903-1904 Ann Arbor Automobile Co., Ann Arbor, Mich.
- ANNESLEY LIGHT CAR 1914-1915 (from The American Car Since 1775 list)
- APELL 1911 (from Post list)
- APEX 1901 Apex Wheel Co., Rochester, N.Y.

Any pertinent information, with references, should be forwarded directly to Frank Snyder, 748 West Laredo St., Chandler, Arizona 85224.

CORRECTIONS: In Issue No. 31, page 9 there was mention that the article entitled "Canadian Mutations" in Issue No.30 had contained an error concerning the CHRYSLER New Yorker model. The editor has compounded the error by neglecting to indicate that it was only the two-door hardtop which has been discontinued in both Canada and the U.S.

BOOKS RECEIVED BUT NOT YET REVIEWED:

Make Money Owning Your Car (And Enjoy Every Minute!)

by John R. Olsen, Member, SAH

The Jaguar Tradition by Michael Frostick

American Car Spotter's Guide 1940-1965, by Tad Burness, Member SAH

A History of Commercial Vehicles of the World by J.F. Kuipers

International Catalogue of Utility Vehicles, 1973

The SAH Library is willing to loan these books to any member who is agreeable to writing a review for inclusion in the next issue of the Newsletter.

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This editor has also received a personal copy of the New, Enlarged and Revised Edition of The Complete Encyclopedia of Motorcars by member Nick Georgano. As the editor could not be classed as unbiased concerning this most respected and massive work, a review of this is solicited, from any member not a contributor. Of the twenty-seven contributors, there are eleven members of the SAH.

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An exchange of publications has been arranged with the Veteran Car Club of Great Britain, so the Library will be receiving copies of their excellent Gazette.

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From Ralph Dunwoodie, a copy of several pages from The Autocar of December 18, 1897 and on p. 805 is the following announcement:

"The American Motor Waggon Company is the title of a company which has just been organised at Portland, Me., U.S.A., for the purpose of manufacturing and dealing in all kinds of motor waggons, with a capital of £ 200,000."

Has any member anything on this organization with a sizable capital for that time?

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CLASSIFIED ADS:

To Trade: I have about two dozen racing car photos mostly USA cut from "The Automobile", ca. 1910. They all fit in a large-sized envelope. Looking for best trade for US or Russian motor truck photos, literature, ads, catalogs, what have you. Looking particularly for FEDERAL literature of late '50s, '60s. SSAE, please.

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