

NEWSLETTER

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

NOVEMBER 1981

ISSUE NUMBER 74

President's Paragraphs

Fellow members:

If you've been around automotive history for any length of time chances are you've heard a colleague say... "I'd like to share this information I have on the XYZ but there are gaps in the story...".

The answer to this dilemma is to publish the facts you have marshalled and catch the response. Don't be afraid to theorize as long as you identify such remarks as theory. Because after publication of your work there's a good possibility someone will come along and: a) confirm what you've written, or b) call some of it hogwash and present new evidence.

This is the dialectic of history, and it's vital part—perhaps the most important component—of what SAH is all about. It happens in the most rarefied academic circles and in the most fundamental automotive bull sessions. But it can't happen if you keep your knowledge to yourself.

History—any sort of history—is always being corrected and rewritten. But it must start with one historian sticking his neck out and writing his findings on a subject even if there are gaps, conflicting stories and anomalies. Out of these scraps, bits, and pieces will eventually come a rounded history on a given subject. But it must start with what you know. Share it with your fellow members through the Newsletter of the Review. We'll all benefit from it.

David W. Brownell

Editorial

A comment was made to me that the only thing that a member saw published in the Newsletter was a lot of material on relatively obscure automobiles in the 1920s and earlier period. Yes it's true we have had a good amount of material and discussion in the letters section on rather obscure automobiles in the issues I have edited over the past three years, BUT, I only publish what I receive. If we had more contributions of material on cars of the 1940s, 50s, 60s, etc, commercial vehicles, european vehicles etc. it would get equal billing. To echo President Dave Brownell's message of the last issue, if you want to get something out of this organization you have to contribute to it. There is no Research or Classified Column in this issue because there were no letters requesting to use these areas.

Walter E. Gosden

Board Meeting, October 8, 1981

The Fall meeting of the Board of Directors was held in the Hemlock Room of the Marriott Inn, Harrisburg, Pa., on Thursday evening, October 8, 1981. Those in attendance were:

John Peckham, George Dammann, George Ward, David Brownell, David Bell, William Jackson, John Conde and Charles Betts.

President Brownell thanked the Directors, particularly Treasurer George Ward, for their help throughout the year.

Secretary Betts read the Minutes of the February 13, 1981, Board meeting. These were approved with the deletion of the phrase, "6-month", pertaining to the status of the \$10,000 Franklin Mint money.

Treasurer Ward presented the financial report which was approved. George Dammann made a motion that it be put on record that, contrary to earlier opinions, the Society's financial status was in proper order. John Peckham seconded this motion which was subsequently approved.

President Brownell advised that the Society was not recognized as a non-profit organization according to the Post Office.

George Ward reported that 92 reservations had been received for the annual dinner meeting on Friday evening, October 9, 1981. He hoped that additional reservations might be sold in the Hershey flea market.

President Brownell announced the following official results of the recent election:

President elect	David L. Lewis
Vice President elect	Keith Marvin
Directors elect	William Lewis
	Walter E. Gosden
	Michael Sedgwick

David Lewis, Keith Marvin and Walter Gosden attended the meeting after dinner.

David Brownell, reporting for Douglas Bakken, announced the following Cugnot Awards:

Book: *Jaguar Saloon Cars*, by Paul Skilleter

Magazine: "Origins of the VW Beetle", by Griffith Borgeson.

With regard to membership status, Charles Betts reported that we lost a total of 171 members (54 of whom were 1980 enrollment non-renewals) for 1981 and that 70 new members had been enrolled since October 1980.

President Brownell stated he would request Walter Haessner to supply a copy of the Society's mailing list. He further advised that David L. Lewis would appoint a Publications Committee after he took office.

John Conde suggested that the AUTOMOTIVE HISTORY REVIEW be shelved permanently and that the SAH NEWSLETTER be improved.

With regard to publicity, Keith Marvin suggested that:

- 1) written releases, announcing new officers and directors, be sent to local newspapers, and
- 2) releases covering the Cugnot Awards be sent to the national automotive press and to the hobby press.

David Brownell asked that action of Frank Robinson's revisions to the by-laws be postponed to a later date.

John Conde, Chapter Liaison Officer, reported that he had visited a number of the chapters (Wisconsin, Henry M. Leland, and Hoosier Heritage) and that in general the chapter members were resentful of the increase in membership dues instituted in 1981.

With regard to the Bradley Award, John Conde expressed Jim Bradley's often-repeated conviction that the Society recognize those individuals or companies who have made a special effort to preserve historical material. In this respect, the Motor Vehicle Manufacturers Association was mentioned as a likely recipient, but no awards are to be made until 1982.

Under Old Business, George Dammann made a motion that the title of the SAH NEWSLETTER be changed to the SAH JOURNAL. Keith Marvin seconded the motion, with the provision that no change be made prior to 1982. This motion was approved.

Under New Business, John Conde made a motion that the annual dues be reduced to \$15. George Ward seconded the motion, but on a hand count the motion was defeated.

David Lewis asked for a new Membership Directory. David Brownell will check the status of Walter Haessner's information. If this source fails, Charles Betts advised he would endeavor to put together an up to date directory for issuance in the Spring of 1982.

In view of Marshall Naul's resignation as a director, David Brownell appointed Beverly Rae Kimes to fill out his unexpired term. This appointment was approved by a majority of the directors.

William Jackson and John Conde discussed the possibility of revising the Society's descriptive brochure which contains the official membership application form, but no action was taken.

The meeting was adjourned at midnight.

Charles Betts

The annual meeting of the Society was held at the Marriott Inn, Harrisburg, Pa., Friday evening, October 9, 1981. After a delicious buffet-style dinner, President David Brownell welcomed the group of nearly 100 members and guests.

Treasurer George Ward reported that the Society's finances were in a sound condition.

President Brownell announced the recipients of the Cugnot Awards:

For the book award: *Jaguar Saloon Cars*, by Paul Skilleter, imported by Motorbooks International. The award was accepted by Thomas Warth.

For the magazine award: "Origins of the VW Beetle", by Griffith Borgeson, published by Automobile Quarterly Publications.

This award was accepted by L. Scott Bailey.

President David Brownell announced the results of the recent election of officers and directors to take office in 1982:

- | | |
|----------------------|---------------------|
| President elect | David L. Lewis |
| Vice President elect | Keith Marvin |
| Directors elect | Walter E. Gosden |
| | William J. Lewis |
| | Michael C. Sedgwick |

It was with regret he announced the resignation of G. Marshall Naul as a director. His appointment of Beverly Rae Kimes, to fill out Naul's unexpired term, met with the approval of the Board of Directors.

Due to the fact that the principle speaker, Ed Jurist, was unable to be present at the last minute, Master of Ceremonies John Conde asked for reports of the activities of the chapters. William Jackson spoke for the Oliver Evans Chapter, Matt Joseph for the Wisconsin Chapter, Perry Zavitz for the Canadian Chapter, Keith Marvin for the Pioneer Chapter, George Hanley for the Henry M. Leland Chapter, and Neal East for the Southern California Chapter.

Master of Ceremonies Conde then turned the meeting over to Henry Austin Clark, Jr., who acted as the auctioneer of various books and other literature that had been previously donated for this purpose. With the untiring help of George and Grace Ward, this feature was a tremendous success, resulting in a total collection in excess of \$900.

The meeting was adjourned at midnight.

Charles Betts

Obituary

Maurice A.J. Harrison, of Middlesex, England, member #101, passed away on June 15th after a prolonged illness.

Scripps-Booth Register

Member Ledyard H. Pfund (#341) of P O Box 363, Alpine, NJ 07620, has recently started to contact all owners of Scripps-Booth automobiles in an effort to find out how many remain and provide a medium for technical and historical information exchange. Any SAH members knowing of any Scripps-Booth cars in any condition are urged to contact Led Pfund.

Letters

From: George P. Hanley, 1665 Northumberland, Rochester, MI 48063. I have previously raised concern (Hanley to Gosden Feb. 10, 1981) that SAH must define "Automotive" for purposes of the Society. I specifically noted that the Society of Automotive Engineers Logo carried the badge of SAE and the legend "Land/Sea/Air" and that SAE defined "automotive" as encompassing essentially all powered mobile devices.

A surprising announcement has just been made. The Society of Automotive Engineers has elected to identify itself solely as "SAE" and will restrict usage of "Society of Automotive Engineers" to legal matters for the specific reason that the definition of "automotive" has retained its ground-based origin in the public mind.

This simplifies the matter for SAH. Now, it remains only for SAH to define whether it encompasses truck, bus, off-road, racing, fire apparatus or—. I'm not sure; are you? Lets hear from the members and settle the issue. It can always be reassessed again at some future date.

All SAH documents should stress the international nature of SAH and clearly identify the coverage so as to discourage establishment of "competitive" organizations through misunderstandings.

While on the subject—all SAH members should be reminded and encouraged to submit "About the Author" resumes, noting SAH membership and current or past officer posts held, whenever they have an article or book published.

I am enclosing a copy of the recently published 1981 Edition of MVMA's "Directory of Motor Vehicle Related Association." There are 188 listed. They now include AACA, American Truck Historical Society, A.O.T., HCCA, Motor Bus Society, Inc., SAE, SAH, SCCA, USAC, and VMCCA. Copies may be obtained by written request to the Communications Div., MVMA, 300 New Center Bldg., Detroit, MI 48202. I'm also enclosing art work for the "Newsletter" which shows the SAH listing.

From: Richard B. Brigham, 1616 Park Lane N.E., Marietta, GA 30066. I'd like to add my two cents worth to the discussion of the small mystery car pictured in Newsletter No. 70, and mentioned in three letters in No. 72.

This car appears to be identical to the picture of the 1919 Spacke shown on page 138 of Floyd Clymer's Scrapbook No. 4—squarish hood, bucket seats, round gasoline tank and all. This was, I believe, the first model of the complete cars made by Spacke.

The F.W. Spacke Machine Company, of Indianapolis, Indiana, was founded in ca. 1900 to manufacture air compressors of one, two, and three cylinders. Within a very few years, the company was producing single cylinder air-cooled gasoline engines for motorcycle makers, and by 1916 was making 2-cylinder V-type engines as well. In 1917 the company was reorganized, and incorporated as the Spacke Machine and Tool Company. By 1918 a line of engines, transmissions, gears, and front and rear axles were being produced, and in the following year Spacke began the production of complete cars.

In September of 1920, the Spacke Machine and Tool Company voluntarily entered receivership, and was reorganized as a Delaware corporation of the same name. The name of the car was changed to Brook, and the more conventional roadster body (introduced by Spacke in 1920) was further improved. The gasoline tank, which had moved to the cowl in 1920, was moved again to the very front of the car where it was housed in the dummy radiator. (Note to Ralph Nader: Where were you when we needed you?)

In 1921 this company which had for many years supplied components to makers of cyclecars and motorcycles now offered not only complete chassis, but also complete cars, to other auto-makers-sans-



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factories. Thus the Peters automobile was offered by the Peters Motor Corporation of Trenton, New Jersey—a car which, except for the most minor of body changes, was every inch a Brook.

At its peak in 1921, the Spacke Machine and Tool Company operated three factories in Indianapolis, with a combined capacity of 150 cars per day, though it is probable that this production figure was never attained. The company vanished from the automotive scene in 1922, presumably taking the Peters with it.

From: *Maj F.W. Crismon, 321 Godfrey Avenue, Louisville, KY 40206.* I guess I missed Mike Worthington-Williams' inquiry in SAH Newsletter #70 about the origins of the Heavy Aviation trucks of WW I. However, having been nudged into action by Fred Roe's comment in the last issue, I'll give it a shot. . .

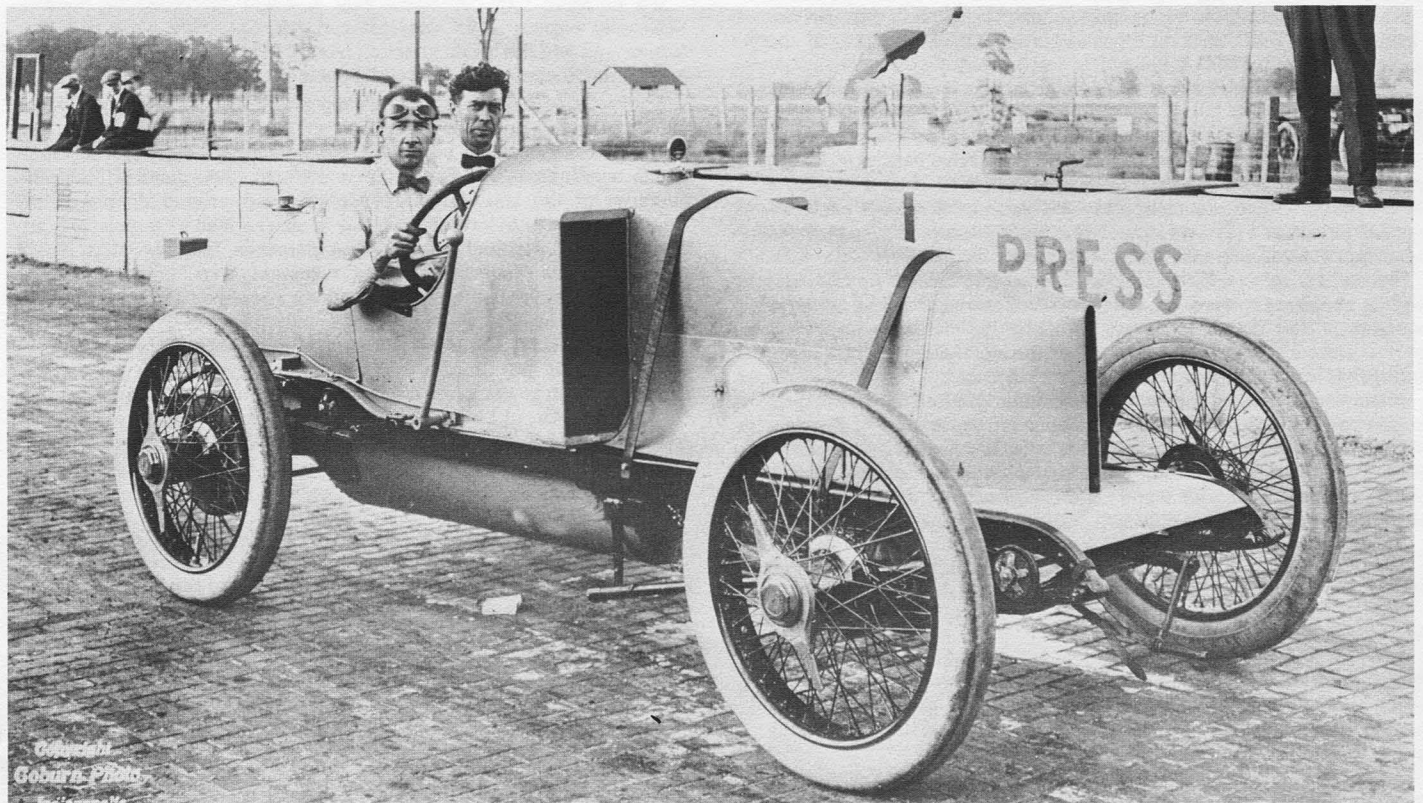
The unwieldy diversity of vehicles arriving in France for use by the AEF—there were 294 known makes and models—inspired the US government in 1917 to try standardization: basic vehicles built to common specifications by several manufacturers. There was to be a Class (or Standard) AA (3/4 to 1 ton), Class A (1-1/2 ton), Class B (3 ton), Light Aviation (1-1/2 ton) and Heavy Aviation (3 ton).

Their specifications:

	AA	A	B	Lt Avn	Hv Avn
Respons.					
Agency	QMC	QMC	QMC	Signal C.	Signal C.
Engine	Northway	Cont.	Cont/Hinkley	Cont. C2	Cont. E4
BHP	38	44	52	35	—(Unk.)
Bore/Str	4 x 5	4-1/4 x 5-1/4	4-3/4 x 6	4-1/8 x 5-1/4	4-1/2 x 5-1/2
CID	251	312	425	282	349
Wheels	wood OR disc	steel spoke	wood/steel	steel disc	wood spoke
Tires	pneu.	solid	solid	pneu.	solid
front	35 x 5	36 x 4	36 x 5	35 x 5	36 x 5
rear	35 x 5	36 x 7	40 x 6 dual	38 x 7	36 x 5 dual or 36 x 10 single
WB	130"	144"	160-1/2"	149"	—(Unk.)
Frame*	4-15/16 x 1-3/4	—(Unk.)	8" x 3"	5" x 3"	7" x 3-1/2"

*at largest section

Indianapolis Motor Speedway, May, 1914. Car, Rayfield, from Springfield, Illinois. Entrant, Rayfield Motor Car Co. Driver, Hughie Hughes, mechanic unknown. Entry withdrawn before the race. Photo credit, Indianapolis Motor Speedway, Inc.



It should be noted that the Army's Aviation Service belonged to the Signal Corps in WW I.

Only four AA's were built, one each by Willys, Federal, Maxwell and Reo. GMC's Model 16 became the standardized design, and approximately 5,500 of them were built for military use. Original planning was for other companies to assist GMC in building the Model 16, but it was never necessary.

Apparently three of the Standard (or Class) A's were built, one each by Autocar, White and Denby. The Standard A resembled a scaled-down Standard B. However, White's 1-1/2 ton Model TBC became the standardized design, and 1,813 of them were built.

The Standard B was produced in two series: the first series had electric lights, steel front bumper, wood spoked wheels, single hold-down on the radiator cap, and a 3 ton rating. The second series had acetylene lights (soldiers in France had complained that the electric lights were too bright), a wood insert on the front bumper, steel spoked wheels, double hold-down on the radiator cap, and heavier springs giving a 5 ton rating. The Army subsequently called all Standard B's "3—5 ton" trucks. Although 20 firms were originally scheduled to build the Standard B, only 15 participated: Bethlehem (675), Brockway (587), Diamond T (638), Garford (978), Grammm-Bernstein (1,000), Indiana (475), Kelly-Springfield (391), Packard (5), Pierce Arrow (975), Republic (967), Selden (1,000), Service (337), Sterling (479), US Motor Truck Company (490), and Velie (455). Total production was 9,452.

Light Aviations were built by Denby (488), GMV (1,888), Paige (480) and Republic (354). They were primarily intended for hauling aircraft and pieces thereof. . . the aircraft were very light, closely akin to kites.

Heavy Aviations were built by Federal (1,000), Kelly-Springfield (1,725), Standard (186), United (188), and Velie (700). They were used for heavy hauling, mounting machine shops, etc.

In the 1920s there were several variations built, most of which were experimental: Class BF (fire), BBW (belted six-wheeled), Class B 3d Series (several hundred Standard B's modified with pneumatic tires, 6 cylinder engines, improved cabs and chromed headlamps), Class BF 3d Series (fire), Class C (5 ton 6 x 4), Class D (Standard B's modified by the Marine Corps), Class T or TTH (Truck Tractor Heavy), also known as the Militor, and Class TTSW (Truck Tractor Six Wheel) which was a 1-1/2—2 ton 6 x 6, and finally a 7-1/2 ton TCSW (Tank Carrier Six Wheel) which was a 6 x 4.

Reference the mystery photo on page 3 of #73 Newsletter: the ambulances are on Buick commercial chassis. Buick built light trucks from around 1910 to 1918. Those shown are not US military. However, the Army did own many Buick ambulances, including some

as early as 1916 with Gen Pershing on the Mexican border.

The Buick 3/4 to 1 ton trucks (Model D-4) used a 3-3/4" x 5" (214 cubic inch) 4 cylinder in-line engine which developed 22.5 HP, a 3-speed transmission and bevel gear axle. Wheelbase was 122", tires were 35 x 5. There was also a smaller 1/2 ton model.

From: John A Conde, 1340 Fieldway Drive, Bloomfield Hills, MI 48013. With regard to J. Neal East's letter/photo in the Newsletter of August 1981, the Automobile Cycle Car Company built the Tiger cyclecar, in Detroit, in 1914 and 1915. When the car originally came out, it was called the Auto Cyclecar but the owners quickly changed it to Tiger. Oddly enough, the president of the company (until his death in February 1915) was Andrew De Schaum, whose name is mentioned by Vic Johnson of Grand Rapids, Michigan in the same issue of the Newsletter!

The Tiger was offered in both two and four-passenger models and was powered by a Farmer 4-cylinder water-cooled engine. The 2-passenger version, which weighed only 750 pounds, cost only \$300.

From: Jerry E. Gebby, 310 Appalachian Drive, The Highlands, Route 6, Tucson, AZ 85704. The enclosed photograph may add a little to the confusion evident in Mr. George Risley's letter in SAH Newsletter #72. I find records of Rayfield automobiles made in Springfield and Chrisman, Illinois, and Peru, Indiana in the years 1911 thru 1915.

This picture was made in May, 1914 on the pit apron at the Indianapolis Motor Speedway, the entry of Rayfield Motor Car Co., Springfield, Illinois. The car was on the track for practice on several occasions, then disappeared. I can find no record of it being formally withdrawn, or any reason for it's leaving the track. It looks like a rather well streamlined car for 1914, except for the two small radiators/attached to the cowl. Possibly cooling was inadequate. I have no photos of any car mentioned except this one, and wonder if the cooling system was experimental, or did the passenger cars have the same radiator layout.

The driver of this Rayfield car is Hughie Hughes, one of the crack drivers who put the Mercer name on the map, a team-mate of Spencer Wishart, Barney Oldfield, Caleb Bragg, Eddie Pullen and Glover Ruckstell. With his car out of the picture, Hughes drove relief for members of the Mercer team.

This car has two unusual features that do not identify it with any other known make. The two-piece radiator located outside the car is certainly uncommon, and those knock-off hub caps have the longest ears I ever saw, by at least 50%. And I have no specs at all.

From: Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, NV 89431. It has been interesting watching the attempt to identify Mr. Brooks Australian VICTORY and his final identification of it as that of the Pontiac Chassis Co. of Pontiac, MI.

He asks for some history of the Pontiac Chassis Co., very briefly it is as follows:

Incorporated in Feb. 1915 "to build for the trade chassis minus bodies and tires." The chassis used a 4 cyl. Perkins engine of 25 hp, bore & stroke of 3-1/4 x 4-1/2. Optional wheel sizes of 28 x 3 or 30 x 3-1/2 with or without demountable rims were available. Wheelbase was 106 inches and electric starter was available too. "Being built for assembles only, it was now being offered for the 1916 trade."

The small 4 cyl. Herff-Brooks (The Automobile 3/18/15 pp 508-509) used a chassis supplied by the Pontiac Chassis Co. The general manager of the Pontiac Chassis Co., Mr. H.H. Brooks had been general sales manager and secretary of the Herff-Brooks Corp. of Indianapolis, Ind. and general manager of Marathon.

In Oct of 1916, Mr. Palmer, who had founded the Pontiac Chassis Co. the year before, formed the Olympia Motors Co. also of Pontiac, MI and then took over the Pontiac Chassis Co. but the Olympian used a chassis with a 2 inch longer wheelbase and a Golden Belknap & Swartz engine (was this a second chassis by Pontiac? they announced that they would build two chassis).

Article

What They Drove In 1906

Prior to World War I some states authorized the issue of automobile registration identification books which motorists could carry with them to identify just who was road-hogging in front of them or stirring up too much dust and speed on a Sunday drive.

In Rhode Island, these were published by the B.S. Clark Company, a Providence used car dealer who issued the little booklets called,

"Who It is," for 15¢ each on a monthly basis from March to November.

Reading through the August, 1906 edition provides a rare glimpse into what was actually on the roads of Rhode Island during that time, and I'd like to share these facts, figures and makes of cars with SAH members. The winners in the sales and popularity sweepstakes in our smallest states are listed here with the honorable exception of the best-selling make. That's revealed in the interpretive remarks below, but meanwhile you're invited to guess what make of car it might be.

Have you figured out the winner in the 1906 Rhode Island registration sweepstakes yet? There's one name in early motordom conspicuous by its absence from this list and it was the hands-down victor with 11.5% of total registrations at that time. If you said Stanley, you're right—with 209 vehicles registered at that time.

The eventual survivors of the race to produce were already becoming apparent in that year. Only one make from 30th to 35th place survived the ensuing competition. The Berliet name remains; now as a commercial vehicle.

Twenty-fifth through 29th place has four survivors; Renault, Mercedes, Fiat and Buick, Reo, in 17th place, still survives shakily as Diamond-Reo trucks, now being built in Hummelstown, Pa. White Truck is currently going through all kinds of financial agonies while in 1906 it enjoyed a relatively solid 16th place in Rhode Island registrations in its steam mode.

'Thirteenth place Rambler can be called a survivor as part of American Motors, while number 8 Ford and number 7 Oldsmobile are still with us. After that, the only other survivor is number 2 Cadillac, which nosed out Autocar by a single registration.

Why was Stanley such a leader in Little Rhody? A number of factors favored its popularity. Steam was understood and trusted as motive power to yankees of those times. Many of them had been brought up on farms which used steam for propulsion of machinery. Steam was also used in many plants in heavily-industrial Rhode Island. It was familiar, and it worked.

Rhode Island's terrain also favored steam. Relatively flat, with an abundance of streams to supply the Stanley's water tanks, the state's roads were also better than most of the rutted trails covering the US in 1906, and even boasted a modest amount of macadam pavement in some rural areas. So the preconditions were right for the Stanley's success in Rhode Island.

Rhode Island's automobile owning profile in 1906, however, should not be called typical of the nation—or even the northeast—in general. It is somewhat skewed by the preferences of the summer residents of Newport, which was enjoying the height of its gilded age. Millionaires on the streets were, literally, a dime a dozen, and along with elaborate summer "cottages," their wealth was reflected in their choice of cars.

It's doubtful whether there was a single Mercedes or Rochet-Schneider registered in Vermont in 1906, but there were 8 of the former and 5 of the latter in Rhode Island. Seven of the 8 German cars and all the Rochets were owned by Social Register names in Newport.

Another surprising entry in the top ten is the Waverly, in a solid fourth place. Again, we must look at Rhode Island itself for the answer to this seeming anomaly. Besides the generally flat terrain, which would surely be favorable to electric cars, there is the compactness of the state. If one's life revolved around Providence or Newport, both relatively small cities in size as well as population, an electric would suit just fine. In some instances, too, the "Who It Is" reveals that the Waverly was used presumably as a "town car" while the family garage also held a steamer or gasoline car for more venturesome journeys.

Statistics aside, I was struck by the tantalizing array of makes which were on the road in that tiny state 75 years ago. Everything from low-horsepower home-builts to thundering F.I.A.T.s, Mors and Dedeitrichs. Ah, to have stood on the corner of Newport's Bellevue Avenue and Memorial Boulevard in high summer of that year. There goes a 45 horse Mercedes, a Rainier, a Decauville, a 50 horse Daimler...

David W. Brownell

Footnotes: ¹Commercial vehicle. Rhode Island did not have separate commercial license plates in 1906. ²Homebuilt, but at least the builder had the courage to put his own name on it. In the case of the Moncrief, one was actually sold by Mr Moncrief to another party.

Make	Units	Make	Units
2 Cadillac	137	19 Orient & Waltham	18
3 Autocar	136	20 Cameron	17
		Thomas	17
4 Waverly	108	21 Haynes-Apperson	15
5 Stevens-Duryea	101	22 National	14

6	Winton	85	23	Pierce & Pierce-Arrow	13
7	Oldsmobile	70	24	Mobile	12
8	Ford	65	25	Renault	11
	Locomobile	65			
9	Columbia (gas & elec)	57	26	DeDion	10
10	Franklin	56	27	Crest	9
11	Packard	49	28	Mercedes	8
				Northern	8
12	Knox	46	29	Buick	7
				F.I.A.T	7
				Stoddard-Dayton	7
13	Rambler	39	30	Blomstrom (Queen)	6
	Pope-Toledo	39		Covert	6
				Milwaukee	6
				St. Louis	6
				Wayne	6
14	Peerless	33	31	Daimler	5
				DeDeitrich	5
				Mitchell	5
				Rochet-Schneider	5
15	Maxwell	31	32	Baker	4
				Decauville	4
				Elmore	4
				Mors	4
				Rainier	4
				Reading	4
				Vehicle Equip. Co. ¹	4
16	White	29	33	General	3
				Jackson	3
				Moncrief ²	3
				Pope-Tribune	3
				Royal	3
				Searchmont	3
				Woods	3
				Yale	3
17	Reo	24	34	Acme	2
	No-name/homebuilt	24		Buffalo	2
				Buffum	2
				Clement-Bayard	2
				Corbin	2
				Duryea	2
				Electromobile	2
				Grouit	2
				Haynes	2
				Leon-Bollee	2
				Michigan	2
				Pope-Robinson	2
				Rainier ¹	2
				Reliance	2
				Stearns	2
				Studebaker	2
				Ward-Leonard ¹	2
18	Panhard	19	35	Argyle	1
	Pope-Hartford	19		Apperson	1
				Baldwin	1
				Berliet	1
				Bliss	1
				Buckeye	1
				Canda Mfg. Co.	1
				Century	1
				CGV	1
				Clark	1
				Compound	1
				Conrad	1
				Darracq	1
				EHV Co. ¹	1
				Eisenhuth	1
				Fisher	1
				Fiske	1
				Gasmobile	1
				Hautier (?)	1
				Holsman	1
				Hotchkiss	1
				Jones-Corbin	1
				Kirk	1
				Lambert	1
				Lane	1
				Marion	1
				Mercury	1
				Merkel ²	1

Miller	1
Moore	1
Napier	1
Ohio	1
Overman	1
Premier	1
Prescott	1
Rapid ¹	1
Remington	1
Richard-Brasier	1
Riker	1
Rochester	1
Serpollet	1
Spaulding	1
Standard	1
Union	1
Voegt	1
Wallis ²	1
Welch	1

In 1916, Pontiac Chassis Co. and the Detroit Commercial Car Co. merge as Palmer-Paine Motor Co. (Motor Age 12/28/16 pp. 31) Mr. Wawrzyniak in SAHN #15, Jan.—Feb. 1971 suggests that the GEM of Grand Rapids, MI used a Pontiac chassis but my file shows that a chassis by the Detroit Chassis Co. was utilized. However, this is another project—I suspect the two chassis companies are more closely related than my material reveals at this point. Mr. Brooks further asks (SAHN #70) if the 1915 King model C and the Victory (Pontiac chassis) could be related. While there are construction design similarities—the King frame is heavier in construction with a kick-up at the rear, entirely different frame bracing etc. One last note, R.A. Palmer had formerly been associated with Cartercar and Consolidated Car Co.

Book Reviews

World Cars 1981, 20th Annual edition, edited by the Automobile Club of Italy. 440 pages, 1100 photographs, three indexes, hardcover, 9-1/2 x 11, \$37.50 plus \$2.45 postage. Herald Books, Publishers, P.O. Box 17, Dept. 18, Pelham, NY 10803. This is an encyclopedia of cars of the worlds nations and is very well done. To future historians this will be an excellent reference work. The specs are given and listed as obtained from the public relations departments of the various manufacturers. The photographs are all factory supplied. There are a number of color photographs and reproduction of all photographs on an excellent weight paper is excellent. It is a handsome volume and worth the price, excellent for those interested in current automobiles. The indexes are supreme, overall a quality work, Herald Books are to be commended.

Walter E. Gosden

The Golden Age of the Luxury Car, An Anthology of Articles and Photographs from "Autobody," 1927—1931. Edited by George Hildebrand, softcover, 152 pages, \$6.00 plus postage. Dover Publications Inc. 180 Varick Street, New York, NY 10014. *Autobody* was a trade magazine published from 1921 to 1931 in New York and covered the body building scene, both automobile and commercial, domestic and european. To try and find an issue today is near impossible, so the selection of selected articles by George Hildebrandt from original issues of 1927 to 1931 is a real service to historians and enthusiasts of custom coachwork. The reproduction quality from the original issues is excellent, even the photographs come out very clear. This book would be cheap at twice the price, it offers us material before only available to those fortunate to have the original issues at their disposal. It covers both articles on automobiles and commercial vehicles. Lets hope Dover Press and George Hildebrandt decide to give us more material from the pages of *Autobody* in the near future. This is one volume you should all have a copy of in your library.

Walter E. Gosden

Rare Lancia Bus

Lancia is famous, above all, for the many technical refinements of its cars, from narrow-angle V-type engines to all-independent suspension systems. The make is less known for its commercial vehicles. The

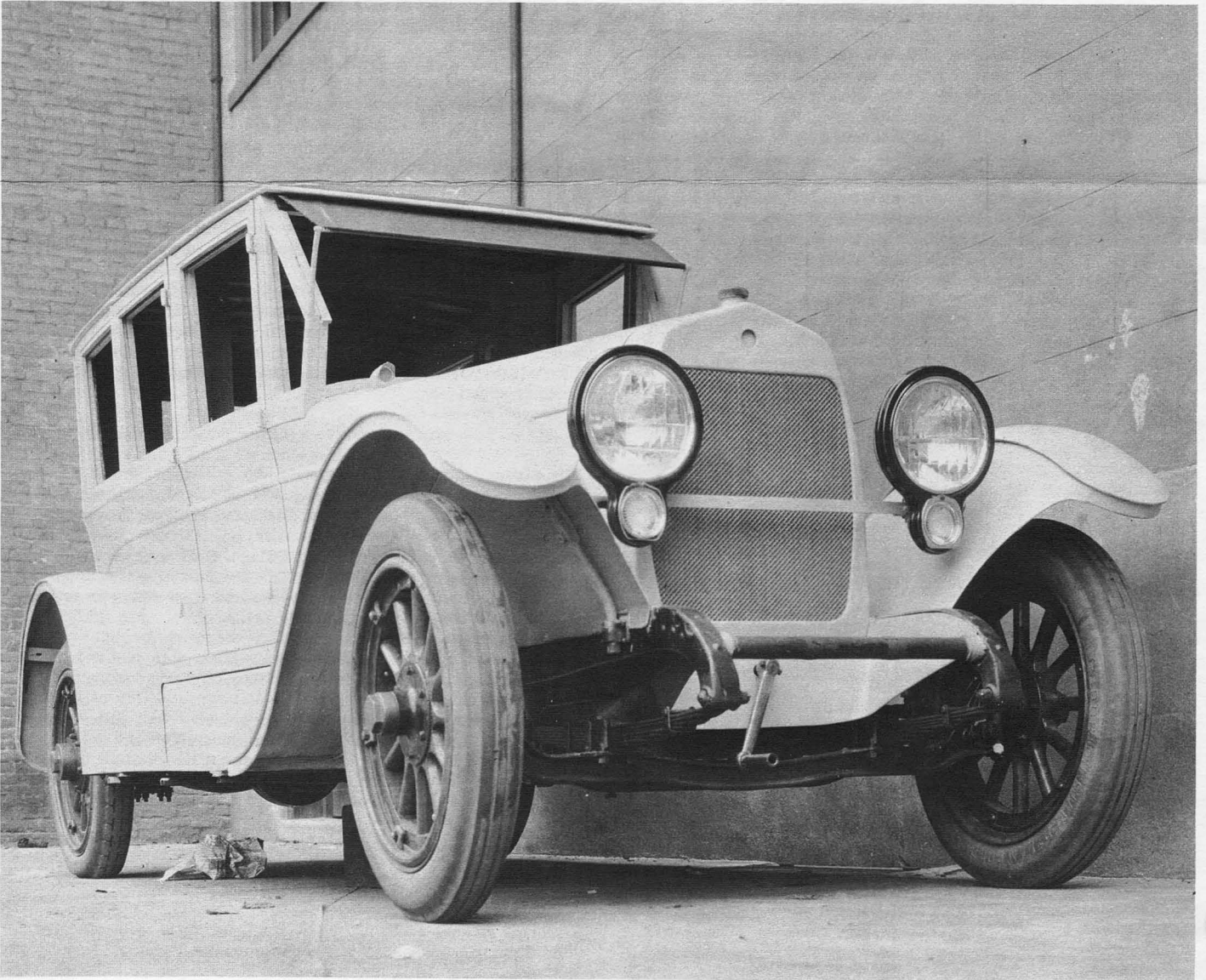
Mystery Photo #1

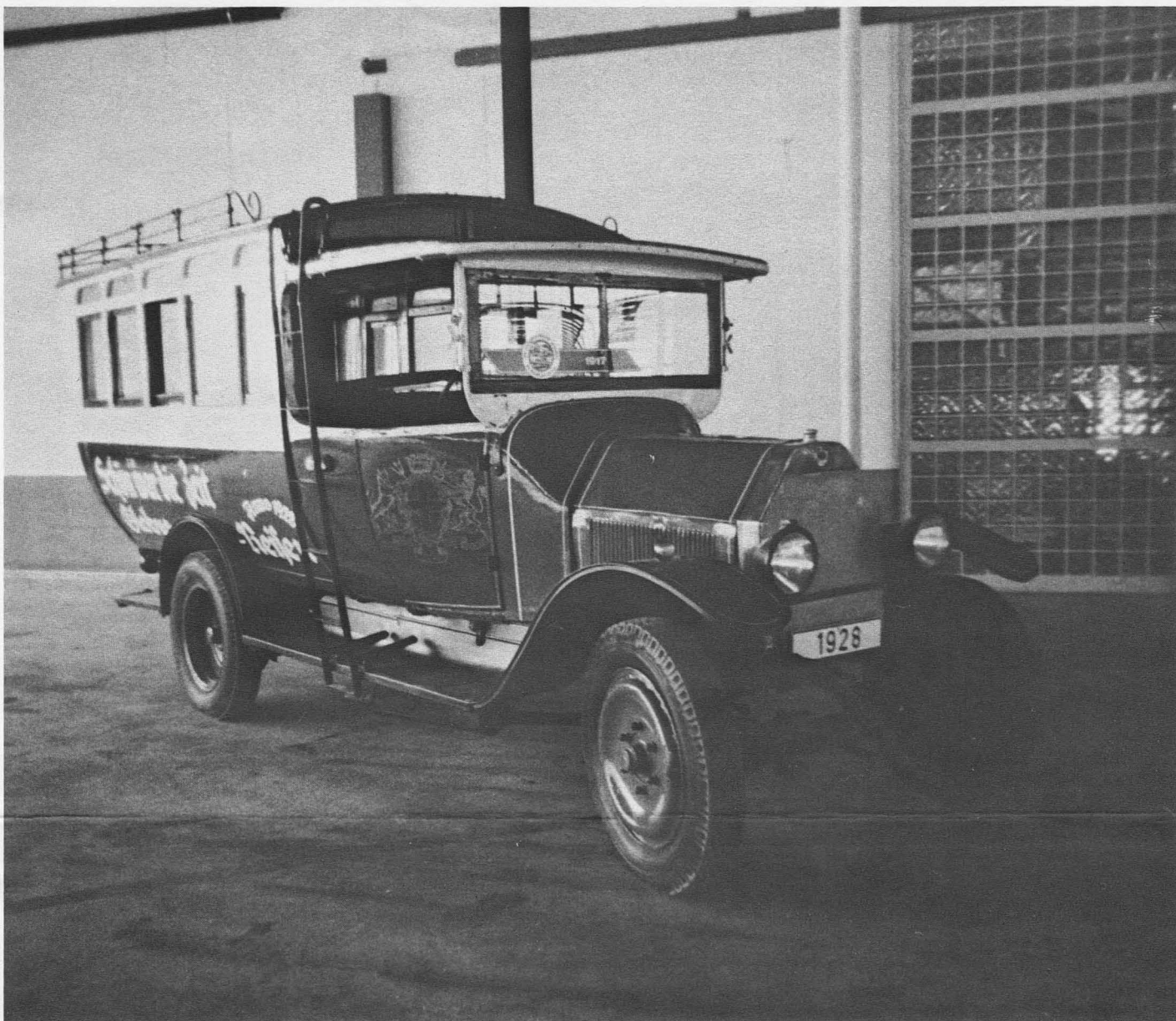


Mystery Photos

Member Wm. G. Neptune sends the photograph of the front view of the early brass car with the note that the car has 1910 Penna. license plates. The second Mystery photo of the sedan is a puzzle as to not only what it is but who did the coachwork, what year, model etc? Your editor has the answer and will reveal the contributor in the next issue, as if it was given now a strong hint as to the make would be evident.

Mystery Photo #2





1928 Lancia bus with Spanish body

writer came across this Lancia bus quite unexpected inside the Neoplan bus factory outside Stuttgart. A plaque on the coachwork informed us that the body was built in 1928 by Juan Ayats of Arbucias, Gerona Province, in Spain.

As for the chassis, I have identified it as a Lancia Eptaiota of 1927, chassis type no. 254, equipped with engine type no. 64. The engine is a straightforward OHV in-line four with 110 mm bore (4.33 in.) and 130 mm stroke (5.12 in.), giving 4,940 cc (301.3 cubic-inch) displacement.

According to Lancia Literature, it developed 70 hp at 2,200 rpm, which, coupled with a four-speed gearbox and a 6.666:1 rear axle ratio, resulted in giving the bus a top speed of barely 35 mph, with an average fuel consumption of 6.7 miles per gallon.

The Spanish body offers seating for 24 inside, plus one alongside the driver, all the luggage being stored on the roof. For an estimated payload of 5,000 pounds, Lancia did not find it necessary to use dual tires on the rear axle, despite the obvious rear bias in weight distribution, but fitted 34 x 7 tires all around.

J.P. Norbye

Book Announcements

Reader's Digest Complete Car Manual, project editor Wade A. Hoyt. Hardcover, 480 pages. The Reader's Digest Association, Inc. Pleasantville, NY.

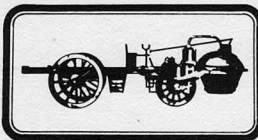
The Mercedes-Benz Book, by Victor Boesen and Wendy Grad; Publication date Sept. 4, 1981, price \$24.95, 224 pages, black & white and color photographs.

Remember...
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Factory Photograph This issues factory photograph is of a 1937 Lincoln Zephyr sedan. From the collection of the editor.



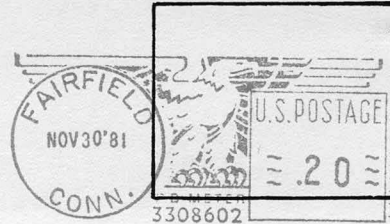
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