

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September - October 1982

ISSUE NUMBER 80

Editorial

Automotive History is to be found everywhere. Recently I managed to borrow 15 photographs taken of the 1910 Vanderbilt Cup Races (excellent ones they are, too) from a local resident in the village I live in. His father took the photographs while watching the race; granted his father was not a professional photographer but a very good amateur. My point is, don't ignore your local senior citizens groups, clubs etc. They can be a very good resource for early automotive history, period photographs, etc.

Walt Gosden

REPORT OF NOMINATING COMMITTEE

Walter F. Robinson Jr., Chairman, Nominating Committee, wishes to thank all nominees for agreeing to having their names placed on the ballot and announces the official results of the 1982 election of officers and directors as follows:

President—David L. Lewis
Vice President—Keith Marvin
Secretary—Charles L. Betts Jr.
Treasurer—George B.P. Ward Jr.
Director—Douglas A. Bakken
Director—Jeffrey I. Godshall
Director—Walter M.P. McCall

The above officers and directors will take office January 1, 1983, the officers for 1-year terms, the directors for 3-year terms.

Respectfully submitted,
Charles Betts
Secretary

Canadian Chapter

The April meeting was a great success in many ways. Robert Gladding, former employee of the Brooks Steam Car Company, and "Lucky" Lott the featured guests were a most interesting addition to the meeting. A generous number of interesting items were donated for the auction, which helped give the Canadian Chapter some working capital. The annual meeting was held September 11 in Barre, Ontario and a report of this event will appear in a future edition of the *SAH Journal*.

FYI by CB

Harold H. Emmons, Jr., is to be commended for his fine article on Amilcar, the fourth in a series of articles on the French Classics between 1925 and the outbreak of World War II, published in the March-April 1982 issue of *Torque*, the bi-monthly magazine published by the Michigan Region of the Classic Car Club of America.

Our heartiest congratulations to Russ Catlin, former feature writer for *Speed Age* and presently a contributing editor for *Automobile QUARTERLY*. He is the honored recipient of the Racing Historian award which was presented by Al Bloemker at the Indianapolis Old Timer's party in May.

Attention chapter secretaries: a fresh supply of the newly revised SAH descriptive brochure, which contains our official membership application form, has been printed by Director William S. Jackson. Packages of 20 brochures will be sent to you upon request to me.

Research Announcement

The Archives & Research Library, Henry Ford Museum, Dearborn, announces the following collections are open to researchers:

Autocar Company (White Motor Company)
Ardmore, Pennsylvania

Provenance: Autocar Company of Ardmore, Pennsylvania, was founded by Louis S. Clarke in 1899. Passenger automobiles were manufactured until 1908. Trucks and buses were manufactured until 1953 when the Autocar Company became a division of the White Motor Company.

Description: Images recording the development of the Autocar Company including company plants, operations, personnel and all automobiles, trucks and buses manufactured by the company.

30,000 glass and film negatives.

Inclusive Dates: 1898-1949

Volume (linear ft.): 99.5

Detroit Publishing Company
Detroit, Michigan

Provenance: Company formed by William A. Livingston, William H. Jackson and others in 1896. Known as the Detroit Photochrom Co. and the Detroit Photographic Co. until 1905 when it became the Detroit Publishing Company. Produced postcards & color photolithographs of American, European and Asian scenes for sale to the general public, resorts, and businesses. Reorganized after 1924 bankruptcy by Robert A. Livingstone. Ended in 1932.

Description: Subjects include city and country scenes, resorts, industrial buildings and production activities, recreational activities and museum art works. Primarily American scenes but European and Asian scenes are included. Many of Wm. Henry Jackson's photographs from his photographic company in Denver, Colorado, and snapshots from his trip with the World Transportation Commission Tour are included.

25,000 black & white "negative vault" photograph prints (cities, industry and country scenes and activities)

4,000 "Phostint" postcards

1,000 "Photochrom" color photolithographs

500 "Aac" photolithographs (museum art works)

500 oversize photograph prints (includes panoramas)

600 snapshots by William H. Jackson, Edward E. Winchell, and others (Middle East, Asia)

Inclusive Dates: 1880-1920

Volume (linear ft.): 42

Robert W. A. Brewer
Philadelphia, Pennsylvania

Provenance: Brewer lived from 1877 to 1957. He was an automotive and aviation engineer, designing parts for autos and airplanes. From 1949 until 1954 he was Curator of the Thomas McKean Collection on history of the automobile, the Philadelphia Free Library.

Description: Books, documents, clippings and photographs of Brewer's personal and professional activities and accomplishment:

- 95 photographs of automobiles, airplanes and parts related to Brewer's engineering and personal activities; some family photographs
- 45 items of personal papers, documents, memorabilia documenting Brewer's activities
- 27 articles and clippings by and about Brewer
- 14 book titles by Brewer and others relating to automotive and aviation engineering
- 8 scrapbooks of clippings by and about Brewer

Inclusive Dates: 1900-1955 (focus: 1915-1930)

Volume (linear ft.): 3

Mistake Dept.

The typesetter left out part of the Formula Marshall Naul used in his excellent Moyer history article in the last issue, and I didn't catch it in the proof reading of the galleys so I am at fault also. Here it is in its entirety. Sorry folks!

W.E.G.

Production

The account of the Moyer in *Antique Automobile* for March-April 1972 states "... Total production is thought to be between 400 and 500 cars." These figures are not greatly different from the following estimates based on Moyers registered in the years 1912-1915. A search of New England automobile registration lists has yielded 49 unambiguous serial numbers which, added to three extant cars gives a total of 52 Moyer serial numbers. ¹⁰ The smallest numerical example is 28 and the largest is 393. From these data it is possible to estimate the total production as follows:

$$p = \frac{n+1}{n-1} (d) + 1$$

where p is the estimated production, n is the total number of serial numbers and d is the numerical difference between the smallest and largest. So,

$$p = \frac{52+1}{52-1} (393-28) + 1 = 380$$

This value is based solely on the available numbers. However, if the initial or first serial number is assumed to be 11, then the estimated production becomes

$$p = \frac{n+1}{n} (d) + 1 = 390$$

and if the first Moyer was numbered "1", then the estimated total becomes 400.¹¹

Fortunately there are sufficient serial numbers available and well distributed, along with the accompanying taxable horsepower, to allow an estimate to be of the production of the several models:

Letters

From: *Ralph Dunwoodie, Automotive Historian, 5935 Calico Drive, Sun Valley, NV 89431.* I called Keith Marvin to assure him that some of the automobiles listed in the New Hampshire registration lists that he asks 'BUT WHAT THE HELL ARE THEY?' are bonafide makes (SAH JOURNAL #77) and he suggested that I send my 'finds' to the Journal for a possible sequel, so here goes: —

WHITNEY-STANLEY — Proper name is Stanley-Whitney, manufactured by the Stanley Mfg. Co., Lawrence, Mass. under Whitney patents. (M.A. 9/12/99, P. 7; H.A. 7/5/99 P. 9)

SEABURY — Charles L. Seabury & Co., Morris Heights, N.Y. displayed their first machine a 24 H.P. touring car with 4 cycle in Nov. of 1904. For 1905, they produced the SPEEDWAY with the same specs and in conjunction with the Gas Engine & Power Co. (this letter appears on the 1907 Massachusetts list also, as written up by Marshall Naul in SAH N/L#59, July 1978)

MODEL GAS ENGINE CO. — Car name MODEL. Mfd. in Auburn, Indiana. Company name later changed to Model Automobile Co. when they moved to Peru, Indiana. (Reg. with illust. enclosed)

LACKAWANNA — I have but a single 1904 reference indicating that it was a 3 cycle gasoline car (copy of ref. enclosed). M. Naul's 1907 Massachusetts lists one Lackawanna (SAH N/L #59, July 1978)

GORMLEY & JEFFREY — One cannot blame anyone for not recognizing this one — correct spelling is GORMULL & JEFFREY. This firm built the forerunner to the Rambler and went briefly under that name (or just G & J) until it was named the Rambler, then became the HYDROCAR for a brief period while a part of the American Bicycle Company group, then finally renamed the RAMBLER again when production began in Kenosha. (I have yet to see the formative years of Rambler properly written) (several supporting refs. are enclosed) Note that HYDROCAR is listed in the letterhead of the next page.

QUIMBY — Correct spelling is QUINBY. Although better known as a carriage builder, J.M. QUINBY & Co. of, Newark, N.J. offered electric carriages 'to order only'. (refs. enclosed.)

MILWAUKEE AUTO CO. — Built steam cars called the MILWAUKEE from 1900-1902. In 1902 the company announced that it would build a gasoline carriage but I do not know that this ever came about. (Refs. attached) 4 are listed on Naul's 1907 Massachusetts list.

BOSTON AUTO CO. — Produced steamers from 1900-1901 with factory at Bar Harbor, Maine. (Ref. attached) Car name BOSTON. I have nothing filed under the other names listed. I suspect that registration clerks in those early days were not too well versed in automobile names and perhaps might even record the dealers name off the heading off the bill of sale which is what I believe HUB AUTO EXCHANGE CO. might be (!) (?).

I've only had the privilege of studying two early state registration lists and know that they are an interesting and sometimes puzzling study but important in that they verify the manufacture of little known makes such as the Lackawanna & Quinby.

I've been searching for information on the Lackawanna for some time.

P.S. All refs. are primary sources.



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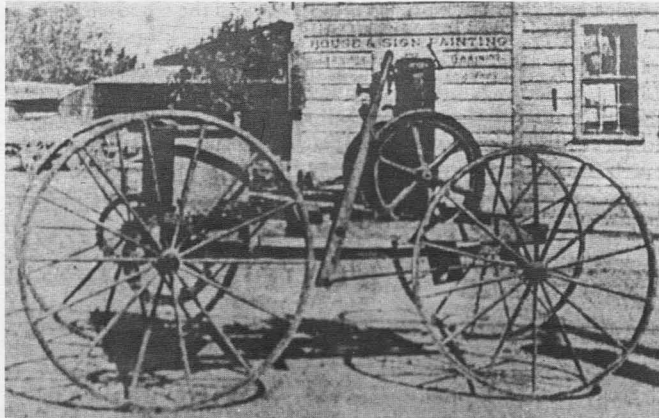
TREASURER

George B P Ward, Jr
c/o Maryland National Bank
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Baltimore, MD 21203

From: *J. H. Valentine, Culver City, CA 90230*. I have found a copy of an old photograph of what was supposed to have been the first automobile, of sorts, to travel the roads on Orange County, California. In 1897, John Leck of Santa Ana added a one-cylinder stationary engine to an ordinary wagon and proceeded to drive about the farm roads of the area at an estimated five miles per hour. The upright engine drove through a disc clutch (added later) and by chain and sprocket to one rear wheel. It appears to have had the traditional form of one-wheeled braked. It was still the only auto in that vicinity when he replaced it with an Oldsmobile in 1902. In later years, Leck built self-powered bean harvesters for use by nearby growers.

The Zbrojovka auto asked about by Mr. Alex Welter in SAH Journal No. 79 appears to be the brand listed as the "Z" in many listings.

I wonder whether any of our members have any information on the activities of Sergius Vuite, who was in or around Parisk, France in 1906?



From: *Jack Schwadron, 7 Ridgewood St., E. Northport, N.Y. 11731*. The radiator shell and wire wheels of the car in the mystery photo in 'SAH' #78 seem to resemble a 1917 Kissle Kar Silver Special Speedster. The car was named after Conover T. Silver who was responsible for the attractive styling of the car which was the forerunner of the more famous Kissel Gold Bug.

From: *R.J. Corby, Curator, Industrial Technology, 1867 St. Laurent Blvd., Ottawa, Ontario, K1A 0M8*. Your Journal is read with interest in this office although I would be the last person in the world to describe myself as an authority on automobiles. We have here in our museum a number of Hall-Scott engines, including W.W.I. - A-7a and L-6 models, a 1941 ACF-Brill bus powered by the H-S flat six, and a W.W. II V-12 "Defender". It was in the course of doing background research for the latter that I discovered that there seems to be a dearth of material on this company. This is somewhat unusual in view of the reputation enjoyed by its products and I am wondering whether any of your members have any holdings that could shed light on its history or whether anything has ever been published on the subject.

What I have unearthed so far can be classed as tantalizing snippets: for example there is a strong apparent resemblance between the W.W.I. "Liberty" engine (co-designed by E.J. Hall and Jesse Vincent) and the "Defender". Also Reid Railton of racing car fame went to work for Hall-Scott shortly after the outbreak of W.W. II; why? and what contribution did he make to the company's product range? These are but a few of the questions that have aroused my professional curiosity and any information you can supply that would help fill the gaps would be most appreciated.

From: *George Avramidis, P.O.B. 3718, Athens 8 - Greece*. I'm addressing you this letter in order to clarify that the Armoured car in mystery photo of May/June Journal is a 1914 French Schneider built probably on the 24/40 CV Brillie Schneider chassis and supplied as an order of 24 units to the Spanish Army for use in Morocco. These informations come from B. Vanderveen's book "Observer's Army vehicles Directory to 1940".

Hoping above will be of interest to our fellow SAH members.

From: *Grahame Ward, P.O. Box 383, Surfers Paradise Qld, Australia, 4217*. As a Lancia enthusiast I was delighted when a friend of mine informed me that he had found and purchased two 1924 Lancia Pentaiota trucks. Imagine his delight when he was offered a third chassis and a shed full of parts which included 3 engines, 3 gearboxes, etc. — in fact, enough parts to build another 3 trucks.

Since purchasing we have been contacted by another enthusiast who bought a chassis from the same district, but it is minus engine, gearbox, etc., — most of the parts we have as spares. We are going to assist him with the items he needs.

Our research has brought forth a little history on the vehicles. They were imported to Australia in 1924 and fitted with bus bodies, and used up until around 1935 on a bus service between Hunters Hill and Sydney city area, a route of 24 miles round trip.

They were then sold to the farmer that Warren purchased from and he removed the bus bodies and fitted one out as a stake-sided cattle truck, another as a flat tray hay hauler and the others were kept as spares.

The third chassis eventually had all mechanicals removed except differential and was used as a hay trailer, dog fashion behind the flat bed truck.

They remained in use until around 1960 when one (the tray body) was left parked in a hay shed, the cattle truck was left just outside and the trailer around half a mile away under some trees.

The operation to collect the trucks was an enterprise in itself with a 40' semi-trailer loading the two trucks back to back with the third chassis on top. The 2 tons of parts were loaded in another truck, cranes were necessary to lift on and off.

One truck is now running and will be used for the forthcoming Lancia National Rally on 29-31 October at Robertson, 100 miles south of Sydney. Eventually a replica bus body will be fitted to one chassis, a charabanc on another and a truck body on the third.

We have some technical information but request any of your members that we need any photos, diagrams or specifications that they may have access to. Photocopies of anything will be welcome and we are prepared to cover any costs.

This also applies to any members with other information on Lancia. I have a large collection of material and spares available so anyone interested is most welcome to ask us for assistance.

From: *Harry Hastings, 333 El Cerrito Avenue, Hillsborough, Calif.*, I believe the mystery car on page 7 of the July-Aug. Journal to be a Wolseley of 1903-1904 (G.B.). I shall be interested to know if I am right.

From: *Nick Georgano, Island View, Lyme-fields, Milford on Sea, Hants SO4 OSU England*. I can identify the armoured car illustrated on page 7 of the May/June issue of the Journal. Despite the original caption, it is not British, and I doubt if it ever saw service in France. It was built in France by the Brillie-Schneider armaments firm, probably on the same chassis which was used for Paris buses, with a 24/40CV 4-cylinder engine, but was supplied to the Spanish Army for use in Morocco. A batch of 24 was delivered in 1914, and knowing the conservatism of Spaniards with their vehicles I expect they survived for twenty years or more. Certainly some armoured cars based on American World War I Liberty trucks were used in the Spanish Civil War of 1936 to 1939.

From: *David M. King, 5 Brouwer Lane, Rockville Centre, New York 11570*. In regards to the Mystery Photo on page 7 of the May-June issue of THE JOURNAL I would just like to say that what you called a British armored car is definitely not one.

It is a 1914 CAMION PROTEGIDO SCHNEIDER, 24 of which were built in France for the Spanish Army for use in Morocco. I've enclosed a drawing (probably taken from the same photo you printed) and a description of the armament is used. (reference used: Taubs and other Armored Fighting Vehicles, 1900-1918, by B.T. White)

From: Keith Marvin, P.O. Box 839, Troy, N.Y. 12181. The mystery car shown on Page 7 of the May-June issue of the SAH JOURNAL is a Disbrow or Disbrow Special, produced in strictly limited numbers during 1917 and 1918 by the Disbrow Motors Corp. of Cleveland, Ohio.

The company was set up by Louis Disbrow who designed the two-passenger speedster which was the only type which would ever be produced. Grandiose plans for production of 2,000+ cars for the 1917 calendar year were planned but various troubles, not the least of which was the United States' entry into World War I intervened, and during the car's less-than-two-year life span, perhaps an outside number of 20 cars were completed.

Although the Wisconsin T-head four-cylinder engine was listed as the Disbrow's power source, according to Fred Roe in his recent book, DUESENBERG: THE PURSUIT OF PERFECTION, at least one and possibly two of the later Disbrows were equipped with a Duesenberg engine.

In the picture shown, the car is apparently a demonstration model and carried the Ohio dealer's license plate D3187.

Louis Disbrow was a well-known racing driver of his time and the Disbrow Special was made to exceed 90 miles per hour.

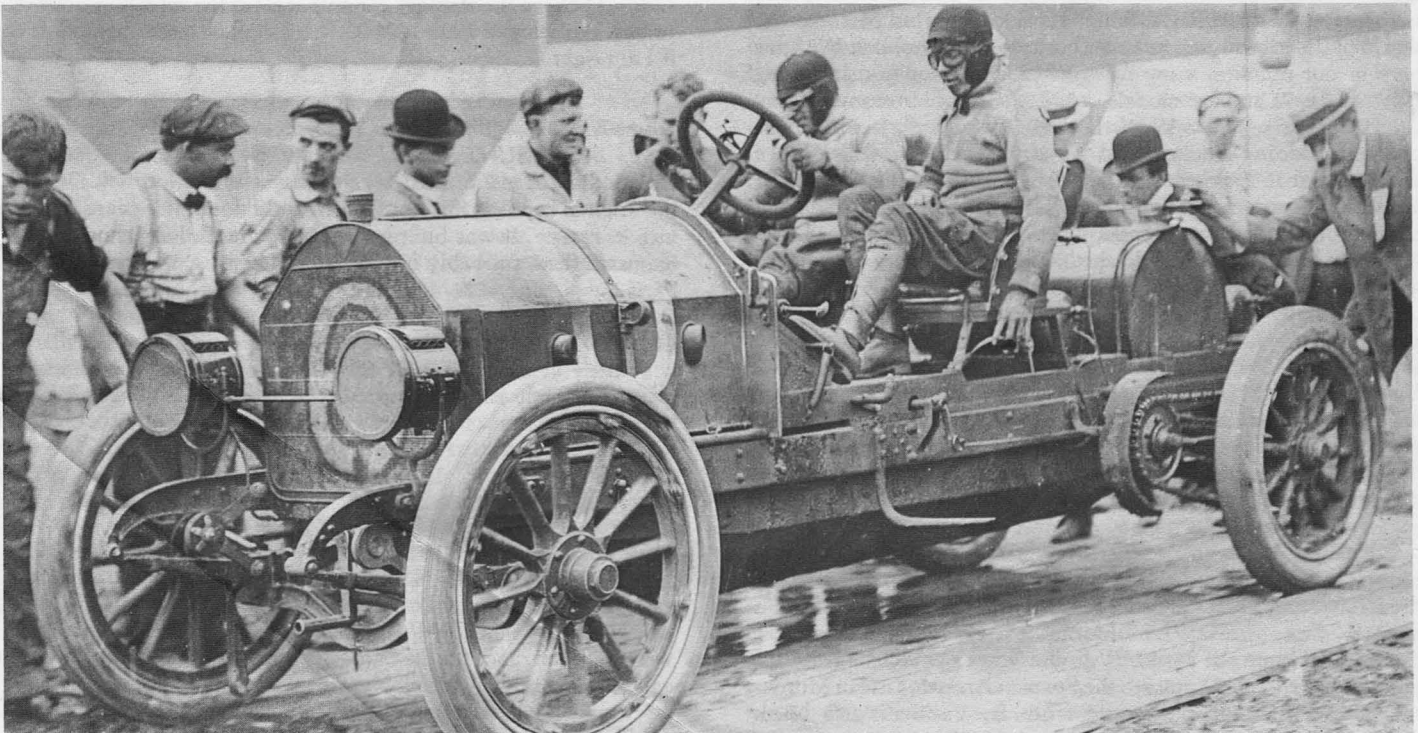
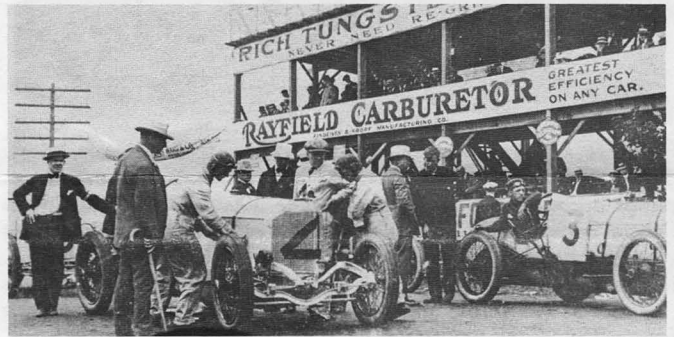
From: Walter O. MacIvaine, 17 Bonner Rd., Manchester, Conn. 06040: The mystery car on page 7 of the May-June issue of the Journal is a 1918 Disbrow, built by Disbrow Motors Co. (organized early 1917 by race driver Louis Disbrow) the selling price was \$2,950, use a 4 cyl. 5.1" x 5.5" Wisconsin engine, with a 3.27 401 axle ratio. No doubt a fast car. A larger 9.9 litre motor would drive the car 90 mph.

From: Ronald J. Putz, 201 Salzburg Avenue, Bay City, Mich. 48706-5317. Regarding the Ruggles Motor Truck Company, a former Ruggles employee who has proven to be an extremely reliable source of its history reports that John North Willys gave in 1920, promissory notes in lieu of cash to Frank W. Ruggles for his purchase of Ruggles' interest in the Republic Motor Truck Co. It appears as if through default Frank Ruggles never received cash for these notes. Perhaps were the notes discounted through a third party? I do not know. Can any SAH member show light on this very perplexing puzzle? (Ruggles failure in 1928 was partly due to lack of cash).

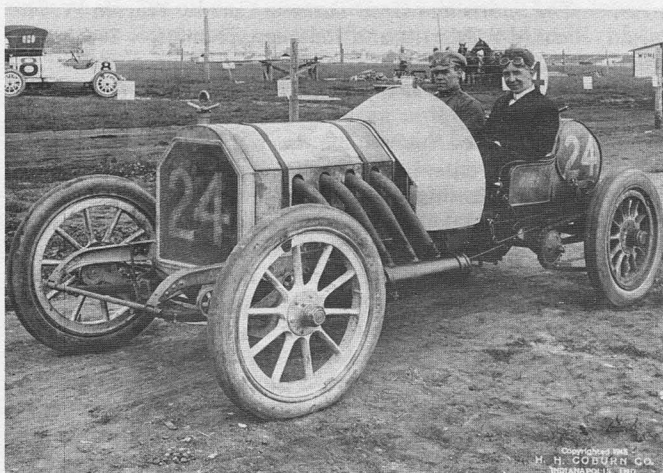
Thanking anyone who may be able to help.

From: Jerry E. Gebby, 310 Appalachian Drive, The Highlands, Route 6, Tucson, Arizona 85704. Mysteries lead to other mysteries. I'm still uncertain about some engine details on the Rayfield racing car pictured in Newsletter #74. And now Ralph Dunwoodie ties the car up with the Rayfield carburetor, which has name-plates of Findeisen & Kropf Manufacturing Co., Chicago, Illinois. I would guess that in 1911, 1912, 1913 and 1914 William Rayfield had troubles enough without "manufacturing" carburetors and had sold out earlier to the Chicago firm. I am enclosing two photos which indicate this, one from a Rayfield catalog, the other a sign designed to catch the eyes of racing fans at Elgin, Illinois. And I wonder if John Hobbs is the one I delivered a new Rolls-Royce to in 1958 or 1959 at Borg-Warner, Springfield. Four other photos are enclosed, all relating to the mystery cars in Newsletter #75. These pix are not to identify, but rather to indicate what the cars are NOT! I have an advertisement for Palmer-Singer dated 1908 which states that P-S models for that year, 5 of them, are all shaft-drive. From what shows of the front axle beams, Simplex and Chadwick are not involved, and the Chadwick chain housings remove it from competition here. Frank Lescault, mentioned in one letter, in mechanic to George Robertson in the photo of Simplex #6. In photo of Chadwick and Zengle, the hood side-panel bulge covers the intake manifold system and piping from the blower, under the drivers feet. This is a 3-stage centrifugal unit, driven 5 to 1 by a 5" leather belt from the rim of the flywheel. (have blower photo, but this is getting too lengthy).

Walt, anytime you get a pain in the neck from these monkey-wrenches I throw in the gears, just send the stuff back!



Simplex, driver, George Robertson, mechanic, Frank Lescault. Note skippy guard over part of chain and front sprocket.

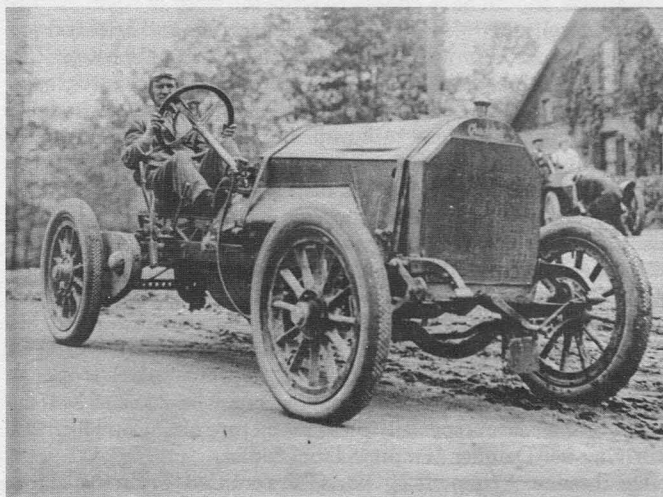


Indianapolis, 1913

Stearns-Knight, entered, but did not start. Driver is Robert Pennebaker, at that time Stearns dealer in Memphis, Tenn. Entered as a Knight, obviously a 4-cylinder and chain drive. The "moulding" effect around the radiator shell where it joins the core is typical of Stearns, they used this trim for many years.



Chadwick, in an event on Long Island. Driver, Willy Haupt. This car is fitted with a 3-stage centrifugal super-charger.



Same car as #4, Chadwick. Len Zengle, driver. Location, Algonquin hill-climb, in Illinois.

Note car name in brass script on upper tank of radiator, also the substantial chain housing, which totally encloses chain and both sprockets. Front axle looks exactly like the Simplex.

Research Column

From: R.A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin, 54923. Back around 1974 Mr. Richard Segall sent me a rubbing of a logo of some vehicle and asked me if I knew anything about it. In the 8 years since, nothing has turned up, and I guess that it is time I have the editor publish it in the SAH Journal.

A couple of things should be noted about the "Jungers" logo. First, the animal appears to be a badger, and Wisconsin is known as the "Badger State". Second, the name of the city of manufacture is shown at the bottom, but is not entirely clear, since the logo seems to have been partly damaged. The city appears to be Grafton. It happens that there is a small city northwest of Milwaukee by that name.

So, apparently this vehicle, whatever it is, seems to have been made at one time or another right in my back yard, so to speak, yet I never heard of it. Who can solve this mystery? Anyone have a photo of it?



Classified Ads

WANTED: I wish to buy automotive magazines such as: *Cycle & Automobile Trade Journal* - pre 1911; *The Automobile* - Oct. 1899, Jan. thru June 1900, Oct. 1901, June thru Dec. 1902; *Automobile Topics* - 1900-1933 (most issues); *Horseless Age* - May 1899-1903 and Dec. 1915 thru May 15, 1918; *Motor* - 1904-1926 (many issues); *Motor Age* - 1899-1926 (many issues); *Motor World* - 1900-1950 (most issues). *Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89431.*

Want Hot Rod Magazine some issues 1956 and older. Want other custom car and Hot Rod type publications 1946-1956. Want some early issues of *Generator* and *Distributor* printed by Vintage Chevrolet Club. Have other magazines to trade; *Antique Automobile*, *Horseless Carriage Gazette*, or will buy. Dick Larowe, SAH #84, 40400 N.E. Larch Mtn. Rd., Corbett, Oregon 97019

Wanted: A copy of *The American Car since 1775*. Please state price (include postage) and condition in first letter. Ronald Putz, 201 Salzburg Avenue, Bay City, Michigan 48606-5317.

Want photographs of chain drive Locomobiles, especially types H and I, for 1905 to 1909; special interest in 1907. Also want large deluxe catalog for the 1907 Locomobile in excellent to mint condition. Want toy steel 1933 Graham (20" long) 4 door sedan built by Cor-Cor of Washington, Indiana. Would like to purchase outright, or have pre-war U.S. and European literature to trade. Walt Gosden, 197 Mayfair Ave., Floral Park, New York 11001

Book Reviews

LIFE LINES OF THE MOTOR CAR. Wall chart by Walter O. MacIlvain. 25 3/8" × 21 3/8". Walter O. MacIlvain, 17 Bonner Rd., Manchester, Conn., 06040. \$5.00 plus \$1.50 postage (Conn. residents please add additional 37¢ tax).

Back in 1974 BULB HORN Editor Walt MacIlvain completed his wonderful and informative LIFE LINES OF THE MOTOR CAR chart, and a year later this was reviewed by Marshall Naul (SAH NEWSLETTER, November, 1975, Page 3). In this, the reviewer called the chart as he saw it and referred to it as "just wonderful for the browsing historian." In this he was right and I feel that the chart is an invaluable source of information when and as needed.

What it is really, is a genealogical work. A family tree of motor-dom, embracing approximately 275 American cars and trucks dating from the pre-1890 days (the Steam Dudgeon of 1866 is included) to offerings from the 1974 model year. It took its compiler a long time and many hundreds of hours to complete it and it stands unique as the only chart of its type.

Reading from left to right, the reader may easily research the chronology of the car or truck he is checking out and those makes covered are listed in compact fashion with they key to the exact spot where they may be found and consulted.

This is not only a neat work but it is artistically sprinkled with line drawings of a number of vehicles plus reproductions of radiator emblems which make location of wanted subjects relatively easy. Vertical lines separate decades to expedite unnecessary searching.

This review announces the new compact size of the chart which has just become available. The original size measuring 41" × 48" was and is a fine piece of reference work to own and I've used mine hundreds of times over the last seven years. However, there were two drawbacks to the larger one, the proper way of storing it (I use a large mailing tube), and the fact that, being printed by the blueprint process, it has a tendency to fade when exposed to the direct sunlight. The new chart isn't encumbered with either of these potential problems and, being printed in black on white, tends to be a bit easier to read.

However, for those who prefer the larger one and who have the space not in the line of the sun, it is likewise available at \$12.50 postpaid from the same source.

Anyone remotely interested in the American automotive picture should have one of these charts and at the prices quoted. I don't think there are many other things which would give so much for so little.

STUDEBAKER: THE COMPLETE STORY, by William A. Cannon and Fred K. Fox. 352 pp., 354 illustrations including 16 full-page color section. Hard covers. 8½" × 11". ISBN 0-8306-2064-8. Tab Books, Inc., Blue Ridge Summit, Pa., 17214. \$39.95

This is the latest word on one of the most interesting independent automobile companies in American history and whereas I don't care very much for that misnomer, "Complete" in a book title, this volume has much to recommend it to all comers.

We have seen a goodly number of one-make books in the last year and this must be regarded as one of the best even though it isn't a one-make book in the true sense. Studebaker is covered beautifully, yes, from its first wagons of 1852 to those pretty 1966 cars which left the Canadian factory shortly before the curtain fell on the company's destinies. Yet, there are others here which receive equally, if understandably shorter, coverage—those cars which Studebaker brushed shoulders with during its 114-year history and including Garford, E.M.F., Flanders, Erskine, Rockne and Avanti, as well as Pierce-Arrow which the company allied with between 1928 and 1933.

The story is all here and it is told well. Illustrations are allright but that's about it. The paper used in this work isn't compatible with the pictures and the result is that there is a dullness in their affect which bothers at least one reader.

However, they are adequate and the text itself is good. I think this book is one of the good ones and feel that it will not only afford enjoyable reading but will serve admirably for future reference when and as desired.

Keith Marvin

Ferrari — The Sports and Gran Turismo Cars by Warren W. Fitzgerald, Richard F. Merritt and Jonathan Thompson 264 pages, copiously illustrated. Published by CBS Publications Third Edition Distributed by W.W. Norton & Co. 500 Fifth Ave., New York, NY 10036 \$29.95

The third edition of this volume was published in 1976 and is now slightly out of date, but the vast mass of information in this book is invaluable for historians of a very unusual marque. Very few makes command the general respect accorded to Enzo Ferrari and the cars which he has built since WWII. In both design and performance, all Ferraris may be called modern classic cars. In certain respects, Enzo Ferrari is today's counterpart to Ettore Bugatti and the cars which *Le Patron* designed and built. In certain other respects, Ferrari has none of the poorer aspects of Bugatti and his products, and Ferraris can be considered more advanced and sophisticated than were Bugattis in their age.

This account is complete so far as the general run of Ferraris is concerned and does not treat the strictly racing types. The details go so far as to give detail accounts of individual cars. In particular, I recall a 250LM which was raced unsuccessfully at Augusta SCCA Races in 1964, driven by Buck Fulp, an especially appealing design of a closed sports car. This book tells its later fate at Sebring where it was destroyed by fire.

The only fault which I find with this excellent book is the lack of tables which might show some sort of order to the various types with their engine sizes, etc. Otherwise, this book is a wealth of information on one of the important makes of this age.

G.M. Naul

ROYALTY ON THE ROAD. Lord Montagu of Beaulieu with the late Michael Frostick. Collins, Ltd., London and available in US from Classic Motorbooks, Box 2, Osceola, Wis. 54020 (or order direct at 1-800-826-6600). 191 pp., 159 black and white illustrations. 8" × 9⁵/₈". Hard covers. ISBN 0 00 221694 4. \$26.95.

This book is welcome by anyone interested in the preferences exercised by reigning monarchs and a scattering of less royal personages over the eight + - decade period starting in 1898.

It was the Prince of Wales, later to become Edward VII, who took a ride that year in (on might be a better word) John-Scott-Montagu's 12 horsepower Daimler. His royal Highness became an instant enthusiast and shortly thereafter the first of a string of Daimlers graced the royal carriage house.

It is fitting, then, that Montagu's son, the present lord Montagu of Beaulieu, should have chosen to write the story of royal motor-ing in general and the well-thought-out captions and brief text are enhanced by a foreword by H.R.H., Prince Michael of Kent.

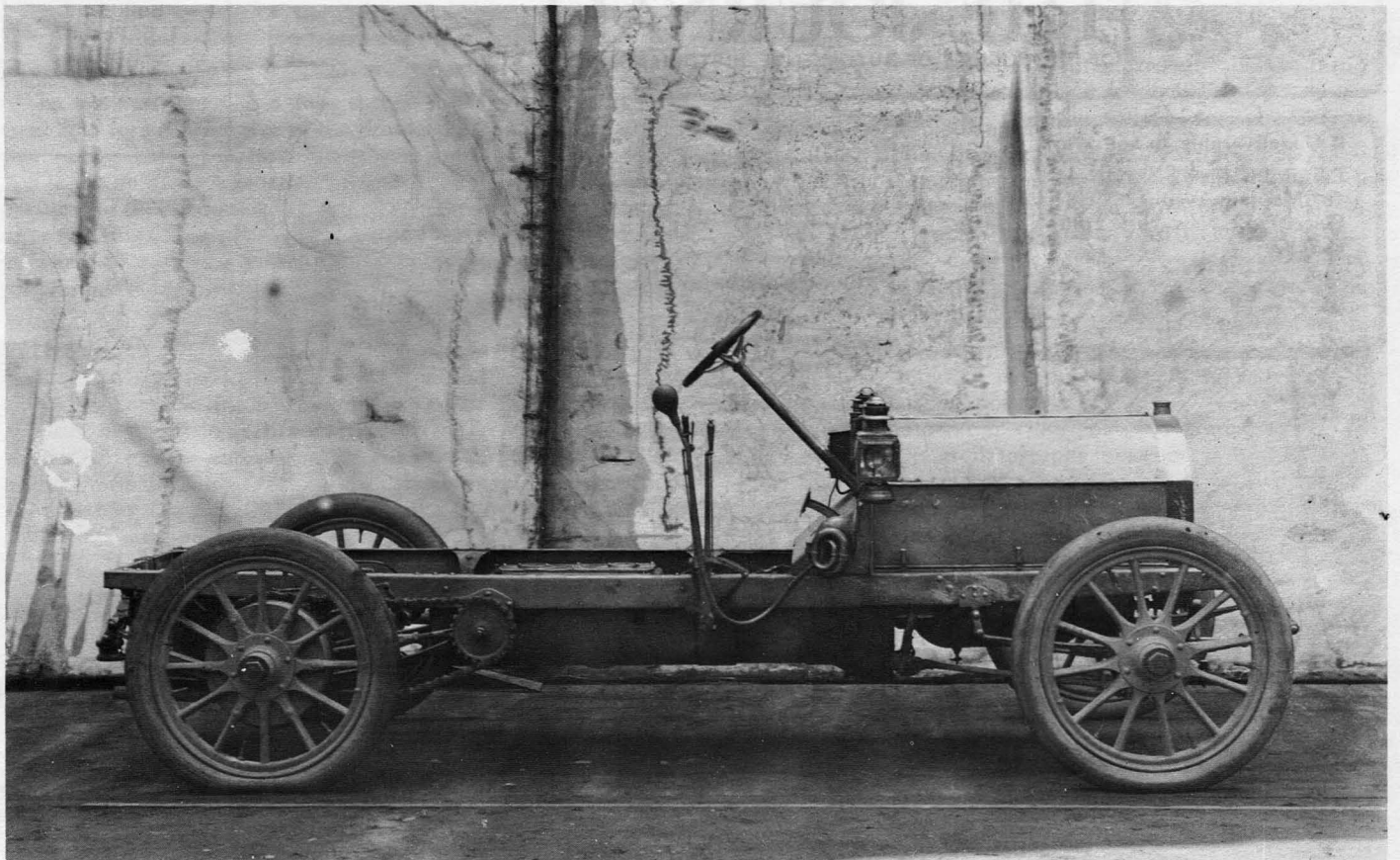
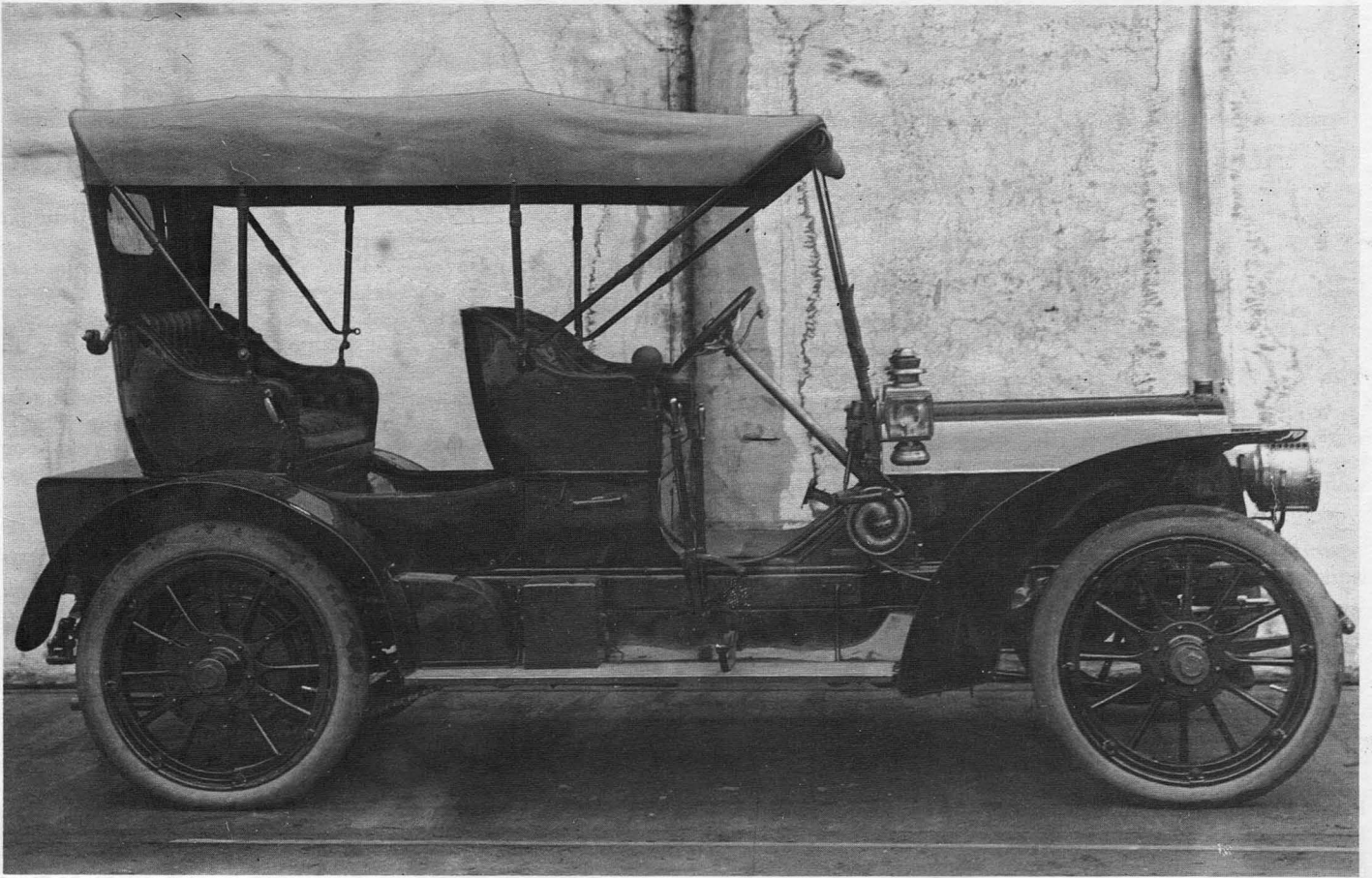
It is to be expected that a goodly number of the photographs would concern the British royal family and of course it does. However, a great segment of European royal houses are included herein plus a scattering of non-European heads of state such as the King of Siam and the Maharajah of Jaipur.

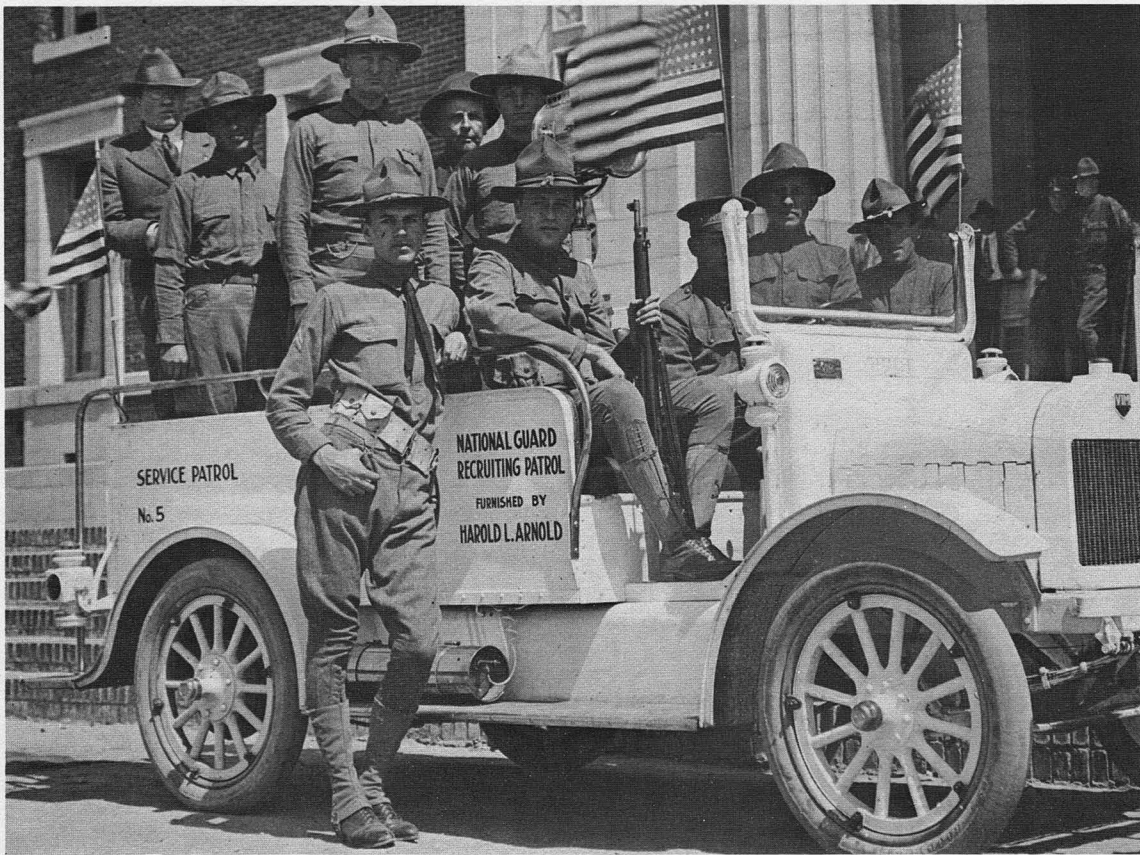
There is ample coverage, too, on Kaiser Wilhelm, and his beautiful creamcolored Mercedes cars plus his younger brother, Prince Henry, erstwhile sponsor of the famous prince Henry Trials and, incidentally, credited with having invented the modern windshield wiper. The Czar of All the Russias is shown with his Delaunay-Belleville in one picture and an unidentified limousine in another. More modern subjects include representatives from the royal houses of Denmark, Sweden, Norway, Monaco and Luxembourg, as well as an especially pleasant picture of Queen Elizabeth II driving her Daimler "Empress Line" sedan.

The three brief chapters or "parts" are entitled "From the Beginning, 1898-1918", "The New Freedom 1918-1945" and "Recent Years 1945-1980", and collectively these tell the story of those of royal blood, their preferences and their times with the automobile. This is a fine book and worthy of examination not only by automobile lovers but historians in general.

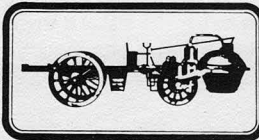
Keith Marvin

Mystery Photos: These two fine photographs come from a member whose identity shall stay secret until the next edition of the Journal; for if it were disclosed now the make would be somewhat evident.





Period Photograph: Although somewhat cropped, the rarity of make and infrequent use of commercial vehicle photographs in this section (for lack of same) warrants its use. The truck is a VIM, built in Philadelphia, Pa., this particular model dating from circa 1917. Photo courtesy of John Conde.



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