

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March - April 1984

Issue Number 89

## A NOTE FROM THE PRESIDENT

What qualifies one to become a member of the Society of Automotive Historians?

It has always seemed remarkable to me how many people think we are primarily a group of writers, editors and publishers. Some of us are, of course, but well over half our members fall into none of those categories. One's profession has no bearing on SAH membership.

Let's make it clear—the single qualification necessary for membership in the Society is an interest in automobile history. You can be a writer, editor or publisher, of course, but we welcome you with enthusiasm if you are a car collector, a restorer, a literature or ad collector, a specialist in license plates, hubcaps or whatever, a student of some aspect of automobile history—or if you just like people who like cars! We are pretty likeable, after all.

One of the genuine satisfactions I have gained from my membership in the SAH since its formation has been the many new members I have recruited. Have you ever asked anyone to join? Have you encountered the same reaction I have many times—that the person asked is usually quite flattered?

If you think this little piece is an advertisement to encourage members to get others interested in automobile history to join us, you are correct. There are *many* men and women qualified who are just waiting to be asked.

So let's ask them!

—John A. Conde

## SAH MEMBERS SERVE AS MUSEUM OFFICERS AND DIRECTORS

Many SAH members support the cause of automotive history by serving as officers and/or directors of some of the most important nonprofit libraries and museums that specialize in preserving automotive history.

Henry Austin Clark, Jr., has been a member of the board of directors of the Western Reserve Historical Society, parent of the Frederick C. Crawford Auto-Aviation Museum in Cleveland, Ohio, virtually since its formation. Current members of the board of trustees of the National Automotive History Collection of the Detroit Public Library are Lee Kollins (chairman), David L. Lewis, John A. Conde, John McAlpine, Joseph Karshner, Paul Scupholm and Michael Kollins.

newly-formed AACA Library board of directors. Working directly with the soon-to-open Flint Auto World project in Flint, Michigan, are Dave Lewis and Richard Scharchburg.

The current president of the R. E. Olds Museum board of directors is SAH member E. G. Wanger. Helen Earley, last year's recipient of the Society's James J. Bradley Award, is a member of the Olds Museum board and secretary.

John Martin Smith, of Auburn, Indiana, is one of the founders of the Auburn-Cord-Duesenberg Museum and a long-time member of its board of directors.

## AN OLD-TIMER REMEMBERS

From Beverly Rae Kimes, 215 East 80th Street, New York, N.Y. 10021: Years ago when I was doing a Rickenbacker history, I learned that someone who had worked for the company was still in the Detroit area and I had the good fortune to interview him. It was Whitman Daly. As so frequently happens, we lost touch some time thereafter—and only recently was our correspondence renewed . . . courtesy of the SAH. Through the persuasion of both Robert Scoon and Dave Lewis (I think), Whitman Daly is now one of our members. Some of his reminiscences of his years in the industry have already appeared in these pages (Nos. 84 and 86). Whitman Daly remembers well and writes beautifully. He was 81 last December, or as he so deftly puts it, "I am a 1902 model." In his last letter to me, Mr. Daly reminisced more—and I'd like to share those memories with you for their sheer historic delight.

"When I started working at the Everitt Brothers-Trippensee Body Company, I exchanged streetcars on Jefferson Avenue and Woodward. The old Avenue Theatre was located on the south side of Woodward near this corner and directly across the street on the north side there was a shiny black car parked each evening. Not knowing the make of this car somewhat intrigued me. Once, while waiting for the streetcar, I walked to the theatre's box office and asked the lady did she know who owned this car. She replied, 'Yes, it belongs to my boss and it's a Kissel.' This happened in 1922-23. Of the people who owned cars—say in 1921—only a few drove to work, as most all industries were within the Detroit city limits and could be reached by streetcar. The fare was only a nickel plus one penny for a transfer to two additional routes, if necessary. So, on Sunday afternoon (it seemed) *everybody* would drive around Grand Boulevard from river to river, and in such distance one could see at least twenty or more motorists parked alongside the curb changing or repairing flat tires. In these early days, the life of the average tire wasn't much beyond 6,000 miles and, with so many different types of rims, it often became a chore. I can still remember the old Detroit Electrics that were equipped with Pennsylvania vacuum cup tires which one could hear 'singing' a half block away. And there was an occasional Stanley steamer on the Boulevard, too. Also, to think at this time, there wasn't one drive-in gas station in the City of Detroit—all gas pumps were located at the curbs. Neither was there one snowplow. The speed limit within the city was 25 miles per hour and it was strictly enforced by policemen who rode Henderson four-cylinder motorcycles. I was with a young fellow once when he received a ticket for doing 27 miles per hour. The fine was two dollars."



**STATEMENT OF FINANCIAL POSITION  
AS OF DECEMBER 31, 1983  
(Unaudited)**

<u>Assets</u>	
General Fund	
Interest on Checking Account— Maryland National Bank	\$7,155.82
Price Prime Reserve Fund	589.91
Advance a/c Secretary's expenses	86.23
Deposit a/c 1984 banquet	250.00
Deposit a/c postage	188.39
	<u>\$ 8,270.25</u>
Awards Endowment Fund	
Price Prime Reserve Fund	684.75
Publications Endowment Fund	
Price Prime Reserve Fund	15,957.31
James J. Bradley Memorial Fund	
Price Prime Reserve Fund	2,839.05
<u>Total Assets</u>	<u>\$27,751.36</u>
<u>Liabilities</u>	
Liabilities (unpaid obligations)	\$ -0-
Net Worth - Fund Equities	
General Fund	8,270.25
Awards Endowment Fund	684.75
Publications Endowment Fund	15,957.31
Bradley Memorial Fund	2,839.05
<u>Total Liabilities and Net Worth</u>	<u>\$27,751.36</u>

**STATEMENT OF INCOME AND EXPENSE FOR  
THE YEAR ENDED DECEMBER 31, 1983  
(Unaudited)**

<u>General Fund</u>	
<u>Income</u>	
Dues	\$3,160.00
1984 Dues	6,020.00
Sale of publications	100.25
Interest	326.23
Contributions	135.00
Annual meeting receipts	1,935.00
Proceeds of auction	1,073.00
Refund of sales tax	97.89
	<u>\$12,847.37</u>
<u>Expense</u>	
Printing	\$2,815.00
Typesetting and layout	3,985.56
Postage and mail service	1,812.04
Telephone	38.40
Xerox	114.23
Corporate expense	10.00
Office Supplies	113.12
Annual Meeting expense	2,279.69
Awards—Cugnot/Benz	554.95
—Friends of Automotive History	325.00
Other	219.43
	<u>12,267.42</u>
<u>Net Income</u>	<u>\$ 579.95</u>

.....

<u>Awards Endowment Fund</u>	
Income: Interest	\$ 56.64
Expense: None	-0-
<u>Net Income</u>	<u>\$ 56.64</u>

.....

<u>Publications Endowment Fund</u>	
Income: Interest	\$1,320.34
Expense: None	-0-
<u>Net Income</u>	<u>\$1,320.34</u>

.....

<u>James J. Bradley Memorial Fund</u>	
Income: Interest	\$ 248.17
Expense: Award plaque	245.00
<u>Net Income</u>	<u>\$ 3.17</u>

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**SAH MEMBER BILL TUTHILL HONORED BY  
ATLANTIC COAST OLD TIMERS' RACING CLUB**

The following item is reprinted from *National Speed Sport News*, December 7, 1983, and was contributed by SAH Secretary Charles Betts, Jr.

NUTLEY, N. J.—Nearly 150 members of the Atlantic Coast Old Timers' Auto Racing Club recently attended the organization's first annual banquet at the Nutley Manor restaurant, as the club honored racing greats Bill Tuthill and Nick Fornoro.

Fornoro, the 1950 midget champion of the American Racing Drivers Club and the NASCAR midget point leader in 1953, has been one of the premier oval track starters for more than a quarter century. He now handles the flags for the American Three Quarter Midget Racing Association and Championship Auto Racing Teams.

Tuthill, who was a racing columnist in 1934 for Dick Viedlhouse's *National Speedway Weekly*, promoted racing at the West Springfield (Mass.) Speedway before and after World War II. He later became an official of NASCAR, and now as a historian of racing, presides over the Birthplace of Speed racing museum in Ormond Beach, Florida.



**Editor**  
Richard B. Brigham  
**Art Director**  
John M. Peckham

**Editorial Office: SAH Journal**  
1616 Park Lane, N.E.  
Marietta, Georgia 30066

**Publications Committee**  
Beverly Rae Kimes, Chairperson  
George B. P. Ward, Jr.

Richard B. Brigham  
John A. Conde  
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**SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS, 1984**

PRESIDENT

John A. Conde  
1340 Fieldway Drive  
Bloomfield Hills, MI 48013

SECRETARY

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Yardley, PA 19067

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c/o Maryland National Bank  
P. O. Box 987  
Baltimore, MD 21203

## 1983 CUGNOT AND BENZ AWARDS NOMINATIONS NOW OPEN

The Cugnot/Benz Awards Committee will accept nominations for these awards from now until September 1, 1984. The Cugnot Award pertains to the best book in the field of automotive history published and copyrighted in calendar year 1983. The Benz Award pertains to the best periodical article, or serial article, in the field of automotive history published during the same period. Prior to last year, both book and magazine awards were called "Cugnot Awards."

The Cugnot/Benz Committee will continue the practice begun two years ago of citing particularly meritorious works that do not win the awards with the designation, "Award of Distinction."

The basis for the Cugnot and Benz Awards and for the Awards of Distinction is generally described as a significant contribution to the field of automotive history. This includes a great diversity of possible nominations from technical exposition to marque history, sociological interpretation, or biography. Because of the wide range of topics and approaches that will be considered in these awards, the selection process must necessarily concentrate on general criteria, such as ingenuity and thoroughness of research, soundness of interpretation, clarity and elegance of writing, etc.

The Cugnot/Benz Committee would like to encourage as many SAH members as possible to join in the nominating process. If you have strong feelings about the merit of a book or an article, please nominate it to be sure that it is considered. Duplicate nominations do no harm, but there is a real possibility of omissions in the nominating process. Do not assume that someone else will nominate the work that you like. If you choose to nominate a work that appeared in an obscure publication, please send a clear copy of it with the nomination. Authors should not be bashful about nominating their own works.

Membership of the Cugnot/Benz Committee remains the same as it has been for the last two years. The committee is chaired by Matt Joseph, who is joined by Keith Marvin and William Cameron. Nominations should be submitted to: Matt Joseph, 7728 Martinsville Road, Route 1, Cross Plains, Wisconsin 53528.

*Matt Joseph*  
*1984 Cugnot/Benz Committee*

### ANOTHER FIRST CAR?

G. Marshall Naul, 534 Stublyn Road, Granville, Ohio 43023. spotted the following item in *AutoWeek*, January 9, 1984:

Ask 10 friends who invented the automobile and you'll probably get 10 different answers. Ask a Frenchman and he'll probably tell you Edouard (as in Edward) Delamare-Deboutteville. That's right, the French claim E.D.D. built the first car. In fact, the French are celebrating its centennial this year. In a sentence full of more qualifiers than a NASCAR race, the *Chambre Syndicale des Constructeurs d'Automobiles* explains:

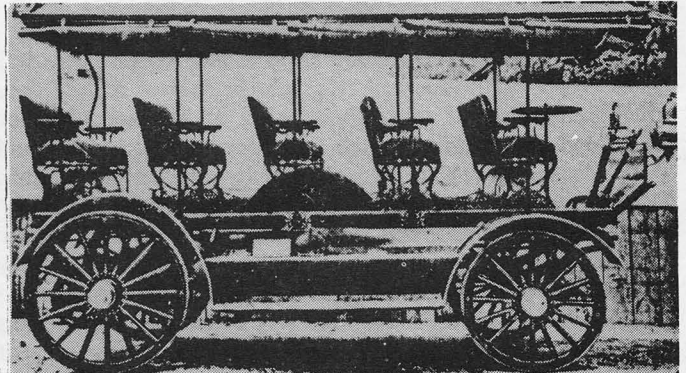
"In 1884 appeared, for the first time in the world, a car, in the modern sense of the term—that is to say, a vehicle on four wheels propelled by a gas motor at four times." Which predates the efforts of Herr Daimler and Benz by two years. A reproduction of the chain-driven, two-cylinder, eight-horsepower Delamare-Deboutteville is in the works; the original is non-existent. Reason: It blew up at its introduction!

### Letters

From Willard J. Prentice, 2419 Chetwood Circle, Timonium, Maryland, 21093: Public recognition of the Harris bus of 1892 as the first passenger bus powered by an internal combustion engine and built in the U.S.A. was enhanced on December 10, 1983, when the city of Baltimore, Maryland, erected a historic marker on the building where it was constructed.

The marker was proposed and funded by the AACA's Chesapeake Region and was designed and erected by the city's Commission for Historic and Architectural Preservation. The plaque was attached to one of the buildings on Holliday Street in downtown Baltimore formerly occupied by the Hollingsworth Machine Shop, where the bus was constructed.

The Harris bus, designed to carry 15 to 20 passengers, was demonstrated in Baltimore on June 12, 1892, which clearly makes it a "first" in the U.S.A. for a vehicle of this size. There seems to be little information available, however, on when the first gasoline powered passenger bus was constructed in Europe. If any of our European SAH members can find information on the subject, it would be of great interest to us here in Maryland. We know that Benz and other Europeans preceded Duryea and Lambert in the small-car field, but little has been written about larger vehicles for public transportation.



The Harris bus was built and tested in Baltimore in 1892—a year ahead of the Duryea car. It was powered by a 25 hp gasoline engine coupled to a huge 48 inch friction clutch transmission which can be seen near the midsection of the vehicle.

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From Max Gregory, "Beltana," RMB 8825, Drouin South, Victoria, 3818, Australia: In response to Issue 87, I would like to dip in an oar on the subject of the current status of the U. S. auto industry as drawn attention to by the Brock Yates book reviewed by Marshall Naul.

"Every dog has his day" is an old saying and, with the benefit of hindsight, it is possible to discern that with the U. S. motor industry that day was between the two wars, when its products could be profitably exported to any market on earth, to the discomfiture of the indigenous producers. That role, in this day and age, belongs to the Japanese, and it will be interesting to observe just how long this ability of being able to produce cheaper than any others lies with them. A close parallel to the U. S. auto industry can also be noted with the British motorcycle industry which once held a position of dominance, and which has been the subject of a study in a book similar to that reviewed. While agreeing with Marshall that the mental attitudes adopted by the decision makers has to be seen as a very real factor, and can cite the statement made by an executive of the U. S. industry in the immediate

*continued on next page* →

post-WWII era to the effect that "the public has no alternative but to accept the products which we design, build and promote," (pride before the fall?), I suspect that it is but one of a complex array of factors which include those in the socio-economic arena.

The good performance of G.M. overseas operations in saving the corporation from the embarrassment experienced by Ford and Chrysler, including the timely return to the land of the living by Vauxhall, has, unfortunately, not been reflected in the books of General Motors-Holdens in Australia. After totally dominating the domestic market for thirty years, this operation is presently in a deep trough, having lost \$A260 million in the last three years (\$A100 million in 1980 alone), has not paid a dividend to the parent for five years, and has had to receive transfusions to remain in business. Despite the sales success of the J-car, known as Camira in Australia, participation in the "world-car" project through the production of engines which are shipped to Europe in a export-credits scheme, profit contribution has not reached expectations.

In endorsing Keith Marvin's appreciation of Michael Sedgwick, it is possible to further add to the formidable list of publications to which he contributed, such as *Classic and Sportcar* and *Thoroughbred and Classic Cars* in his homeland, while we in Australia will long remember his association with *Restored Cars* magazine.

#### Re: Mystery Photos, Issue No. 87

From Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335. — Your mystery photographs in *Journal No. 87* only accentuate our loss with the passing of Michael Sedgwick. Michael devoured puzzles like these for breakfast and would usually take the cue to fill a page or two with other relevant though obscure revelations about the marque in question.

The 1933 Terraplane is unmistakably the one shown that year at the Olympic show in London. The body is by Berkeley Coachworks, who also traded as Motor Bodies and Engineering Co. Ltd. Their craft was often seen on Hudsons assembled in Britain in the early thirties and their sport saloons were listed as "factory customs" in the catalogs of Hudson Motors Ltd. Another view of this car is seen in Don Butler's *History of Hudson*.

The Graham is another story. Graham's exploits abroad were continuous but less prolific. The lines suggest the coachwork to my eye, but Michael in his (now posthumous) installment encyclopedia running in *Classic and Sportcar* says the following under the heading of "Graham Custom Supercharged Eight 1934-35"—"English customs listed in 1935 included a Carlton foursome drophead coupe, but quite possibly this never saw the light of day." Could this be it?

\*\*\*\*\*

From Karl S. Zahm, 3226 Cardamon Ct., Rockford, IL 61111.

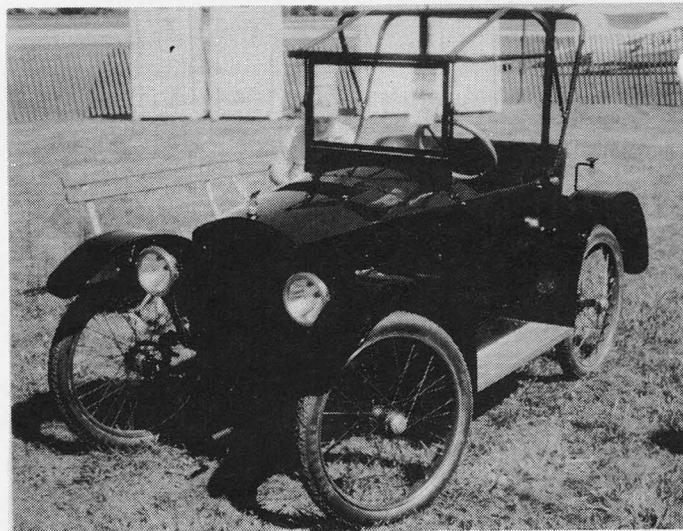
Re: the Mystery Photograph of the 1935 Graham, the coachbuilder is Henri Labourdette and the car is a Model 75 (supercharged eight) on the 123" wheelbase.

Your photograph, the negative of which is on file at the Detroit Public Library, was taken at one of the French auto shows, probably in the spring of 1935. The design of the hood and sides indicates this is a second series Graham, a model which was introduced in January and replaced the first series 1935 line which had debuted in June of the preceding year.

An article authored by me and dealing with custom coachwork on the Graham and Graham-Paige chassis is slated to appear this spring in *The Classic Car* magazine. Included in the story is the Labourdette Graham as shown in the current issue of the *Journal*.

## MYSTERY PHOTO

Possible Pedersen Presents Perplexing Problem



Here's a game that any number can play, and the winners will be the SAH treasury and member Joseph Koller, who will contribute \$50.00 to the club's bank account if our members can provide him with good, solid information about the small automobile pictured here.

Joe, we understand, is a collector of antique motorcycles, but when he learned that an unrestored cyclecar was in the estate of an antique car collector, he was interested. He looked over the car, talked with the late owner's daughter, and made the purchase. The car is complete with only one part missing—the nameplate—without which Joe doesn't know what he bought. He thinks it may be a c. 1922 Pedersen, but he wants to know for sure. Georgano's *Complete Encyclopedia of Motorcars* lists the Pedersen as having been made in 1922 for sale by mail order, but gives no manufacturer's name or address. The major automotive libraries around the country have been unable to provide any information at all.

The color photo from which our picture was made shows the car with a red body and black fenders, which, of course, may not have been the original colors. The rectangular opening in the cowl, shown open in the photo, is presumed to give access to the fuel tank.

The engine is a 30° V-twin cylinder unit, air cooled. The engine crankcase and the transmission housing are a one-piece aluminum casting, and the transmission provides two forward speeds plus reverse gearing. The rear axle assembly is of unique design, with the brake located inside the rear housing with the ring and pinion gears. There is no differential gearing, and provision is made for disengaging one rear wheel for highway driving.

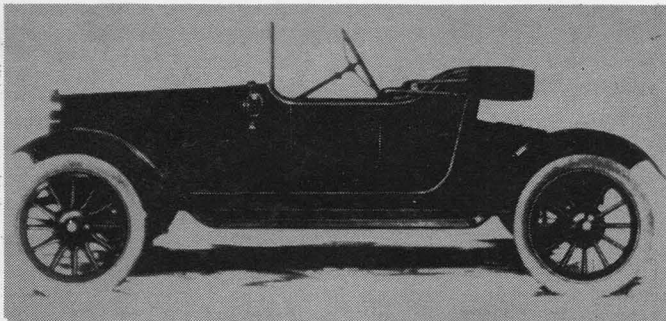
The springs are quarter-elliptic, front and rear. The solid front axle has a "dropped" center section, and the wheels are of typical motorcycle design. The machine is well built and of good quality, and is composed of parts obviously made for it rather than adapted from motorcycle construction.

Joe Koller has offered to contribute \$50 to the SAH treasury if any member (or group of members) can offer positive identification of this make, and supply corroborative proof to back it up. Send your information to: SAH Journal, 1616 Park Lane, N.E., Marietta, Georgia 30066. All letters will be copied for publication in a future issue, and the original letters will be forwarded to Mr. Koller.

Let's get busy on this one. Joe needs the information, and SAH could use the money!

## THE REX LIGHT CAR

*An Automotive Oddity*



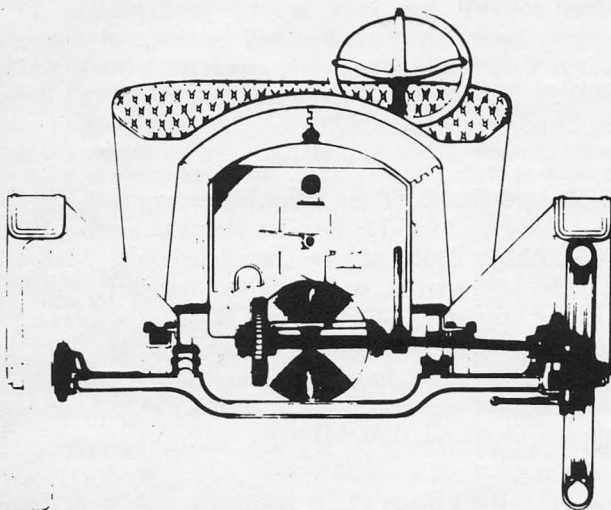
THE 1914 REX SINGLE-FRONT-WHEEL DRIVE ROADSTER

The Rex was a product of the cyclecar era, and its name appears on many lists of cyclecars, but its specifications seem to place it more properly in the light car class. Although the car weighed but 700 pounds, its tread was the then standard 56 inches and its wheelbase 100 inches—the same dimensions as Ford's Model T.

The Rex was built in 1914 by the Rex Motor Company, Wyandotte, Michigan, which succeeded the Thelma Motor Company of Detroit in December of 1913. The Rex Motor Company also produced cyclecar engines for the trade, and apparently went out of business when the cyclecar boom collapsed.

The unusual feature of the Rex was its power transmission arrangement. The car was driven by its left front wheel only by means of a spur gear reduction and a friction drive designed to operate on the face of the flywheel, which in this case was located at the front of the engine instead of at the rear.

The car was powered by a water-cooled 4-cylinder engine of about 23 horsepower with a bore and stroke of  $2\frac{3}{4}$  by  $4\frac{1}{2}$  inches which, according to its makers, gave the car a top speed of 40 to 45 miles per hour which compared favorably with other small cars of its time, but even its low price of \$425 didn't attract enough buyers to keep the Rex Motor Company in business for a full year.



THE FRONT-WHEEL DRIVE SYSTEM OF THE REX CAR

Pictures from *Motor Age*, May 7, 1914

## Book Reviews

*AUTOMOBILE YEAR BOOK OF MODELS NO. 3, 1984.* Jean Rodolphe Piccard, publications director. 168 pages, 250 photos, 125 in color. Hard covers,  $9\frac{1}{2}$ " x  $12\frac{1}{2}$ ". ISBN 2-82650-085-6.

Editions 24 heures, Lausanne, Switzerland, and available in the U.S. from Motorbooks International, P. O. Box 2, Osceola, Wisconsin 54020 or order direct by calling 1-800-826-6600. \$39.50.

Anyone seriously involved or interested in model building or toy collecting will want this beautiful book, the latest in a specialized field which appeals to an increasing audience.

The strong point of *Automobile Yearbook of Models No. 3, 1984*, for my money, is in the fine color plates which sort of put a zing into the thing. Getting along toward the shady side of the century (I'm 59), the nostalgia springs eternal when I look at these pictures in living color, so to speak. And one of the best articles among the many presented between these two covers is one on the early Tootsietoys. Hot diggety dog! They're speaking my language here and I know that for many *SAH Journal* readers, they're speaking yours, too.

Let me dispense with a complete rundown on the contents. They are good and they are worthwhile reading, let me assure you. But I want to get back to the Tootsietoy article which I think would interest most of you who know that this was the first die-cast brand of toy motor vehicles, dating back to 1911.

A lot of the earlier examples of their wares are shown here, both in color and black and white, but none are more fascinating than the 15 examples in full color of the 1924 delivery truck which has become a nostalgic milestone in the toy world. A "Federal" it was called when it was first introduced, and a Federal it was not. A Packard, maybe? Could be. The fluted radiator is not only suggestive, it is seductive.

These trucks came in various logos, e.g. LAUNDRY, FLORIST, U. S. MAIL and so on. However, some enterprising soul at the company thought up the idea of issuing them with local set logos surrounding specific department stores and the like. These toys were made available to those establishments and were given to customers over the years. They were beautiful, and I miss the ones I once had with the logo of a Troy, New York, toy store where they were obtained by my mother.

But lead toys and little boys' fists are a terrible combination, and they fell by the wayside. Natural attrition of time did the rest. These toys are rare. This page of pictures will refresh the memories of those who knew and loved them way back when.

I don't ramble like this unless I'm really impressed—and I am. Look into this one, any one of you who love models and toys, either to reminisce or for their own sake. This is one book which won't be available forever and you'd do well to check it out accordingly while you still have the time to do it.

*Keith Marvin*

*THE CLASSIC ROLLS-ROYCE*, by G. N. Georgano. 96 pages. 106 photos (81 in full color). Hardbound,  $12\frac{1}{4}$ " x  $9\frac{1}{2}$ ". ISBN 0-86124 1126. Bason Book Corp., Greenwich, CT, and available from Motorbooks International, P.O. Box 2, Osceola, WI 54020. or order direct by calling 1-800-826-6600. \$7.95.

I don't think I have to introduce the name of G. N. Georgano to any reader of the *SAH Journal*. Nick Georgano, himself a member of the Society of Automotive Historians and secre-

*continued on next page* ↘

tary of its United Kingdom Chapter, is one of the world's top automotive history writers, is an author of note and probably best known for his monumental *Complete Encyclopaedia of Motorcars—1885 to the Present*, (Rainbird/Dutton, 1968, 1973 and 1982).

*The Classic Rolls-Royce* has got to be the bargain of the season, and for an unbelievably low price you get a factual, well-written, informative and entertaining story of one of the world's great automobiles of all time. The illustrations are superb, and many of them are new to me. The color photos are excellently reproduced and make a good contrast with those appearing in black and white or sepia tone. Add to this an attractive format, very good binding, and the low price and you have a very fine thing indeed.

There is nothing pedantic about Nick's writing and, being an expert on the subject, he relates the life and times of the Rolls-Royce in considerable detail. The seven chapters cover the historic meeting of Rolls and Royce, the Silver Ghost, the Phantoms, the 20 horsepower cars, the Springfield episode, the Wraith, Dawn, and Cloud, and the Silver Shadow and Silver Spirit. And, of course, there is the usual appendix.

*The Classic Rolls-Royce* should appeal quite as much to the casual reader as to the Rolls-Royce specialist, and especially to those whose space or incomes are limited. I think *The Classic Rolls-Royce* is an excellent book, and I recommend it to everyone without reservation.

Keith Marvin

**MERCEDES-BENZ: THE FIRST HUNDRED YEARS**, by Richard M. Langworth and the editors of *Consumer Guide*®. 256 pages. More than 500 illustrations, including 64 pages of four-color. Hardbound, 9¼" x 11¼". ISBN 0-517-38199-0. Beekman House/Crown Publishers, One Park Avenue, New York, N.Y. 10016. \$9.98.

This is the latest in a series of marque studies at an extremely attractive price and, like its two predecessors in the field, *Ferrari* and *Porsche: A Tradition of Greatness*, it is a most worthwhile piece of writing. Langworth has been aptly assisted in his endeavor by Jan P. Norbye and Graham Robson, and frankly, for an excellent coverage of an excellent car, you can't beat it.

Mercedes-Benz has occupied a position in the automotive world which, from the angle of mystique and with the possible exception of Rolls-Royce, takes second place to no other make. From the earliest days, both the Mercedes and Benz cars vied with the best and excelled in all modes of approach, whether it be design, performance, racing, mechanical excellence or simply snob appeal. To be sure, over the years the cars were the carriages of the affluent. They were also the frequent choices of those who wanted the very best. Leaders of industry bought them. So did heads of state. Mercedes cars were favored by both Kaiser Wilhelm II of Germany and Emperor Franz Joseph of Austria-Hungary. The Kaiser's brother, Prince Henry (inventor of the windshield wiper), and Prince Max of Baden preferred Benz cars.

Of course, after the wedding of Mercedes and Benz in 1926, the prestige of the make increased to a new peak and this has been retained to the present time.

This is the story of inventiveness, perseverance, accomplishment and success by those associated with the cars over the years. And the whole story is here for all to see, written in a style which makes it difficult to put the volume down. There is little point to picking out special parts or to quote specific references or incidents in this colorful history. Suffice to say, it is all here, and at a time when there has been quite an influx of written material surrounding Mercedes-Benz, this is one of the better histories to date.

Keith Marvin

## WORLD MOTOR VEHICLE DATA BOOK NOW AVAILABLE FROM MVMA

*World Motor Vehicle Data*, a statistical bible of worldwide motor vehicle information, is now available from the Motor Vehicle Manufacturers Association. The annual publication contains data on worldwide vehicle production, sales, exports, imports, new and total registrations on 60 countries.

Additional information in this year's edition reflects the increased interest in the international aspects of the motor vehicle industry.

"Twenty years ago, *World Motor Vehicle Data's* first edition of 76 pages covered 14 countries. The 1983 edition has grown to 346 pages and includes data from 60 countries," says MVMA President V. J. Adduci.

The 1983 edition includes new data, including a detailed ranking of 1981-82 vehicle production worldwide by manufacturer, forecasts dealing with production and sales, and truck production and sales by weight group.

Historical, worldwide production figures by country go back to 1900. Data are also included on vehicles in relation to population of various countries.

*World Motor Vehicle Data* combines the data from a wide variety of sources around the world. These include foreign government agencies, trade associations and private services.

*World Motor Vehicle Data* is used by companies doing business worldwide, and universities, research institutions and others concerned with the economics of worldwide vehicles and transportation.

Copies may be obtained for \$35.00 each from the Communications Department, Motor Vehicle Manufacturers Association, 300 New Center Building, Detroit, Michigan 48202

MVMA news release

### Classified and Research Column

**Wanted:** Any information on *The Ford News* published from 1916 until??? This was about Fords, but was not a Ford Motor Co. publication. Peter Winnewisser, 116 Lincklaen St., Cazenovia, N.Y. 13035.

\*\*\*\*\*

I'd like to borrow a copy of the December 1922 issue of *MoToR* so that one page can be photographed for an upcoming book. The magazine will be returned as soon as possible. Your help will be greatly appreciated. David M. King, 'Rolls-Royce Archives,' 5 Brouwer Lane, Rockville Center, Long Island, New York 11570.

\*\*\*\*\*

**Wanted:** Information of the following automobiles and companies: Ben-Hur, 1916-17; Ben-Hur Motor Company, factory at Willoughby, Ohio, offices Cleveland, Ohio. Need sales brochures, photographs, or any proof that cars were built; the Rubay Company, 1916-24; Leon Rubay Voitures de Ville automobiles, 1922-24; Rubay Custom Body Company, 1916-24. Need sales brochures, photographs of cars and Custom Body Company. Harry J. Mann, 15436 Lake Shore Boulevard, Cleveland, Ohio 44110.

\*\*\*\*\*

**For Sale:** Fifteen issues of *La Manovella*, a beautifully produced Italian magazine devoted to vintage cars. Issues for 1968, 1969, 1970, 1971, and 1972, numbered 1 to 19. This may have been the complete run of this publication, at least in the deluxe format used for those years. \$60 plus postage. Robert B. Myers, 116 River Street, Mattapan, MA 02126.

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		Ronald C. Carroll 6109 Mountain Villa Circle Austin, TX 78713	1029	L. Frazer P. O. Box 522 Annandale, VA 22003	1036

ADDRESS CHANGES & CORRECTIONS – JAN.–FEB. 1984

<u>OLD</u>		<u>NEW</u>	
William Nelson 8439 Jamieson Avenue Northridge, CA 91325	447	William Nelson 1807 Stonegate Street Denton, TX 76205	447
Minda Bojin Museum Science & Tech Library 1867 St. Laurent Boulevard Ottawa, Ontario Canada K1A 0M8	156	Minda Bojin Museum Science & Tech Library P. O. 1044467 Ottawa, Ontario Canada K1A 0M8	156
Lloyd A. Brown 78 Bideford Avenue Downsview, Ontario Canada M3H 1K4	289	Lloyd A. Brown 259 Brooke Avenue Toronto, Ontario Canada M5M 2L1	189
Walter M. P. McCall 2297 Hall Avenue Windsor, Ontario Canada N8W 2L8	717	Walter M. P. McCall 2281 Victoria Avenue Windsor, Ontario Canada N8X 1R2	717
Roger L. Sylvester 155 N. Front Street, Apt. 1301 Sarnia, Ontario Canada N7T 7V6	713	Roger L. Sylvester 155 N. Front Street, Apt. 1301 Sarnia, Ontario Canada N7T 7V5	717
David Ryall 965 Calle Prima Vera San Dimas, CA 91773	964	David Ryall 956 Calle Prima Vera San Dimas, CA 91773	964
Niels Jensen Braabyvej 44 DK-4690 Haslev Denmark	605	Niels Jensen Carl Bernhardsvej 13B2-42 DK 1817 KBH. V Denmark	605
George Avramidis P.O.B. 3718 Athens 8 Greece	598	George Avramidis P.O.B 23018 GR 112 10 Athens Greece	598
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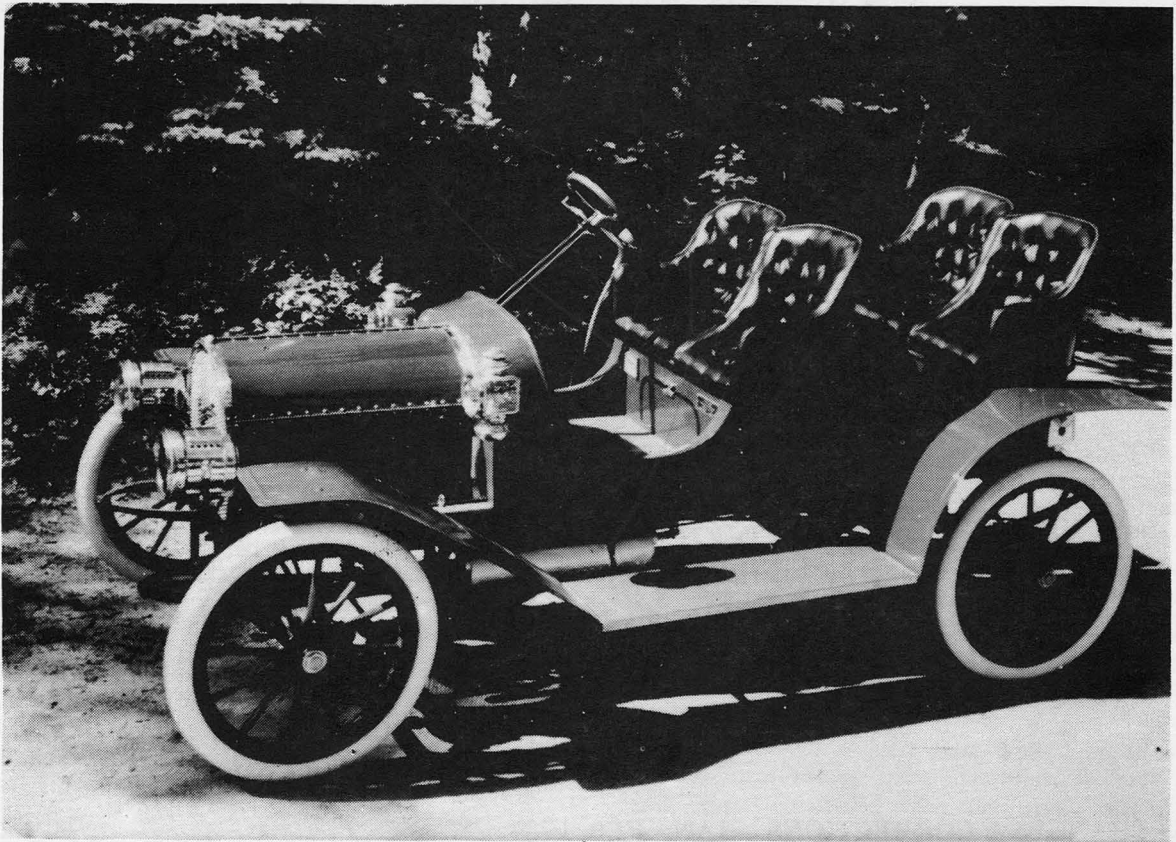
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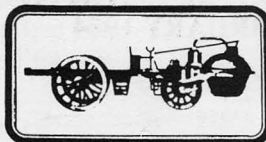
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*1908 air-cooled Cameron, owned by SAH member William A. Cameron, Minocqua, Wisconsin*



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