

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September-October 1984

Issue Number 92

## THE ANNUAL MEETING OF THE SAH COME ONE – COME ALL!

Once again it is time to make reservations for the annual SAH meeting, banquet and auction, held each year at the time of the AACA's Fall Eastern Meet at Hershey, Pennsylvania. As a member of SAH, you should have already received a notice, with reservation form, describing this event, but the information is well worth repeating here.

The meeting will be held at the Marriott Inn, Harrisburg, Pennsylvania, on Friday evening, October 12, 1984. A cash bar will open at 6:30 P.M., followed by dinner at 7:30. The cost has been held to \$15.00 per person (same as last year) and reservations must be made.

The dinner will be served buffet style, and includes a large "make your own" salad bar, cold sliced beef, ham and turkey, Beef Bourguignon, Seafood Newburg, a selection of vegetables du jour, assorted pastries and cheeses, and beverages.

John A. Conde, President of SAH, will preside at the short business meeting following the dinner. The newly elected officers for the coming year will be announced, and the annual presentation of awards will be made. These include the Cugnot and Benz awards for publications, and the James J. Bradley Memorial Award for the preservation of literature. There will be no formal speaker, and the auction will follow the business meeting.

Howard L. Applegate will be our auctioneer. Each year our auction gets better, and this year's promises to top them all, with high-quality items to be offered in every price range. The process has been streamlined to take less time than in previous years so as to allow more time to meet and chat with other members who share your interest in auto history.

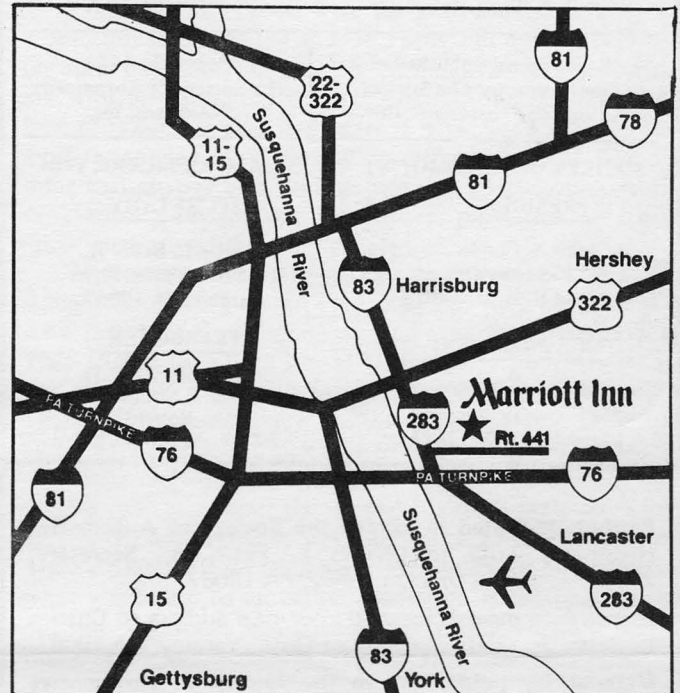
This annual SAH event is attended by members from all across the country, and often from around the world, and you'll have the chance to meet members whose names you've heard and read for years—truly a once-a-year opportunity.

The Harrisburg Marriott Inn is located at 4650 Lindle Road, just off the intersection of Interstate 283 and Route 441, Harrisburg, Pennsylvania.

The map at the top of the next column will tell you how to get there. (NOTE: Interstate 283 and Pennsylvania Route 283 cross just north of the Pennsylvania Turnpike, which can result in some confusion. If you are coming from the Turnpike be sure to stay on Interstate 283 to Route 441).

For reservations, contact George B.P. Ward, Jr., SAH treasurer, c/o Maryland National Bank, P.O. Box 987, Baltimore, Maryland 21203. Reservations should be made by October 5th. Tickets will be distributed at the dinner.

For an evening of good food, fun and fellowship, plus a little serious business, plan now to attend this annual event!



## FREE LIBRARY OF PHILADELPHIA TO RECEIVE JAMES J. BRADLEY AWARD

HERSHEY, PA, August 15, 1984.—The Automobile Reference Collection of The Free Library of Philadelphia will receive the James J. Bradley Distinguished Service Award from the Society of Automotive Historians at its annual meeting to be held here October 12. The award is given in recognition of the library's "longtime dedication to the preservation of original automotive material, and in appreciation of its assistance to researchers, writers, historians, and students of automobile history."

This marks the third awarding of the Society of Automotive Historians' (SAH) highest honor, named in honor of James J. Bradley, long-time head of the National Automotive History Collection of the Detroit Public Library until his untimely death a few years ago. James Wren, chairman of the award committee and patent librarian of the Motor Vehicle Manufacturers Association in Detroit, and John A. Conde, president of the SAH, will make the presentation during the banquet meeting of the society.

The automobile reference collection in Philadelphia houses some 26,000 photographs, 23,000 pieces of sales literature, and an extensive section of books and periodicals, shop manuals, parts books, and owners' manuals. Micro-filming of the scarce material is in process. The collection was established in 1948, and is located at Logan Square in Philadelphia, Pennsylvania.



# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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  
Frederick D. Roe

The SAH Journal published  
six times a year by The Society  
of Automotive Historians, Inc.

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Historians, Inc.

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

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Charles L. Betts, Jr.  
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George B.P. Ward, Jr.  
c/o Maryland National Bank  
P.O. Box 987  
Baltimore, MD 21203

Persons interested in joining the Society of Automotive Historians, write to Charles L. Betts, Jr., Secretary, 2105 Stackhouse Drive, Yardley, PA 19067.

If you have moved, forward your new address to Charles L. Betts, Jr., 2105 Stackhouse Drive, Yardley, PA 19067.

Material for publication in the Journal or Automotive History Review should be sent to Richard B. Brigham, Editor, 1616 Park Lane, N.E., Marietta, GA 30066.

## BACK ISSUES OF SAH PUBLICATIONS FOR YOUR FILES

### AUTOMOTIVE HISTORY REVIEW

With the exception of number two, all issues are available from one to fifteen. Price is \$3.00 per copy, plus \$1.00 postage per order in the USA.

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Make checks payable to The Society of Automotive Historians, Inc., and mail to Fred Roe, 837 Winter Street, Holliston, MA 01746 USA.

## CHAPTER NEWS

### WISCONSIN CHAPTER

The Wisconsin Chapter of the Society of Automotive Historians held its annual meeting and election of officers during the Iola Car Show on July 7, 1984. William T. (Bill) Cameron was elected President, Bob Lichty, Vice President, Bob Gary, Treasurer, and Ray Scroggins, Secretary. Tony Hossain was added to the Board of Directors which includes Don Luebke of Bear Creek, Matt Joseph of Martinsville and ex-officio, as out-going President, Walter Wray of Argyle.

The highlight of the meeting was a talk by Beverly Rae Kimes on little-known facts surrounding The Great Steam Race of 1878 and other Wisconsin automotive firsts. In addition, she emphasized the importance of assembling and recording for posterity the many contributions made by Wisconsin firms to the development and improvement of the automobile over these many years.

During its five-year history the Wisconsin Chapter has made steady progress toward its goal of collecting, organizing and establishing a separate automotive history archive to be housed in the State Historical Society Library. There have been more than 175 makes of automobiles and trucks manufactured in Wisconsin, and an equally impressive number of companies manufacturing automobile components, including such well-known items as frames by A. O. Smith Company, of Milwaukee, locks and keys by Briggs & Stratton, also of Milwaukee. Automobiles that at one time saw the light of day in Wisconsin covered the alphabet from the 1901 Able made in Fond du Lac to the 1914-15 Ziebel made in Oshkosh. Better known makes included Jeffrey, Kissel, Nash, Rambler, FWD and Oshkosh Truck.

The Wisconsin Chapter publishes a quarterly newsletter, *The Spark*, whose editor for the immediate future will be Chris Halla, of Appleton, Wisconsin, formerly on the staff of *Old Cars Weekly*. He will be assisted by an editorial board consisting of Ray Scroggins, Tony Hossain, and Matt Joseph.

## ACKNOWLEDGEMENT OF CONTRIBUTIONS TO OUR REFERENCE FILES

From SAH member G. H. Brooks, of South Australia, we have received a copy of *The Sporting Car Club's South Australian Motoring History Book No. 7*. This is a 56-page collection of photographs of cars made from 1919 to 1931, compiled and published by the Sporting Car Club of South Australia, Incorporated, and edited by Mr. Brooks himself. There are 112 photographs in this collection, picturing cars made in several countries as they appeared when in daily use, as opposed to professionally posed factory photographs. One of the pictures is reproduced on the back cover of this issue of the *SAH Journal*, and others will be used in future issues.

SAH member Bernard J. Weis, editor of the publications of the Pierce-Arrow Society, has put us on that Society's mailing list to regularly receive its publications, and a copy of its magazine, *The Arrow*, has recently been received, this time accompanied by an issue of *The Emporium* (the club's newsletter) and the current membership directory.

This directory lists not only the members, alphabetically and geographically, but includes a list of their Pierce-Arrow vehicles from bicycles of the 1890's to the last of these fine automobiles in 1938. Quite a number of SAH members are listed as members of the PAS, not just a few of whom are owners of Pierce-Arrow cars.

These contributions are valuable additions to a growing file of reference material here at the SAH Editorial Office, and we are grateful to our contributors.

## THE INTERNATIONAL HISTORICAL COMMISSION OF THE FIA

by Griffith Borgeson

The oldest automobile club in the world, and the model which most others tried to follow, is the Automobile Club de France, founded in 1895. As clubs came into being in other countries they looked to the ACF for leadership, which became institutionalized in 1904 with the formation of a sister body. This, the International Association of Recognized Automobile Clubs (AIACR), was renamed the International Federation of the Automobile (FIA) after World War II. The FIA, known best to the public for its International Sporting Commission (CSI), serves to coordinate and regulate many activities of auto clubs throughout the world. Last year, with the creation of an International Historical Commission (CHI), the FIA accepted responsibility for establishing an objective and accurate account of who really did what in automotive history.

While the ACF has had an historical commission since 1932, it is purely national in scope and its members are French. The CHI/FIA has as its president Henri Girod-Eymery, long head of the ACF historical body. The membership of the CHI consists of delegates from the great number of national clubs which constitute the FIA, plus experts who may be co-opted by the president. Each club is entitled to a full member on the commission, as well as a standby or substitute member. The author is a co-opted member, concerned particularly with American interests and representing, at least on a temporary basis, the American Automobile Association. Since he is a member of SAH, our organization is also represented within the CHI/FIA, which is headquartered at the Place de la Concorde in Paris.

The immediate concern of the CHI is to achieve consensus among its members upon the origins of the internal-combustion engined light motor vehicle. The commission's orientation was indicated by Count H. C. Seherr-Thoss, its vice president as well as delegate of Germany's ADAC: "The CHI should only consider the international view of an event, not the national one; the latter is the domain of the individual country." His deputy, Prince Kraft von Hohenlohe-Langenburg, referring to Benz and Daimler, made his country's position clear: "The main thing is not to celebrate the achievements of two men but, on the contrary, to stress the international cooperation which made the birth of the motor car possible."

While the immediate concern is with the upcoming centennial of the Benz and Daimler vehicles, the ultimate scope of the CHI is the history of the self-propelled vehicle in all its forms. Thus the great pioneering work done in the age of steam will come under the commission's review, as will the development of the electric vehicle. With both well-known and obscure inputs being contributed through the representatives of each pioneering country, in the long term the CHI may develop an archive the like of which has not existed before, anywhere.

The delegates of the pioneering countries have their work cut out for them. The USA is alone in having a resource such as the SAH to call upon for aid. It would be ideal if the Society should elect to establish a special committee, devoted to the history of the pioneering period of the American automobile, which would encourage its membership to contribute data to an archive devoted to that subject. The harvest could be surprisingly rich. Its more significant elements could be integrated into the CHI archive, in their proper chronological place. The fruits of such an initiative, like those of the CHI, should con-

stitute precious additions to our literature.

## THE FRENCH NATIONAL AUTOMOTIVE CENTENNIAL

Not to be confused with the CHI/FIA is the *Chambre Syndicale des Constructeurs d'Automobiles (CSCA)*, the French equivalent of the American industry's Motor Vehicle Manufacturers Association (MVMA). The CSCA exists to promote the French industry and it has chosen to claim for France the creation of the first four-cycle internal-combustion engined motor vehicle. The claim is far from being without merit. It is based upon a horse-drawn wagon which was fitted with a four-stroke engine and the other mechanical elements necessary to render it auto-mobile. It was built and operated in 1884 by a gifted industrialist, Edouard Delamare-Deboutville, and his engineer, Leon Malandin, two years ahead of Daimler's own converted hippomobile. (See SAH Journal No. 89, page 3. -Ed.) The vehicle is described and pictured in Chapter XIV of Dr. Charles W. Bishop's Cugnot Award-winning book, *La France et l'Automobile*. The important difference between the DDM and Benz and Daimler's experiments is that the latter evolved directly into the classical early automobile whereas the DDM initiative led to large stationary industrial engines. The CSCA has declared "1984: The Year of the Hundred Years of the French Automobile" and is staging "The Salon of the Century" at Paris' Grand Palais from mid-June to the end of August. Ironically, ignored are all those great French pioneers who, with only steam power at their disposal, began inventing the automobile well over two centuries ago.

## LETTERS

**From Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89433.** — I believe that every modern day reference to the AUTOCYCLE misspells the name of the manufacturer. It should read "Vandegrift Automobile Company," and not "Vandergrift" (with an 'r'). Every piece of original material I have on this vehicle spells the name without that first 'r.'

Also, I find no evidence that it was ever called the Vandegrift nor was there any intention to do so, although some references are so worded as to leave one open to that interpretation. The vehicle was first introduced in January of 1907 as the Autocycle.

A note in *Motor Age* of May 24, 1906, refers to the veterans Morris and Salom as among the incorporators.

*Editor's note:*— In the above letter, Ralph Dunwoodie is referring to an item in Journal No. 90, page 4, a condensed description of the Autocycle of 1907. For the errors he points out, we take the full blame for assuming that the references used in putting those paragraphs together were correct and needed no further verification. In addition to his letter, Ralph also sent several pages of photocopied material from various trade publications of 1907 which completely confirm his comments.

The letter which follows below has a bit more to say on the subject of accuracy, and in our editorial comment on it—well . . . better we should practice what we preach!

\*\*\*\*\*

**From James F. Petrik, 7275 Berwood Drive, Maderia, Ohio 45243:** — There seems to be a disturbing trend among those doing writing and compiling chronological lists, and that is carelessness in regard to calendar year versus model year. If you think it is bad now, just imagine another forty years or so. People will go looking for some model that does not exist—in fact, never existed. The lists make you think it has.

Continued on next page—>

In the early days, I believe, the new models were introduced in very early January, so, no problem. Through the years, some models were introduced as much as six months early. This causes confusion.

A case in point: Let us refer to the book (a good one) *Automobiles of America*, by the Automobile Manufacturers Association, Inc., published (1962) by the Wayne State University Press. Under the 1938 heading we find (page 41): "Ford Motor Company introduced the Mercury line of cars. The new make was aimed for the medium price field, and was equipped with a V-8 engine."

Note that this did not say it was introduced late in the year as a 1939 model. Years from now someone may be looking for a 1938 Mercury. Also, on page 42, under the 1939 heading: "Oldsmobile offered 'Hydramatic Drive,' an automatic transmission." So who is looking for a '39 so-equipped?

Does SAH have a policy regarding the above?

In addition, think of the confusion caused by there being cars on the street not covered by any magazine ad or showroom brochure. Conversely, how about the cars that were never made that are nevertheless shown in the literature?

Opportunities for confusion are great.

*Editor's comment: - The above letter should bring a number of replies for publication in future issues. The questions posed by Mr. Petrik are by no means new ones; in fact, they go back to the earliest days of the industry. While it is true that many auto manufacturers waited until January to present their new models, the trend has always been in the other direction. The all-time record for this sort of thing, I believe, belongs to the firm of Palmer & Singer, who ran full-page ads announcing their 1915 "Magic Six" in the last weeks of 1913, thus skipping the entire year of 1914. Ironically, P & S was out of business well before the end of 1914.*

*As to an SAH policy in such matters, we try—and always have tried—to discourage inaccurate reporting of automotive history. All too many compilers of chronological lists have chosen the easy route of copying from all of the previous lists they can lay hands on, which only makes matters worse by seeming to substantiate earlier errors. Whoever compiled the list beginning on page 221 in the book to which Mr. Petrik refers was among the worst offenders in this respect, with glaring errors on almost every page, including the names of many cars which never existed.*

## TOM'S BOOKS OF THE MONTH

*Capsule comments on books of interest from a Wisconsin member who has the chance to see them all . . . the lucky fellow.*

As a starter, I should mention *Grand Prix! Volume 3, 1974-1980*. This volume is a race-by-race account, together with the results of the Formula One World Championship events, for the period noted. As the title indicates, it is the third in a series of books that provides information to the motor sport historian that is otherwise available only in annual format. Volume 1 covered 1950-1965 and Volume 2 covered 1966-1973. These books are published in England and are edited by Mike Lang.

The second book of the month is *Classic Supercharged Sports Cars* by Thomas J. Perkins. A well-known international collector, Perkins specializes in supercharged sports cars and is personally published under the name of Presidio Press. This is a very nice book on ten of the cars in his collection, including four supercharged Bugattis, two supercharged Mercedes, two supercharged Alfas, a supercharged Squire, and an SJ Duesenberg. The volume contains beautiful color photography of the cars, plus information about them and Perkins' personal reminiscences.

Just published, and sure to be a winner, is *Harrah's Automobile Collection*. This appears to me to be one of the books of the year for any car buff. It is written by Dean Batchelor who, of course, worked for the collection for a number of years and knew Bill Harrah personally. Included also is a foreword by Phil Hill and an introduction by Clyde Wade. I've seen an advance copy of the book, and it's fascinating. There are chapters on Bill Harrah, the acquisitions, the research, the restoration and the collection. One interesting item for SAH members is the complete listing of all the cars in the collection at the time Bill Harrah passed away. A substantial part of the book is taken up with photos and descriptions of some of the greatest cars in the collection. Most of the book is in color. I'm sure this volume will end up in many an automobile library.

## RESEARCH and CLASSIFIED ADS

**Information requested** - Anyone with access to, or copies of California Motor Vehicle Registrations for the year 1938. I'm doing research on the last Pierce-Arrow, which was sold to family in Malibu in March 1938, and who took delivery after the Pierce bankruptcy declaration on May 13, 1938. All leads welcome! **Paul Stimmler, 906 Thistle Lane, West Chester, Pennsylvania 19380** . . . . .

**Wanted** - *MoToR* Annual Show Numbers: 1920-1921-1922-1923-1924-1925. Will purchase singles or whole collection. **Tom Gibson, 1310 Oakview Way, Anoka, MN 55303**.

### \*\*\* AS WE GO TO PRESS \*\*\*

#### SPECIAL NEWS BULLETIN: ELECTION OF OFFICERS AND DIRECTORS FOR 1985

Word has just been received from David L. Lewis, Chairman of the 1984 Nominating Committee, that the slate of SAH officers and directors for 1985 will be as follows:

- PRESIDENT . . . . . John A. Conde
- VICE PRESIDENT . . . . . Walter E. Gosden
- SECRETARY . . . . . Charles L. Betts, Jr.
- TREASURER . . . . . George B. P. Ward, Jr.

#### ELECTED TO BOARD OF DIRECTORS:

- Matt L. Joseph
- Walter E. Wray
- John R. McAlpine

#### DEADLINES FOR LETTERS AND CLASSIFIEDS

For guaranteed publication in the next issue of the *Journal*, letters and classified ads must be received at this office by the following dates:

ISSUE	DEADLINE
January-February . . . . .	January 10
March-April . . . . .	March 10
May-June . . . . .	May 10
July-August . . . . .	July 10
September-October . . . . .	September 10
November-December . . . . .	November 10

## THE COYOTES OF CALIFORNIA

by J. H. Valentine

Godfrey, George and Frederick Stamm opened the Los Angeles Automobile Company in 1902 at 109 North Main Street in Los Angeles. The firm retailed automobiles, selling Ford cars for a time.

Two bodyless racers, which carried entry numbers 8 and 10, were entered in the November 1903 auto races held at Agricultural Park in Los Angeles. These entries were named "Coyote," and were listed as owned by the Los Angeles Automobile Company; had been built by George Stamm, with number 8 driven by Clarence Clark and number 10 by George Snyder.

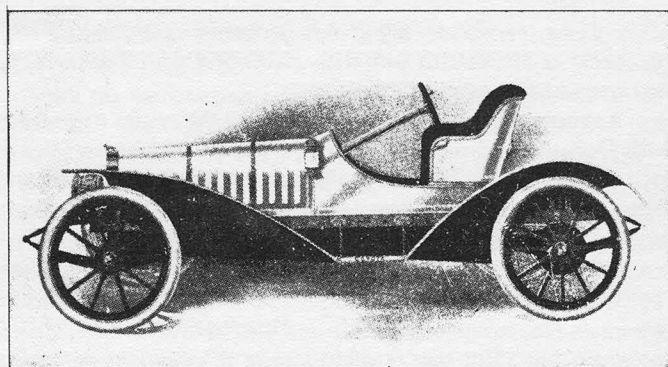
On Friday, November 20th, the fourth race of five miles included the number 10 Coyote, which was described as follows: "Stamm's Coyote proved the propriety of its name by quitting. It is a two-cycle, four-cylinder freak . . ." The fifth race, five miles, found the number 8 Coyote "a poor second" to the White Ghost but ahead of a Tourist automobile. The following day in the fourth race, the Coyote ran against a stripped Toledo driven by Bert Dingley, a stock White steamer driven by Frank Garbutt, and a special White steam car driven by distributor Charles Hawkins. "The Coyote was outclassed," according to the next day's newspaper. In the final race of the day, Barney Oldfield drove one of the two Winton Bullets entered. "The Tourist, Coyote, and White also ran," said the newspaper.

George Stamm showed a two-cycle, four-cylinder, air-cooled, high-compression engine in a nice touring car built in the firm's shops in 1905. Early in 1906 the company moved to 945 North Main Street, and disappeared about 1908, just about the time that the Pacific Motor and Automobile Company was being set up in suburban Redondo Beach, California. George Stamm seems to have faded from the picture in the city of Los Angeles at the same time.

The new firm built some long, racy-appearing Coyote roadsters having an air-cooled 50 HP V-8 engine for the model years 1909 and 1910. According to local historian A. R. (Red) Allison of Redondo Beach (an AACA Director) the cars were made in some small garages near the beach on Diamond Street off Pacific Avenue. The facility was too small for large-scale production, and was bought out by the Warman Steel Company, which built a new fabrication plant but lasted only a short time. Mr. Allison says the location was remembered for many years by the name of the adjacent alleyway, Coyote Avenue.

Another Coyote showed up in Los Angeles in 1910, when local engine builder Murray Tunison was building Coyote aircraft engines for some local aviators. Mr. Tunison was later involved with the Tunison automobile, about which the late Frank Snyder, Jr., wrote in *Old Cars* newspaper in 1972. The Tunison automobile was said to have had an advanced high-compression V-8 engine of 60 H.P., and was proposed as a long, pointy-tailed roadster or a sporting touring car. The same Mr. Tunison was involved in the later Paramount automobile, of which SAH member Keith Marvin wrote in a recent issue of the *AUHV Automobilist*.

Any help in piecing together any bits of the Coyote puzzle, or in tying together any of the separate pieces, or in supplying the names of any persons involved with the Redondo Beach concern, would be much appreciated. Neither Mr. Allison nor myself knows the name of any individual involved in the Pacific Motor and Automobile Company.



This 1909 model Coyote Roadster was manufactured by the Pacific Motor and Automobile Company of Redondo Beach, according to an old Automobile Club of Southern California yearbook. According to the description the car had an eight-cylinder engine of 50 horsepower, 36 inch wheels, a multiple disc clutch and a fuel capacity of 20 gallons. The approximate weight was 1750 pounds, and the price, \$1750. The steel body was painted grey, with carmine running gear.

### AN ENCOUNTER WITH WATT MORELAND

by David W. Rice

A few decades ago I had finished what I thought was a pretty good restoration of a 1902 two-cylinder Tourist, made in Los Angeles. At least it ran. My partner in the car and the real finder of the old thing was Ransome Mathews, curator of the Los Angeles County Museum in Exposition Park. Ransome arranged a meeting with Mr. Moreland and we gave him a ride, which he seemed to enjoy. He was old, but sharp. This was January 1957.

I remarked there was a Durocar engine crowded into the center of the frame, driving the old Tourist transmission, whose wooden clutches carried a stamped date of August 1902. There was also a Whitney chain, stamped "Pat., 1902." And the frame was angle iron, whereas other Tourists were armored wood. Did I have a "Mickey Mouse" car?

Moreland explained that he had been foreman in both plants, Los Angeles Auto Vehicle (Tourist) and Durocar, at the same time for a while. Tourist was at 10th and Main; Duro was a few blocks away. And there was some interchange among the directors. He further said that he needed several strings to his bow, as Tourist was not interested then in four-cylinder cars as much as Moreland thought they should be. Durocar at least had a shaft drive set-up with the big engine up front like a Maxwell or Northern.

As to the anomalies of my Tourist, Moreland and Ransome Mathews agreed that the original engine, an automatic inlet valve affair, "had broken up when trying to cross a plowed field and a Duro engine had been dropped in." I had found that the cross-members had been opened up. This may have been 1905 or later.

Mr. Moreland cautioned me several times against relying on the memory of a retired man; he is not likely to admit ignorance or "fuzziness," or anything negative to his accumulation of hopes and dreams.

So beware, you historians! Informants possessing good information can't resist bolstering data with romantic notions. This is all too true in ethnology, where the anthropologist is seeking historic data from some old Indian.

I did finally run into an old-timer who had been toolroom clerk at 17 at Los Angeles Auto Vehicle. He had a rare total recall in enormous detail of the people and the operation. He gave Jim Zordich seven one-hour interviews. Jim had a lot of facts on Tourist and the informant never missed. And neither he nor Moreland could figure out that angle-iron frame and

other items, except to say it was probably experimental and obviously a blacksmith job with rivets and round corners. It had oversize (long range?) tanks, too.

Anyhow, the old Tourist has done 25,000 miles of touring with Dorothy and me, and is truly a "bomb" with two 5½ x 5 inch cylinders. All Tourists really go, but mine is the lightest. When you are out this way, drop in and enjoy some historic archeology.

David W. Rice  
905 N. Gainsborough Dr.  
Pasadena, California 91107

### THE BERLIET FOUNDATION

The American ALCO car, which ceased to be in 1913, started out as a very accurate copy of the French BERLIET, founded in Lyons by Marius Berliet in 1895. In 1905 the American Locomotive Company obtained manufacturing rights for what generally had come to be regarded as one of the finest automobiles in the world.

The last Berliet cars were made in 1939. Since World War II the fame of the name has rested upon a line of remarkable trucks, which include some of the largest and most powerful in the world. A very good museum devoted to the marque was created at the Lyons factory by the founder's son, Paul Berliet, in 1954. In 1978 the firm was absorbed by the state-owned Regie Renault. Then in 1981 the Berliet family and Renault Industrial Vehicles joined forces in the creation of the Fondation de l'Automobile Marius Berliet. This direct outgrowth of the original museum initiative has two principal objectives. One, regional in nature, is the preservation of the automotive patrimony of the Lyons area, where some 110 different makes once were produced. The other, national in scope, is the preservation of historic French trucks, buses, military vehicles, etc. The collection now includes more than 120 vehicles, dating from 1895 to 1970. Although the Foundation maintains vehicles on permanent exhibit it also functions as a sort of bank, which loans historic vehicles to museums all over Europe. It also maintains a center of documentation and library which are devoted to its areas of special interest.

The Berliet Foundation and its archives are headquartered in the family's splendid old chateau. The address is 39, avenue Esquirol, 69003 Lyons, France. Its staff, of course, is interested in the exchange of information of mutual interest with scholars and enthusiasts everywhere.

Griffith Borgeson

### SAH QUIZ NO. 3

QUIZ NO. 3 – What American automobile maker was the first to offer balloon tires? in what year? and who made the tires?

QUIZ NO. 2 – The plant of what Indianapolis auto-maker became a shoe polish factory when the auto company went out of business?

No answers were received for this one. According to an item in *Motor Age* of September 26, 1918, "The plant of the Pathfinder Automobile Company, Indianapolis, Ind., which recently passed through dissolution proceedings, has been leased by the S. M. Dixie Shoe Polish Company of Brooklyn, N.Y., and will be used for the manufacture of shoe polish."

*Editor's Note: Somehow the name "S. M. Dixie" doesn't sound just right. We have found that Motor Age of that period made frequent typographical errors. Could the name have been "S. M. Dixon?"*

### BOOK REVIEW

*B.M.W. – BAVARIA'S DRIVING MACHINES*, by Jan P. Norbye and the Auto Editors of *Consumer Guide*®. 256 pages. 420 illustrations, 123 in color. Hardbound, 9¼ x 11¼". ISBN 0-517-42464-9. Beekman House/Crown Publishers, Inc. One Park Avenue, New York, NY 10016. \$9.98.

This is the story of one of today's most popular road cars, tracing its lineage back to its first models of 1928 and, like the four earlier volumes constituting the Marque Series by the Auto Editors of *Consumer Guide*®, it offers a great deal in fine writing, painstaking research and excellent illustrations for a price anyone can afford.

B.M.W. (for Bayerische Motoren-Werke, or, more simply, Bavarian Motor Works) first saw the light of day with its Dixi model, a German version of England's ubiquitous Austin Seven and, through the years, has evolved into today's racing machines and coveted road cars. It hasn't been as widely written as many other makes but it doesn't take second place in point of interest. For one thing, there was a great variety of models; a good deal of custom coachwork, and such related kessin' cousins to the standard German product as England's Bristol cars, first announced in 1947. And there were other interesting offerings in B.M.W.'s patchwork quilt history, such as the Isetta bubblecar which enjoyed something of a vogue in the United States in the mid-1950's. And, of course, one must not forget the B.M.W. motorcycle.

The whole story is presented here by Jan Norbye in an interesting, no-nonsense way and is, in my opinion, one of the better marque histories available now.

Keith Marvin

*DEUTSCHE AUTOS 1945-1975*, by Ing. Werner Oswald, in German. Published by Motorbuch Verlag, Postfach 1370, 7000 Stuttgart 1, West Germany. Hardcover, 7 x 9½ inches, 464 pages, 611 black and white photos. Price DM48, including shipping charges.

Werner Oswald's first specification book for German cars was published in 1979. It covered the period 1920 to 1945 with impressive thoroughness and it promptly assumed its place in the literature as a basic, if not indispensable, reference work. It remains in print.

Last year the same publisher released the companion volume to that book, this one covering the period 1945-1975. It possesses the same crisp, clean presentation as its predecessor and the same thoroughness and admirably logical organization. It has about half as many marques to deal with, but it nevertheless represents another staggering undertaking.

Concerning makes which still are with us, Oswald finds it possible to cover the Audi postwar line in a mere 15 pages, whereas 26 are required for Porsche, 41 for BMW, 59 for VW, 62 for Ford, 63 for Mercedes-Benz, and 74 for Opel. The others, from AWS to Zundapp, include such ephemera as Borgward, Glas, Heinkel, Messerschmidt, NSU, and Veritas. The photographic documentation is fairly staggering and is well reproduced. As an indication of its comprehensiveness, 44 variants of the VW Beetle are shown, ranging from 1945 to 1974. Each section devoted to a make opens with an introductory text which spells out the highlights of the make's history. Specifications are presented in tabular form, but model changes are elucidated in blocks of concise text. Price data are extremely detailed, as are production figures, model by model and year by year. Engineer Oswald has done it again: created an indispensable book of lasting value and utility.

Griffith Borgeson

# That Which is Music to Some

This article was contributed by Cecil Stockard of Smyrna, Georgia. He has been a member of SAH for many years, and is also a member of the Society of Automotive Engineers. Mr. Stockard is a practicing Atlanta attorney, a long-time automobile enthusiast and, for recreation, a driver of racing cars.

I recently saw an advertisement for a gadget which, when mounted near the back of an automobile, made a noise to warn anyone who was behind that it was about to back up. My reaction was: "Is it progress to pay fifteen dollars for a gadget to do this when, in my younger days, the sound of the exhaust notified everyone automatically that a car was about to move?" Two other things were lost in the quest for silence which resulted in the super-efficient mufflers. First, the operator knew not only if the engine was running, but also if it were running properly and not suffering from a burned valve, broken ring, improper mixture, fouled plug, or some other fuel or ignition problem; and second, the distinctive sound (I almost said "music") that in some cars was as identifying to the cognoscenti as the shape of the radiator grill which for many years was the primary mark of identification.

Early silencers were very inefficient both as to noise control and back pressure, a power-robbing condition, which explains why early engines where power was a prerequisite, such as race cars and airplanes, dispensed with them entirely. Modern high-speed engines with long valve durations and the accompanying overlap can benefit at certain speed ranges by having a certain amount of back pressure supplied by a muffler or megaphone. Airplane engines, whose revolutions per minute are limited by permissible propeller tip speeds, do not have valve timings which require back pressure, and therefore never used mufflers, which is a good thing. At the present state of the art, jet engines cannot be silenced and probably never will be. Just think how loudly the environmentalists would have screamed had the gasoline engines set a precedent by being quietly muffled.

At any rate, we now get the picture that exhaust noise meant power in the early days, and that it was very macho to have a loud exhaust. Even in muffled engines an exhaust loud enough to drown out the rattle, clatter and whine of valves, pistons, gears, and other rotating and reciprocating parts was welcome. "Cut-outs" and "bypass" mufflers (internal cut-outs) were popular and in some cases factory equipment. In those days noise regulations applied only in corporate limits. One of the variances to this was a state law which prohibited cut-outs from exhausting downward so as to add to the dust if one were being pursued by the gendarmes on a dirt road.

As late as the 1960's, Donald Healey was being interviewed by a member of the motoring press on the subject of the Austin-Healey, and remarked that it had a tuned exhaust. The interviewer asked Mr. Healey why, on an ordinary street engine, he went to the trouble of providing proper length, diameter, and back pressure for maximum performance, and Mr. Healey quickly explained that that was not what he meant. He was speaking of the sound.

Although the Model T Ford sounded as if Henry had used the cheapest available muffler that lowered the noise to a respectable level; the Model A sported a jaunty sound which could not be confused with anything else. Chevrolet answered Ford's Model A with an overhead-valve six in 1929 and was riding high until 1932, when the Ford V-8 appeared which had more cylinders, was smoother and quieter, both as to mechanical and exhaust noise. Chevrolet's answer in 1933

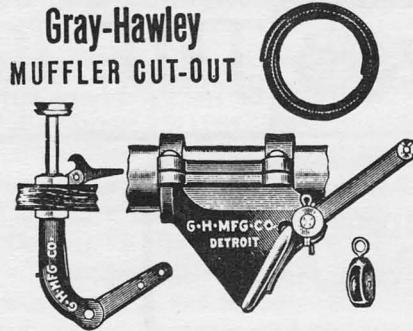
was a more attractive body, a more powerful engine, and, most interestingly, a sporty-sounding exhaust. The fact that it covered up the valve clatter was probably considered. To my knowledge and memory, at no other time did General Motors follow this line until we reached the performance days of the 60's and 70's. Although they were subdued as compared to the earlier days, some of the Trans Ams and Z28's, for instance, were macho. Auburns of 1932 and earlier vintage had factory-installed bypass mufflers and were, when open, the most beautiful sounding of all.

Following this period were the gutted mufflers. They had a beautiful sound on '35 and '36 Fords, but not nearly so nice on other engines. I put a '32 Auburn muffler on a Studebaker Six with unsatisfactory results. A gutted muffler on an Air-flow Chrysler was also a disaster. I never knew why the same muffler sounded so differently on different engines. The only thing that anyone ever told me was that a fast-closing exhaust valve made a sharp crack. Two-strokes prove this but I never knew what caused the other differences.

Next came the after-market steel wool and glass-pack straight-throughs. I never used one, but they sounded good until they became carboned up, and then they were too loud. They should have been low in back pressure, but I never saw the results of a test. Large diameter tailpipe extensions or "Echo Cans" gave a nice mellow tone but they must have added back pressure, which may or may not have been needed.

Noise regulations, emissions requirements, and quiet engines have just about put an end to one of yesterday's joys. Just as the faint smell of wood smoke on a misty fall morning was a delightful odor until we found out that it was pollution, what was music to an earlier generation is anathema to this one. My '74 Honda had a delightful crackle when the muffler rusted through. I wonder if the CRX . . . . ?

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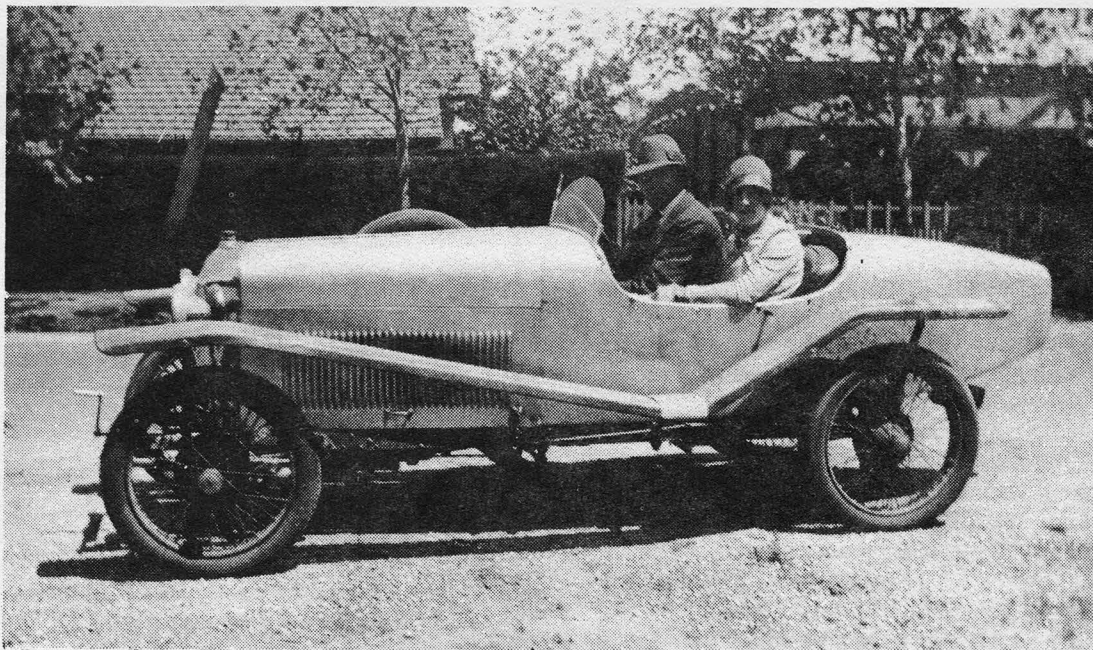
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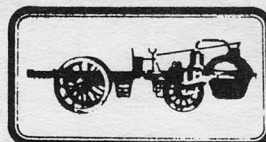
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This advertisement, reproduced from the January 1922 edition of *Chilton's Automobile Directory*, is an example of dozens of such ads which appeared regularly in the trade publications from the early days of the industry well into the 1930's, by which time they were advertised as "Tune-up Valves," presumably to justify their use as something more than just noise-makers. Cut-outs were standard factory equipment on a great many automobile makes in the pre-1925 period.



Amilcar Grand Sport model of c. 1925, owned by H. H. Young, of Glenelg, South Australia. He had two of these cars, one for racing and the other presumably for touring. Photograph from *Motoring History Book No. 7*, compiled by The Sporting Car Club of South Australia Incorporated, and contributed by SAH member G. H. Brooks, of South Australia.



# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

**Return Postage Guaranteed**

Editorial Office:  
1616 Park Lane, N.E.  
Marietta, Georgia 30066  
U.S.A.

September–October 1984

Issue No. 92

Bulk Rate  
U.S. Postage  
PAID  
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Permit No. 604