

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July-August 1985

Issue Number 97

## EDITORIAL COMMENT

### THE HISTORICAL RELEVANCE OF AUTO ACCESSORIES

The 'Letters' column in this issue of the *Journal* includes two letters—one long, one short—on the neglected subject of automobile accessories and contemporary parts as dealt with in automotive publications both antique and modern. A glance through the pages of the early editions of such publications as *Horseless Age*, *Motor Age*, *Automobile Trade Journal*, and similar magazines will reveal a wealth of information about such items as tires, spark plugs, headlamps, tops, tools, windshield wipers and bumpers—the list is endless. The history of the development of these items could provide material to keep auto historians busy for a long time, and it's all a part of the history of the automobile and its development. The story of the accessories and attachments once available for the Model T Ford car alone would offer material for a book.

Many years ago the late Harry Pulfer, who was a founding member of the SAH back in 1969 and an authority on emblems, mascots and Motometers, compiled a collection of notes on the history and development of the Motometer (often incorrectly referred to as 'Motor Meter') in the hope of getting it published. He offered it to several SAH members, each of whom dodged the matter by sending it to someone else to struggle with. It finally ended up in the lap of Grace Brigham, who arranged it in chronological order and also did a tremendous amount of additional research on the subject. Her result was a 24-page article published in two parts in *Automotive History Review*, numbers 5 and 6, tracing the name back to 1902 when it was applied to a speedometer rather than to a water-temperature indicating device.

With a reasonable amount of digging, the same sort of historical information—all a part of the evolution of the automobile—is available in old magazines, which can be found in free libraries and historical societies' collections in the larger cities all over the United States.

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### THE ROLLS-ROYCE SPRING, AND OTHER FANCIFUL BUT WELL-CIRCULATED STORIES

As a follow-up to the item printed in *Journal No. 96*, here are just a few of the stories that have been circulated over the years. The events reported never seem to have actually happened to the tellers of these yarns, but always to a neighbor, a relative, or even a friend of said relative. You may have heard any or all of those recounted here, and you could also probably add substantially to the list.

For openers, let's begin with the tale of the Rolls-Royce with the broken spring (and stop me if you've heard this one):

Back in the middle 50's (or 40's or even the 30's—you name it) an African safari group was using a Rolls-Royce as its supply vehicle. At a remote spot in rough and forbidding country the Rolls broke a spring (which one doesn't matter) and a message was dispatched to the Rolls plant at Crewe (by

runner, radio, cable or telephone—take your choice) requesting that a replacement spring be sent by the fastest possible means. A couple of days later an airplane arrived, bringing not only the required part but also a couple of R-R mechanics with the necessary tools. When the leader of the safari group offered to pay the Rolls men, he was told that they could not accept payment, which would have to be made at the home office back in England.

Months later, when the party returned to native soil, the aforesaid leader went to the R-R factory, where, he was told, there was no record of the event, and there must have been some mistake because, "our springs don't break."

Nice little story, don't you think? And there are probably hundreds of people who believe it and continue to spread it.

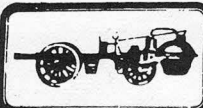
Now let's move on to the story about the Model T Ford with the Liberty aircraft engine. This one was circulated soon after the close of World War I back in 1918, when brand new aircraft engines were being sold by the government as surplus material. It seems that the driver of a Cadillac (or Pierce-Arrow or Locomobile—take your choice) noticed that he was being followed by a lowly Model T, and kept increasing his speed to avoid being passed. But when the high-powered car had reached its maximum speed, the Model T passed it easily and disappeared in the distance ahead.

In the next town (as the story goes) the driver of the bigger car spotted the Model T in a filling station, where it had been stopped for refueling. He pulled into the service station and asked to examine the smaller car, whereupon the owner opened the hood and displayed a Liberty V-12 airplane engine of some 400 horsepower. Despite the fact that the Liberty engine was about three times the physical size of a Model T engine, and weighed something over 800 pounds (which would have crushed the Ford front spring, even if such a huge engine could have been fitted in the limited space available) this story persisted well into the 1920's and was believed by a great many people.

But not all of these fanciful tales date back into past decades. Here's one as new as day-before-yesterday which appeared in a piece of television advertising as recently as July of this year:

The scene opens to show a red touring car with its top removed, presumably to make it look older. This is a three-quarter rear view of the car, but it looks for all the world like a 1925 or 1926 Buick. The car is displayed very briefly, but as it disappears from view a voice says, "When we built our first car back in 1914 we raced it against a horse—and the horse won." This was followed by a short statement about how things have improved since that early date (*very* early date, since the company sponsoring this commercial was formed in 1949 to build trucks, and didn't make a passenger car until 1953).

We aren't going to mention the name of this company, but if you wish to enter our contest to identify the alleged 1914 model (prizes to be announced later) just tear off the top of a 1985 Isuzu and send it with your entry.



# 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

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

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2105 Stackhouse Drive  
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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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Out of print: 3, 4, 6, 7, 23, 26, 43.

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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.

## NEWS ITEMS, NOTICES, ANNOUNCEMENTS, ETC.

### A CORRECTION

#### THE MICHAEL SEDGWICK MEMORIAL TRUST

Nick Georgano calls attention to the fact that the item on the Sedgwick Trust in *Journal No. 96* (reprinted from *Road & Track*) has the wrong name as secretary.

The secretary is not Graham Robson as reported, but Brian Heath, Spring Cottage, High Street, Milford-on-Sea, Lymington, Hants., England.

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#### FLEA MARKET SPACES RENUMBERED, BUT LOCATIONS REMAIN SAME AS LAST YEAR

The following letter has been received from SAH president John Conde:

" . . . for the first time in its history, the Hershey Region of AACA is giving flea market vendors the opportunity of reconfirming the same spaces for 1985 that they had in 1984. I followed all the instructions, insofar as the 10 spaces I asked for last year—five for my tent partner Don Matteson and me, and five for the SAH. I even arranged to have all the spaces paid for in advance.

Now we have received official confirmation that our spaces will be available this fall. However, according to a notice just received, 'due to changes in the Blue, White, and Car Corral fields, your spaces have been renumbered or relettered.' " While we will have the same location as last fall, the numbers for SAH this coming October will be BR-71 to BR-75."

Right now would be a good time to make a note of this change of numbers.

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#### VOTING TIME AGAIN!

Once again it's time for the annual election of officers and directors of the SAH, and as we go to press ballots have already been mailed to every member. Indicate your choices on your ballot, and mail it in the pre-addressed envelope supplied.

If, by any chance, your envelope has been mislaid, send your ballot to David L. Lewis, 2588 Hawthorn Road, Ann Arbor, Michigan 48104.

The new slate of officers and directors will be announced in the next issue of the *Journal*, and will also be introduced at the annual SAH meeting and banquet on Friday, October 11, 1985.

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#### HERSHEY VOLUNTEERS NEEDED

Volunteers are needed to staff the SAH booth at Hershey for two-hour intervals from Wednesday through Saturday. Volunteers will give out membership application forms to interested people, answer questions about the Society, and generally make all visitors feel welcome to our space.

There are usually members gathered, talking automotive history and partaking of refreshments, but we want to make sure that someone is there at all times and paying attention to people who may slow down in the aisle and wonder, "What is the Society of Automotive Historians?"

Plan to spend your rest break at the SAH booth and help the Society for an hour or two. Please contact Mrs. Shelby Applegate, SAH, Box 1, Annville, Pennsylvania 17003. A schedule will be posted Wednesday morning at the booth, in case you forget when you volunteered. The booth is also a good place to arrange to meet friends and family in case you get separated.

## LETTERS

## CONCERNING THE PICTURE ON THE BACK PAGE

*Editor:— The picture on the back page of this issue of the Journal was contributed by SAH member Bart H. Vanderveen, of Lavastraat 13, 8084.CL 't HARDE, Netherlands, accompanied by the following description of the vehicle. We regret that we are unable to reproduce the beautiful colors as shown in the original photograph. The body of the vehicle is green, as are the brake shoes which act directly on the tires. The rest of the mechanical undercarriage is black, and the wheels are red.*

*Mr. Vanderveen's letter follows:*

You might like to publish the enclosed photograph which I took of the working replica of the controversial DELAMARE DEBOUTTEVILLE self-propelled vehicle which was reputedly built in France, near Rouen, in 1884. With this machine, it will be recalled, the French claim that the centenary of the automobile could be commemorated (in France) in 1984, rather than in 1985 in Germany as had been generally expected.

The replica was produced, down to the last detail, from original drawings, during 1983-84.

The engine is an 8 HP internal combustion unit with twin horizontal aircooled cylinders. The carburetor is provided with a device to warm the fuel by means of exhaust gases, enabling the engine to run on 'heavy' fuels. Ignition is electric and the muffler is said to contain flints (why?). From the jackshaft with a differential the two rear wheels are driven individually by means of double chains.

As the story goes, the vehicle itself was a hunting cart, borrowed from Edouard Delamare's brother. When the ignition system was being adjusted, the motorized cart suddenly started to run, straight into a wall, which reportedly caused Monsieur Delamare to abandon the project and concentrate on stationary engines. However, he was granted a patent for the vehicle, on February 12, 1884. This date is now considered 'in certain French circles' as the birthday of the automobile.

*(For more comments on this early vehicle, see SAH Journals No. 89, page 3, and No. 92, page 3—Ed.)*

## AUTOMOBILIANA

**From Victor C. Johnson, 630 Valley Avenue, N.W., Grand Rapids, Michigan 49504:—** Your letter with my photos arrived yesterday, and I thank you for returning the pictures so promptly.

What I like about the SAH publications is the articles on the so-called orphan cars and the ones few people know about. I am also interested in companies that did supply work—motors, bodies, accessories and other parts. This seems to be a neglected phase of automotive history.

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*Ed.— For more on the same subject, read on. The following letter is reprinted by permission from the May-June 1985 issue of Antique Automobile.*

**From SAH member Joe Cady, 5506 Wilson Lane, Bethesda, Maryland 20814:—** I would like to comment on a developing area of the old car hobby that I believe is being neglected by antique and classic car clubs, namely, the collection and preservation of automobiliana. A cursory look at meet flea markets, classified ads, and rising prices will certainly confirm a brisk market in automobile-related artifacts, most assuredly not limited to persons restoring cars. As a long-time car buff, with two Franklins, a Cord, a Bugatti, two three-wheel Morgans, an MG TD, and a Jag 120 in my past, I now find great enjoyment in the collecting of automobile mascots and

emblems. I also find the heraldry, beauty, and exceptionally good and bad tastes represented by mascots to be an intriguing indication, and comment on, the varying personalities who designed, built, and drove early cars.

In any case, as one of what I believe is a large number of collectors of varying types of automobiliana, I would like to have the opportunity to show some of my treasures and to meet and commune with others of similar ilk. In other words, to develop the same camaraderie, exchange information, acquire missing links in a collection, and preserve automotive history, as do those who own and show cars. I do not propose that meet organizers wrestle with the problem of judging collections that range from mascots to gasoline artifacts, but rather that consideration and encouragement be given to displaying these varied and intriguing aspects of automotive history alongside the cars themselves. Currently, about the only way to do this is to set up in the flea market area as others and I have done. Somehow this seems like second-class citizenship. While I do recognize that many who collect automobiliana are "closet" collectors, I believe there are an even greater number who, if given the chance and encouragement, could field an interesting and stimulating display of the accoutrements of the early automobile age and by so doing would stimulate the preservation of important parts of the history of the automobile and automobiling.

I would like very much to hear the thoughts of others on the subject and would eagerly look forward to admiring and enjoying others' collections of fascinating automotive bits and pieces.

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## ON ACCURACY IN WRITING (AND REPORTING)

**From K. C. Breslauer, Publisher and Editor of "Auto Racing Memories and Memorabilia," P. O. Box 443057, Delray Beach, Florida 33444:—**The reason for this letter is to comment on "Accuracy in Writing" which was mentioned in the May-June issue of the *Journal*. I had to laugh, quite frankly, about some of the comments. It is amazing to me how difficult it is to research—especially through interviews and periodicals—information on auto racing history. I have had five totally different stories from old-timers "who were there." Further research of sanctioning records, periodicals and books makes things even more unclear. The point is, you can only make conclusions from the information supplied, and when the sources are all erroneous, there are no facts. Since I am but 27 years old, I have a very tough time confirming facts that are probably basic knowledge to some research veterans.

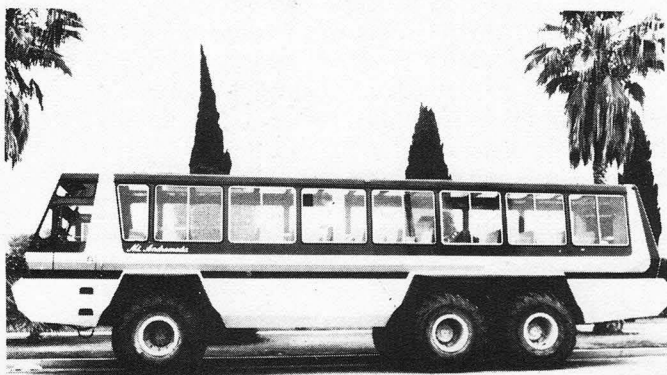
The best way to cure this problem of erroneous facts is to preserve the knowledge of those old-timers who were there before they are all gone, and for research materials to be more readily available. But you'd be shocked at how very little support or encouragement I get from *any* of the old-timers who were involved in racing history, and how many researchers or historians simply insult my efforts to preserve auto racing history. Please don't consider this "sour grapes." I just want you to know that the reasons for erroneous facts are not easily avoided.

*Ed.— Mr. Breslauer's points are well taken, but see "Editorial Comment" on the front page of this Journal.*

Letters continued on next page ->

From J. H. Valentine, P. O. Box 5026, Playa del Rey, California 90296:—Here are photos of a very interesting 56-passenger bus I saw recently in the Venice district of Los Angeles. It is one of only seven units constructed so far, all owned by Brewster Transportation and Tours, of Banff, Alberta, Canada. They are used in tours to icefields and other glacial areas.

Built by Canadian Foremost, Ltd., of Calgary, Alberta, Canada, they are 42 feet 8 inches long, 12 feet 8 inches high, and 11 feet 10 inches wide. All six wheels are powered, and carry 66 x 43 x 25 tires. Power is by a Detroit diesel, a 6V71, with Clark transmission. Rear drive is by Clark, the front by Fabco, with Clark steering. Operating speed is but 15 miles per hour under ordinary conditions, with a limit of 26 miles per hour imposed. Weight is 43,000 pounds empty and 55,000 pounds gross vehicle weight. Windows across the ceiling enhance its use for tours.



Designed and manufactured by Canadian Foremost Ltd., the Terra Bus provides all-terrain mobility to transport up to 56 passengers. Equipped with large, low pressure tires, the bus can be used to transport personnel in on-road/off-road applications. The vehicle shown in the above photos has been specially equipped for the tourist industry. The extra large side and top windows provide greater all-around visibility.



The size of the man as shown just ahead of the left front wheel gives an idea of the massive proportions of this vehicle.

## RESEARCH and CLASSIFIED ADS

**Information wanted** about a race car known as the Jack Carr Special, and Willard Prentice, its driver, that went the entire 500 miles at Indianapolis in 1933. According to information from the extensive files of Ralph Dunwoodie, the car was a rebuilt Duesenberg passenger vehicle with an 8-cylinder 365 cu. in. engine. It had a qualifying speed of 107.7 mph, and maintained an average speed of 93.6 mph for the entire race, finishing in 13th place in a field of about 42 cars that started. For his efforts Prentice received a prize of \$450. Recently Michael Roberts, of Collinsville, Illinois, located parts of the car, which had been in storage for 40 years. (He still needs a Duesenberg motor, a transmission, and a rear end.) He also asked if I were the driver or related to him. I am not, but would like to know more about him—where he was from, what was his racing history, is he still alive and where. Also, who was Jack Carr? **Willard J. Prentice, 2419 Chetwood Circle, Timonium, Maryland 21093.**

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**FOR SALE:** Automobile books and miscellaneous automobile literature, out-of-print English and American books. Large SASE with two 22c stamps please. **Harry J. Mann, 15436 Lakeshore Blvd., Cleveland, Ohio 44110.**

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**Information wanted** concerning a LAMBERT car said to have been made in Baltimore, Maryland, on Woodlawn Road between 1901 and 1903 with a production of not more than two or three cars, and perhaps related to the more successful Lambert made in Anderson, Indiana. I have a very poor xerox copy of a picture sent to me years ago by the late Harry Pulfer purporting to be a Baltimore-made Lambert, but which is open to a great deal of question. **Richard Brigham, 1616 Park Lane, N.E., Marietta, Georgia 30066.**

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**WANTED**—Individuals to serve as U. S. Coordinators in soliciting the help of researchers, historians, editors, librarians, scholars, publication managers, etc., in the formation of a World Foundation of Transport. For free details, write to: **Raymond Vaes, Gebr. Van Raemdoncklaan, 46, B-2520 EDEGEM, Belgium.**

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**WANTED**—Information concerning identification relative to dash clocks and automobiles where used. Also want trilogy authored by Nevins and Hill concerning Henry Ford. **Irvin A. Pogue, 212 N. William Drive, Chillicothe, IL 61523**

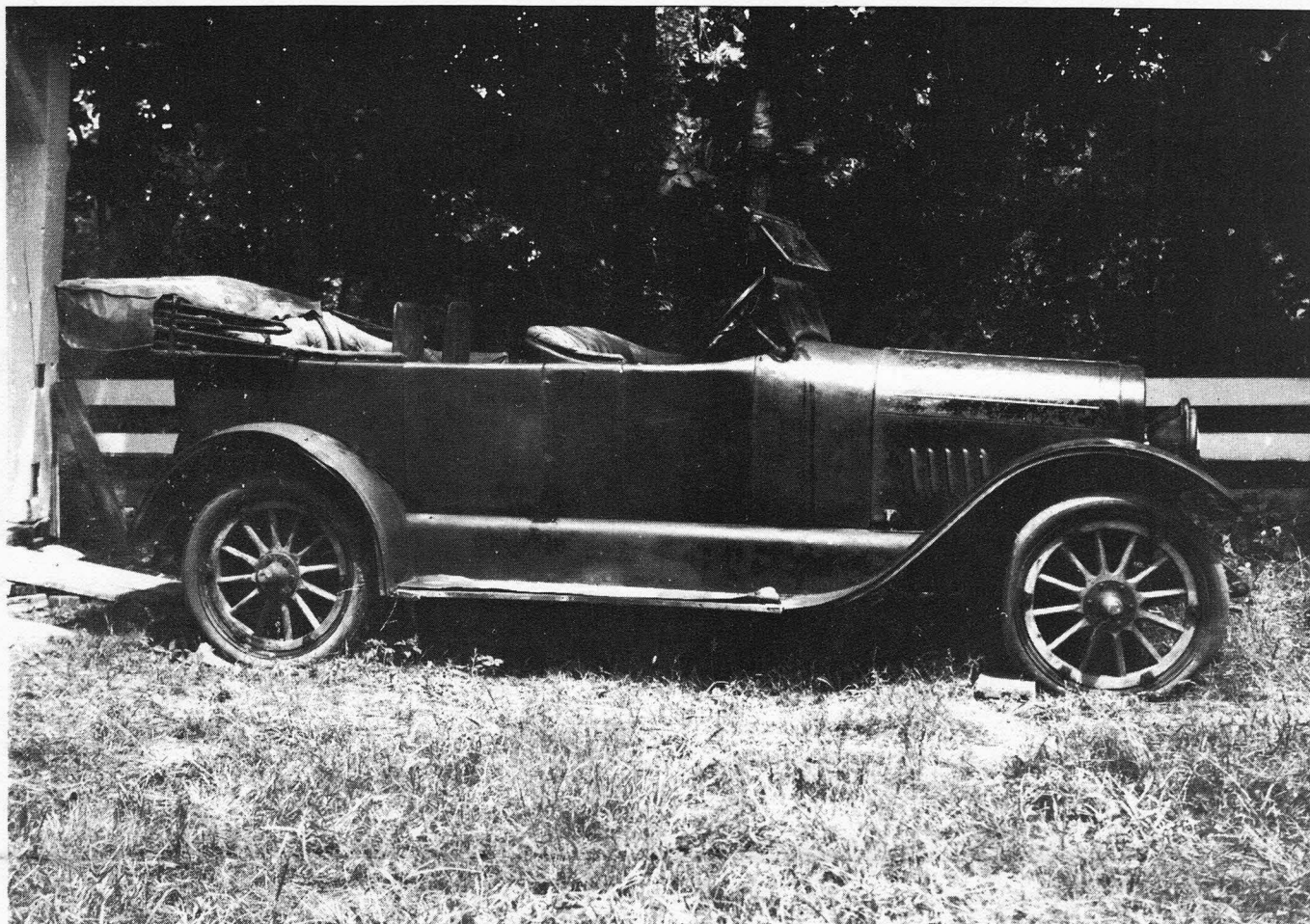
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**WANTED**—Original photographs of custom-bodied Lincoln automobiles, circa 1931-1939. Also original sales literature and issues of *The Lincoln Newsletter* and *The Lincoln Magazine*. **Edward Swain, 3rd. Post Office Box 320, Bryn Mawr, Pennsylvania 19010. (215) 688-4844 (evenings).**

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**WANTED**—Original color renderings of custom coachwork by such classic era artist/designers as Roland L. Stickney (LeBaron and Judkins), Frank Hershey (Murphy), Philip O. Wright (Murphy), Briggs Weaver (Waterhouse) and others. **Edward Swain, 3rd. Post Office Box 320, Bryn Mawr, Pennsylvania 19010. (215) 688-4844 (evenings).**

# A Mystery Car and a Mystery Truck



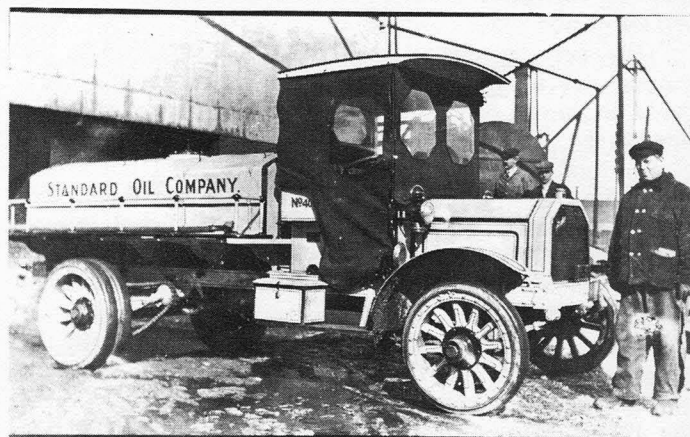
Here is a photograph which has been reposing in our file of unidentified makes for several years. Such pictures usually come to us from non-SAH members who send them in groups of several photos with a note that reads, "Here are a few car pictures which might be of interest to you," or words to that effect. These mysterious correspondents sign their names, but fail to provide an address, so that we can't even thank them for their contributions, and the pictures themselves offer no clue as to the make of car shown or the date of its manufacture.

Many of these cars obviously have an interesting history. The one shown here appears to be one of those rare finds in somebody's barn, which, if advertised, would be described as "Completely original and easily restored." But what is it? The car appears to be a model from the middle teens to the very early twenties. An estimated wheelbase, based on an outside tire diameter of 33 or 34 inches, seems to be about 130-132 inches, or about normal for a 7-passenger touring car.

The style of louvers on the hood was popular during this period. Our mystery car seems to have five such louvers on the visible side of its hood. At first glance this would appear to be a pretty good clue, but all of the pictures we can find in our files show such cars with six, seven, or even more such louvers, but none with only five.

The hood of the car has an embossed panel in its upper section, in the form of a raised line forming a rectangle in the panel between the hood hinges. Several cars of the period show this feature, too, but none of them in our files exactly resemble this vehicle.

Can any of our readers identify the make and year of this car?



## MYSTERY TRUCK—MAKE AND YEAR UNKNOWN

This photo was contributed by SAH President John Conde, who acquired it in a bulk purchase of antique vehicle material. Neither the name of this vehicle nor its date of manufacture were included with the picture. Perhaps some of our members whose interests lie in the field of motor trucks can provide identification of this vehicle.

## THE GREAT GETAWAYS

by James Gray-Gold

Before the days of radar and swift radio relays was a time of driver vs. driver; car against car. Thus the criminals and crime bosses of the thirties, forties and fifties had their favorite getaway cars—cars that literally meant life or death, or twenty years! The definitive getaway car may be argued about for as long as there are 'bank jobs' but through research and firsthand interviews with men who drove them new, these cars I've written about seem to be the ones most likely to accompany you to the bank!

The year is 1930. You've got your gun, mask, gunnysack and gloves. If you've been reading the papers, you've noted that the headlines are all about Herman K. Lamm, a German ex-patriate who, having come to the United States, has taken up bank-robbing. On December 16, 1930, in Clinton, Iowa, his first getaway car, a 1927 Buick sedan with Nebraska plates, slams into a curb with such force that it blows a tire. Lamm and his associates jump out and hijack a 1921 Franklin. This Franklin was never meant to outrun anything, as the owner had installed a governor on the engine, and its top speed was 35 miles per hour. After a chase to the state line, it all ended with a 200 man posse and a blaze of gunfire. Thus originated the expression "taking it on the Lamm!"

There were two rules in choosing the getaway car: it had to be a powerful machine, yet nondescript to the point of disappearing into the cityscape. Next came the driver: best of all was a racecar driver down on his luck or, at the very least, an ex-hijacker or rum-runner. The getaway route was pasted on the visor indicating turns in miles, and the entire route clocked.

The Detroit Purple Gang was fond of spraying mud on the license plates, or using the triangular plate. This was an assembly of three plates fastened together to form a kind of revolving triangle. This trick worked very well on the LaSalle and Packard of 1936-37, due to their design.

The first front-wheel-drive Citroen, introduced in the thirties, was so much quicker and agile than anything seen before in Europe that it made a joke of any police car trying to catch it.

In rural America the average sheriff could not afford the kind of car it took to catch a Dillinger or Bonnie & Clyde. These temporarily successful bank robbers could steal, or even buy, the very best in getaway cars. The 1936 Lincoln Zephyr Coupe was a favorite, and it cost more than the average sheriff earned in a year.

The getaway car made these bandits into legends. By the beginning of World War II the FBI had equipped its men with twelve-cylinder Lincolns. The bankrobber countered with the 1940 Cadillac Series Sixteen. This car, in the standard four door sedan, came equipped with a V16, 431 cu.in. engine of 185 horsepower—a perfect getaway car which carried five passengers. In one of my latest movies scripts I have inserted a chase scene involving a 1941 Lincoln V12 against the Cadillac V16. To an auto historian this is the kind of chase dreams are made of! The G-man's Lincoln had 150 horses. Which one would win? It's fun trying to guess.

The more imaginative crook would often use a cab as a getaway car, thus insuring himself total anonymity in traffic. Yellow or Checker Cab was best.

After the war came the 'flathead Merc.' The 1947 Mercury with its aluminum pistons and extremely intelligent dashboard gauges gave the edge to the getaway car once again. A liquidmatic, clutchless transmission and 100 bhp engine made Mercury the most desirable getaway car on the road, and it remained top dog until 1954.

In the Eisenhower era came a classic in the cops and robbers game. Chrysler came out with a 235 horsepower engine for its New Yorker Deluxe, a square car that lagged behind the rest of the industry in paint and styling. Nevertheless, the 1954 Chrysler New Yorker blew every cop off the road that year. The sophisticated bank robber in the dark green, four-door New Yorker couldn't be caught.

Crimefighters fought back in 1956 with the first of many Plymouths to come. This was one of the early Furrys. It had a 240 horsepower V8 and it could fly! Almost every highway patrol system had them. If you wanted to catch a thief, the '56 Plymouth was your baby. Dodge had its version with Red Ram engines.

The argument continued through the rest of the decade. The crook used an Impala; the police got the Pontiac Bonneville. The crook got the Chrysler 300; the police used the 1957 Dodge Custom Royal with the 340 horsepower monster!

In 1963 the alltime chase car was born. The California Highway Patrol chose the Dodge 426. This was the Godzilla of getaway cars—an overhead V8 with fuel injection, and its Ram engine provided 425 horsepower!

I remember working as a parking lot attendant at a gambling resort on the California-Nevada state line, and listening to the California Highway Patrol arguing with the Nevada Highway Patrol about which was faster, the California '63 Dodge or Nevada's '63 Pontiacs with their full-size 370 horsepower Bonnevilles. In any case, the race was coming to an end. For some years after, the chase continued, but I have a sneaking suspicion that the getaway car went in another direction, for suddenly the 'in car' among bankrobbers became a shy-looking Ford Falcon, the kind of car your grandmother would have owned. The only difference was a 425 horsepower engine under the pale blue hood.

Uh-oh—here we go again!

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### FACTS AND FIGURES '85

Detroit, July 18, 1985—The motor vehicle industry, ever changing in numbers and content, is described and detailed in *Facts and Figures '85*. This 66th edition of this publication assembled by the Motor Vehicle Manufacturers Association is now available. It clearly shows that the world's strongest industrial force, the vehicle-building industry, is undergoing a change in proportions unmatched in history.

"The global impact of the industry has never been more apparent as domestic manufacturers invest in foreign car producers to help meet challenging new markets," says MVMA President Thomas H. Hanna.

"Also, foreign manufacturers are continuing their investment in the United States with new or stepped up production facilities," he added.

*Facts and Figures '85* chronicles that story. Its 96 pages are crammed with charts, graphs, tables, and explanatory copy on the economic impact and role in society of cars, trucks, and buses.

Major categories of data are Production, Sales and Registrations, Ownership and Usage, and Economic and Social Impact.

Single copies are \$7.50. There are substantial reductions in bulk purchases—\$5 each for 2-10 copies, \$3.50 each for 11-100 copies. Requests for *Facts and Figures '85* should be on letterhead stationery and addressed to the Communications Department, Motor Vehicle Manufacturers Association, 300 New Center Building, Detroit, Michigan 48202.

—From a current news release by the Motor Vehicle Manufacturers Association.

'32 FORD: THE DEUCE, by Tony Thacker. Published by Osprey, London, 1984. 8" x 10½" hardbound. 192 pages, 200 photos. \$29.95. ISBN 0-85045-594-4. Distributed by Classic Motorbooks, Osceola, Wisconsin 54020.

I must admit that I approached this book with some chauvinistic skepticism. How could an Englishman presume to write authoritatively on such a totally American phenomenon as the first Ford V-8? And, the book market being as risky as it is, why would an English publisher embark on such a seemingly illogical venture?

Perhaps the first reaction is to judge Thacker's book against the recently published *The Classy Ford V-8*, by Loren Sorensen, but this is not a reasonable comparison. Sorensen covers all the "flathead" V-8's (1932 through 1953) devoting about 20 pages to the development of the original V-8. *The Deuce*, by being concerned with only the 1932 V-8 (and the four-cylinder Model B offered that year), gives us far more detail; six chapters covering the design, development, production and marketing of Ford's first V-8. Thacker's research efforts will impress the most well-informed reader.

Ford production plants in over thirty countries and their relationship to the V-8 are discussed and tabulated. This single chapter constitutes a valuable and important perspective on worldwide automobile production during the specific time frame with which the book is concerned.

Such is the formal aspect of the book's subtitle, *A Formal and Sporting History of Ford's First V-8 and the Model B*, which neatly constitutes the first half of the book.

At this point it must be said that—while this book is concerned with an automobile that was not an expensive, exotic classic nor an example of advanced engineering design, except for the monoblock casting of its V-8 cylinder block, which was a very important development in mass-production technique—nevertheless, the '32 Ford V-8 was an automobile which many of us grew up with. Thus the last half of Thacker's book plucked some very personal heart-strings, touching on subjects where I presumed an English author might be most fallible. The unsuccessful and somewhat obscure attempts at Indy; the speed-trials at California dry lakes which were the origin of the "Hot-Rod;" the "Street-Rod" and Show Car adaptations of the '32 V-8. All very well documented.

Tony Thacker has very definitely done his homework, covering the California scene as if he had been present. Furthermore, we learn about sporting events worldwide, from Scandinavia to South America, in which that original Ford V-8 participated. And have you ever seen the letter extolling his V-8, written to Henry Ford by Clyde "Champion" Barrow in which the latter states in part: "For sustained speed and freedom from trouble the Ford has got every other car skinned . . . ?" Six weeks later Bonnie and Clyde (and their V-8) ran into fatal trouble. The full letter and their "on the road" portraits are reproduced. From such contemporary folklore, Thacker brings us up to the era of the "Beach Boys" from whence the "Deuce" in his title derives, and to the recent "American Graffiti" and the nostalgic revival of interest in the "Deuce." If you are getting mildly excited at this point, be comforted to know that the author has included six pages giving sources for reproduction parts from which it seems possible to construct a brand new '32 V-8. Unusual in a book of this kind, there is an index provided.

Having read the book, and having digested my portion of "humble pie," I have no hesitation in recommending *The Deuce* as an outstanding publication; one that has an intriguing off-beat quality.

Frederick A. Usher

*THE ROLLS-ROYCE AND BENTLEY (VOL.III)*, by Graham Robson. 144 pages, 180 black and white illustrations., hardbound, 9½" x 7½." ISBN 0-900549-99-8. Motor Racing Publications Ltd., London, and available in the U.S. from Motorbooks International, P.O.Box 2, Osceola, Wisconsin 54020, or order direct by calling 800-826-6600. \$18.95.

This is the third volume of the current trilogy depicting the history of Rolls-Royce and Bentley in the post World War II era (see *SAH Journal*, March-April 1985) and it keeps to the high standard set in the previous two volumes.

Author Robson, who covered the standard production models 1945-1965 and the coach-built cars 1945-1985 in the previous books, continues the story of Rolls-Royce and Bentley production down to the present time with emphasis on the Shadow, Corniche, and Camargue and, of course touching on the complete line over the last twenty years, and including the Silver Wraith II, Spirit, and Spur, and the Bentley T-series and Mulsanne. In point of fact, all the cars from Crewe since the adoption of the monocoque design.

This is a fine book and, with its two preceding volumes, a fine set for information, general reference, and just reading for pleasure.

Keith Marvin

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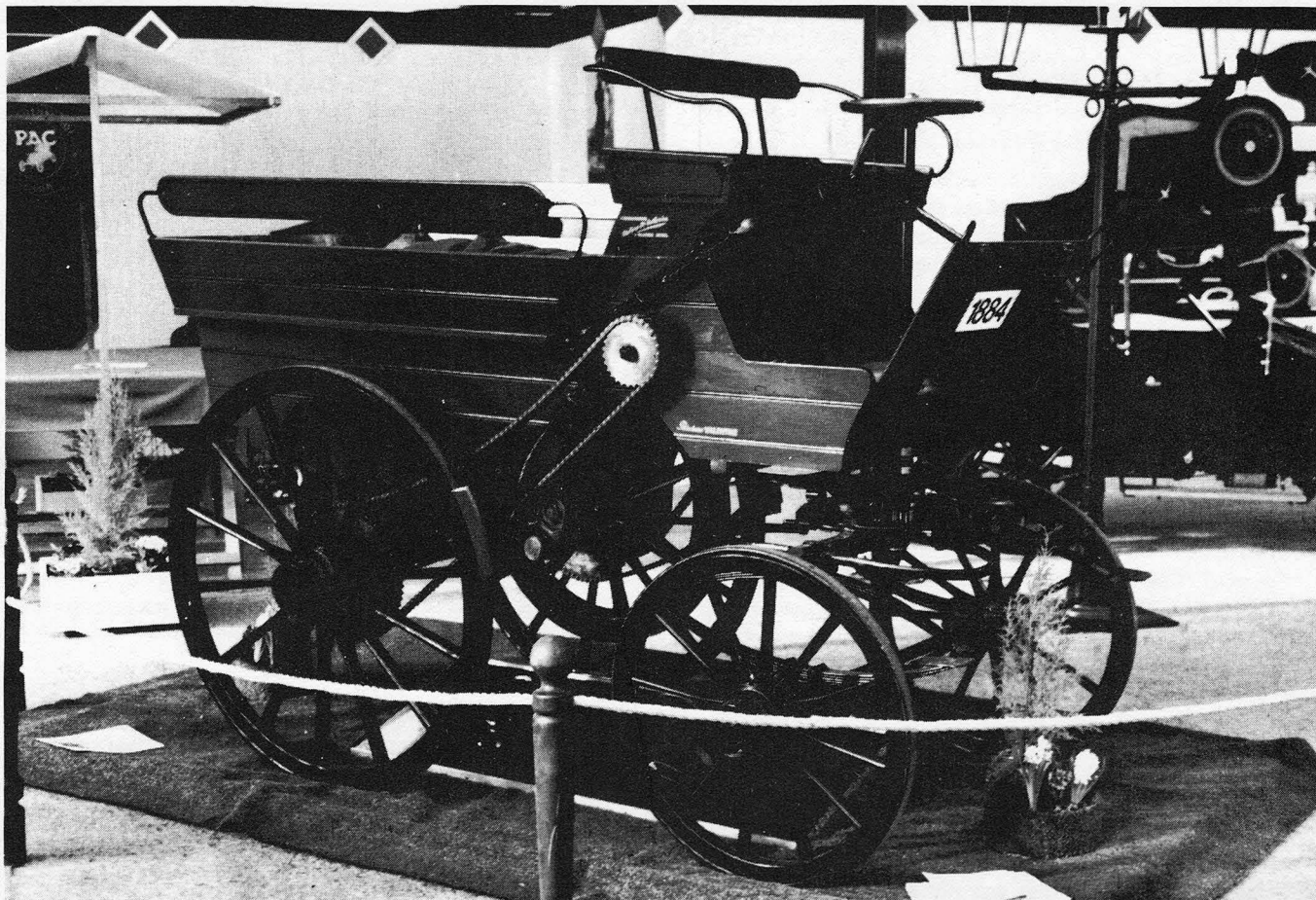
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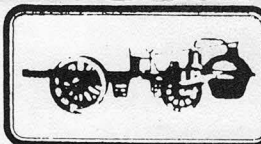
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The DELAMARE DEBOUTVILLE vehicle of 1884. See "Letters" page for details



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