

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1986

Issue Number 105

OFFICERS ANNOUNCED AT ANNUAL BANQUET

Results of the society's election of officers and directors for the year 1987 were announced by nominating committee chairman John A. Conde at the annual banquet held Friday, October 10, 1986, at the Marriott Inn in Harrisburg, Pennsylvania.

Reelected were president Keith Marvin, vice president Charles Betts, secretary Shelby Applegate, and treasurer George B. P. Ward, Jr.

Elected directors for three-year terms were Walter M. P. McCall of Windsor, Ontario, Canada; Jack L. Martin of Speedway, Indiana; and Z. Taylor Vinson of Alexandria, Virginia. The new directors will take office on January 1, 1987.

President Keith Marvin called the meeting to order and introduced officers, directors and chairmen on the dais. Vice president Charles Betts reported that society membership now stands at over 550. Members and guests were present from all regions of the USA, three Canadian provinces, Great Britain, and Australia.

SOCIETY PRESENTS CUGNOT AND BENZ AWARDS

The society presented its Cugnot and Benz awards at the annual banquet held Friday, October 10, 1986, at the Marriott Inn, Harrisburg, Pennsylvania.

The Cugnot Award for the best book in the field of automotive history published in 1985 was presented jointly to two volumes: *Standard Catalog of American Cars 1805-1942*, by Beverly Rae Kimes and Henry Austin Clark, Jr., and published by Krause Publications; and *The Marmon Heritage*, written and published by George and Stacey Hanley. Beverly Kimes and Austin Clark and the Hanleys were on hand to receive the awards. The publisher's award for the *Standard Catalog* was accepted by Krause Publications chief, Chester Krause.

The Carl Benz Award for the best periodical article in the field of automotive history published in 1985 was awarded to Stuart Blond for his two-part article, "The Duke of Earle, Earle C. Anthony," published in *Packard Cormorant*, the magazine of Packard Automobile Classics, Inc.—The Packard Club—and is published by Dragonwyck Publishing Ltd., of Contoocook, New Hampshire.

Several Awards of Distinction were presented for books and articles of particular merit which had been nominated for Cugnot and Benz Awards. Book awards went to *John Montagu of Beaulieu* by Paul Tritton and published by Golden Eagle and the late George Hart; *Pontiac: the Complete Story* by [Name] Bonsall and published by Bookman Publishing; *Jaguar: A Tradition of Sports Cars* by Bernard Viart and Michel Cognet and published in France by Editions Practique Automobile, and in the USA by Motorbooks International; and *Mercedes Benz; the Supercharged 8, Volume I*, by Jan Melin and published by Nordbok International Co-editions.

Awards of Distinction for periodical articles went to "Lamborghini, Quest for Perfection" by Ken Browning and published in *Automobile Quarterly*; "Comptes Mecomptes et Redressment d'use Gestin Industrielle les Automobiles Peugeot, 1918-1930" by Daniel Henri and published in *Le Revue d'Historie Moderne et Contemporaine*; and "Cord and his Auburns" by Maurice Hendry and published in *Cars and Parts*.

The Cugnot and Benz Awards were presented by chairman Matt Joseph.

BRADLEY SERVICE AWARD PRESENTED TO DAIMLER-BENZ MUSEUM

The James J. Bradley Distinguished Service Award was presented to the Daimler-Benz Archiv-Geschichte-Museum of Stuttgart, West Germany, in recognition of its outstanding contribution to the preservation of historical material relating to motor vehicles of the world. The award was presented during the annual banquet in Harrisburg by the society's Bradley Award chairman James Wren, who noted that it was particularly relevant that the oldest automobile manufacturer receive the award in 1986 which is being celebrated as the centenary of the automobile. Museum curator Max-Gerrit von Pein accepted the award on behalf of Daimler-Benz. The Bradley Award remembers the late James J. Bradley, curator of the National Automotive History Collection at the Detroit Public Library.

BEVERLY RAE KIMES HONORED AS FRIEND OF AUTOMOTIVE HISTORY

Author and researcher Beverly Rae Kimes, of New York City, was presented the society's fourth Friend of Automotive History Award at the October annual banquet.

Bev Kimes, editor of *Classic Car* and formerly editor of *Automobile Quarterly*, has written and edited more than twenty books and countless articles on automotive subjects, including four Cugnot winners. She has served the society as director and presently chairs the publications committee.

In presenting the award, past president and director David Lewis cited Beverly as a "meticulous researcher and splendid writer" who "generously shares the treasures of history with her colleagues." In accepting the award, Beverly, in characteristic modesty, observed: "The more I think I know about automotive history, the more I know I have to learn."

PRESIDENT ANNOUNCES CHANGE IN BOARD OF DIRECTORS

Owing to increased outside activities, SAH Director John R. McAlpine, of Rochester, Michigan, has tendered his resignation as a director of the Society, and I have accepted this action with regret. The resignation is effective immediately and I am pleased to report that John is otherwise remaining a member. Further, I thank him for his efforts in behalf of the SAH during his term in office.

I have appointed Christopher G. Foster, of Gales Ferry, Connecticut, to fill John's unexpired term on the board. Kit is an electronics engineer at the Naval Underwater Systems Center at New London, Connecticut. He has received degrees from Worcester Polytechnic Institute and the University of Connecticut, and has written numerous articles on automotive history for several U. S. and British publications.

He was appointed Director of Publicity and Public Relations for the SAH for 1986, and has been reappointed to that office for 1987.

I have known Kit Foster for several years, and it gives me great pleasure to welcome him to our Board of Directors.

Keith Marvin, President

October 25th, 1986

CHAPTER NEWS

PIONEER CHAPTER

Nathaniel T. Dawes was re-elected Director of the Pioneer Chapter, SAH, at the group's annual Fall Foliage Meeting, held at the White Hart Inn, Salisbury, Connecticut, on Saturday, October 18, 1986. Also re-elected were Fred W. Soule, assistant director, and John B. Montville, secretary-treasurer. The chapter has members in New York, Connecticut, Massachusetts, Pennsylvania, and Virginia. Dawes presided at the business meeting.

John Montville reported as secretary and treasurer, and plans were discussed for a meeting to be held in May, 1987, in the Rhinebeck, New York, area—a tradition of the past several years.

SAH President Keith Marvin, who is also a member of the Pioneer Chapter, reported on the Society's annual dinner meeting in Harrisburg on October 10.

Also addressing the group was Dr. Charles W. Bishop, of New Haven, Connecticut, author of the book *La France et L'Automobile*, a history of the early French automobile industry and continental motoring of the time which was published in Paris in 1971.



LETTERS FROM OUR READERS

SIX-CYLINDER MODEL "T" FORD

From Hayden R. Shepley, Box 41, Port Orange, Florida, (Winter address) -

The 6-cylinder model "T" pictured in the September-October *Journal* was owned at that time by my good friend Alex (?) Gerald, Box 1325, Shirley, MA 01464. He bought it from the Bellrh Auto Museum, 5500 N. Tamiami Trail, Sarasota, FL 33580, who bought it from the Henry Ford Museum. This chassis never had a body on it!

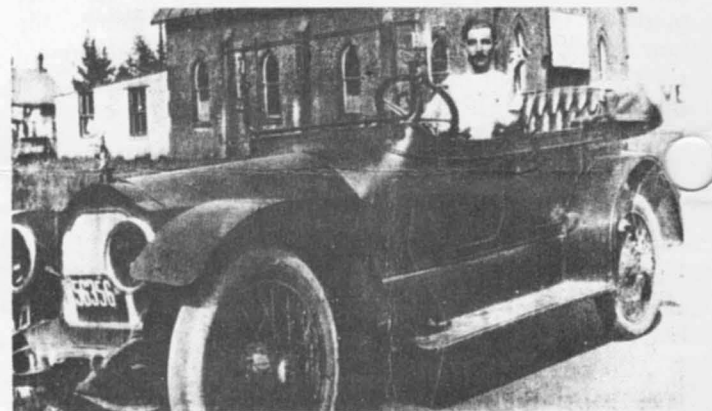
THE MOOSE JAW STANDARD

From V. F. Elliott, Reynolds-Alberta Museum, 4705 50th Avenue, Wetaskiwin, Alberta, Canada T9A 0R8:

Your mention (Notes and Clippings, issue No. 104) of the Moose Jaw Standard was most timely as I recently inspected a Moose Jaw Standard located, naturally, not too far from Moose Jaw, Saskatchewan. Frank Thompson, Jr., P. O. Box 40, Readlyn, Saskatchewan S0H 3N0, has probably the only surviving example, and it is a big, impressive car with its Packard-like radiator, Cadillac body, and wire wheels. Thompson's car is similar to the photo (shown herewith) but has a rather crude transition section from hood to cowl. Thompson has other rare cars in his collection including an example of the Saskatoon-built Derby (a badge-engineered Davis).

Thompson is looking for a six-cylinder Continental engine for the Moose Jaw Standard. The Hudson Six with two blocks of three cylinders each seems to be correct except that the manifolds, etc., are reversed. I'm sure he would appreciate any help in obtaining parts or information.

For your information, the Reynolds-Alberta Museum is a branch of the Alberta Government which has acquired some 1400 artifacts and accessories of which 190 are cars and trucks. They were donated by Stanley G. Reynolds. We do not yet operate a public museum, but can show the collection to interested historians if we receive prior notice.



This Moose Jaw Standard, completed in 1917, is probably the only survivor of the very few which were built.

WHITE STEAMER SERVICE DATA?

From James D. Crank, 1621 Palm Ave., Redwood City, California 94061:

Does anyone in the SAH have any knowledge concerning factory dealer service information about the 1901-1910 White steam cars? Since the total output was some 10,000 cars, and they were sold and serviced worldwide, it stands to reason that the Cleveland factory must have sent out to its distributors and dealers some printed instructions for the servicing of these precision-built steam cars. So far, only sales literature and parts manuals have surfaced. None of who own the cars have seen any factory service data, yet it must have existed.

If anyone has any copies, or has seen such data, please contact: James D. Crank, 1621 Palm Avenue, Redwood City, California 94061.

LETTERS continued on next page →



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LETTERS

Continued from page 2

A 1914 DAYTON CYCLECAR

From Wayne R. Graefen (No.1117), 615 Catalina Road,
Fullerton, California 92635:

A 1914 Dayton Cyclecar was recently revealed by an old acquaintance; his wife's ownership resulting as a college graduation gift a few years back. They or I know nothing about the car other than the information appearing in *The Standard Catalog of American Cars, 1805-1942*.

I would appreciate any sort of information members might supply, including knowledge of whereabouts of other Dayton cyclecars, to aid this couple in their plans to give this car a full and authentic restoration.

Is this the sole historical survivor bearing a serial number of the sixty-seventh Dayton built?



1914 Dayton cyclecar, made by the Dayton Cyclecar Company of Joliet, Illinois. This company was established by William Dayton who earlier (1906-1909) had built a highwheeler called the Reliable Dayton in Chicago.

A FRONT-WHEEL-DRIVE HUPMOBILE?

From Raymond A. Wolff (No. 353-H), P. O. Box 13493,
Milwaukee, Wisconsin 53213:

One of my friends has acquired what is claimed to be the only front-wheel-drive 1932 Hupmobile sedan. Does any member have any knowledge of that car or that model, of any article or literature?

Any data would be helpful in its restoration, and will be greatly appreciated.

Editor's Note:— In 1928, Archie M. Andrews, a member of the Board of Directors of the Hupp Motor Car Company, tried to persuade that company to produce the front-drive Ruxton car which he was busily promoting. Hupp rejected the idea, and Andrews found other auto makers (Moon and Kissel) more receptive to his proposition.

A possible conjecture might be that by 1932, well after the demise of the Ruxton, that Hupp may have actually built a prototype front-drive car, and that Mr. Wolff's friend may now be in possession of it. None of this can be confirmed, but the possibility does exist.

INFORMATION AND LITERATURE WANTED

WANTED—To buy or borrow early Do-It-Yourself type catalogs advertising parts for construction of a home-built car like my 1906 Cox pictured in *Standard Catalog of American Cars 1805-1942*, page 351. Heyden Shepley, Box 41, Port Orange, Florida, 32029.

WANTED—AUTOMOBILE TRADE JOURNAL, December, 1916. January, 1919; October & December, 1939. Any before July, 1912. AUTOMOBILE, January 21, 1909; October 20 & November 17, 1910. AUTOMOTIVE INDUSTRIES, October 23, 1919; December 19, 1928; June 22, 1929; Bound volumes 1920 through 1927. SAH JOURNAL, Nos. 1, 3, 4, 6, 7, 26, 34 & 65. Please advise cost of above and I'll remit. Peter Richley, 14 Queens Road, Ashford TN24 8HF, Kent, England.

CAR AND TRUCK MAGAZINES WANTED

Will buy outright or trade from my duplicates

(The) AUTOMOBILE . . . Oct. 1899; Jan-June 1900; Oct. 1901,1905, Feb. 1, 1906; Nov. 3, 1910; few 1916-17
ACCESSORY & GARAGE JOURNAL 1911 and later
AUTOMOTIVE INDUSTRIES few 1917-1921
AUTOMOBILE JOURNAL 1911-1922
AUTOMOBILE REVIEW 1899-1905
AUTOMOBILE TOPICS 1900-1933
COMMERCIAL CAR JOURNAL 1911
CYCLE & AUTOMOBILE TRADE JOURNAL Some pre-1908
HORSELESS AGE many 1899-1903, some 1908-1918
MoToR. 1904-1926
MOTOR AGE 1899-1928 except 1909-1910
MOTOR FIELD 1903-1914
MOTOR LIFE 1906
MOTOR PRINT 1927
MOTOR REVIEW 1901 and 1902
MOTOR TRUCK 1909-?
MOTOR VEHICLE REVIEW 1899-1901
MOTOR WAY 1905-1911
MOTOR WEST 1914-?
MOTOR WORLD 1900-1950
AUTOMOBILE TRADE JOURNAL late 1930's
POWER WAGON 1906-?
Also bus and taxicab magazines.

Ralph Dunwoodie, 5935 Calico Drive, Sun Valley NV 89433

A Saga From Sandusky

Contributed
by
Victor C. Johnson

The text which follows was submitted by Victor C. Johnson of Grand Rapids, Michigan. He's not sure from whence it came, nor when. But it was an aged clipping from a Sandusky (Ohio) newspaper. Vic attempted to locate the source, checking newspaper microfilm files for one week before and one week after the date that had been pencilled on the clipping, but to no avail. Suffice to say the text was written at least forty years ago—and offers an automotive recollection from a Sanduskian who was on the scene to see it happen over forty years before that.

Interestingly, the eyewitness, L. D. Morton, did not recall the car called the Sandusky which has been documented to have been built and which preceded the Courier, but conceivably that may have been simply a matter of Mr. Morton not becoming personally acquainted with the venture until the Courier phase. His memories are delightful, however, and provide a fascinating sidelight to history. Particularly the reference to Henry Ford, which perhaps should be tempered with a bit of George-Washington-Slept-Here skepticism. (The father of our country could not possibly have slept everywhere he purportedly did, or he would scarcely have had time to father our country.) But if just a grain of salt be sprinkled, the Henry Ford recollections do have a ring of the real. And the reporter's recounting of Sandusky's further automotive adventures presents some information generally unknown heretofore as well.

* * *

Sandusky, Ohio, once had a chance to be tops in the passenger automobile industry, having produced one of the earlier cars for civilians. Henry Ford, when he was launching his meteoric flight into that field, came to Sandusky to inspect and ride in the passenger car which J. J. Hinde had contrived to build. Hinde's car was called the Courier, and the first of its type was built in the old Eagle Carriage Company on West Market Street, which was operated by William Muehlfeld.

But let the story be told in the words of L. D. Morton, a well-known Sanduskian. Mr. Morton was long an intimate associate of Mr. Hinde in his various enterprises, dating from 1896. He later became general sales manager for the Hinde & Dauch Paper Company, occupying this post from 1910 to 1930.

"As I recall, it was during the year 1903 that J. J. Hinde got the urge to build a gasoline buggy in cooperation with William Muehlfeld of the Eagle Carriage Company located in the 300 block of West Market. The running gear and body were constructed according to Hinde's design; the job resembled a side-bar buggy, except that it had rubber-tired, wooden-spoked wheels, and a steering wheel in front. In appearance it was more like the sports model roadsters that were to appear later. The driving power was a one-cylinder gas engine with chain drive and, I believe, was built locally by Myron Caswell and the Underwood Gas Engine Company.

"Hinde called his car the 'Courier Car' and in 1904 displayed it at the Chicago Automobile Show where it attracted very favorable comment. It was at this show that Hinde met Henry Ford. It happened that Hinde was arrested for driving a motor-propelled vehicle on Michigan Avenue without a police permit. Ford came to his assistance, signing his bail bond. At that time Ford was best known as a builder of the racing cars driven by Barney Oldfield.

"Following the Chicago shows and early in 1904 Hinde organized a company to build the 'Courier Car.' Among his associates in this venture were William Muehlfeld, F. X. Frantz, Ed Cable; there were several others whose names I do not recall. Land was purchased just south of the Lake Shore railroad tracks on Camp Street and a brick building erected. Ed O'Hagan, a relative of Hinde, was employed as engineer. Francis Extstein, a Trinidad Englishman, was their designer. At this stage things looked very encouraging. Production got under way and a number of cars were turned out. However, they were unable to get local support and, together with internal strife and the demands made on Hinde by the paper company, the venture failed.

"An incident that I recall was a visit from Henry Ford shortly following the Chicago show. Mr. Ford called on Hinde at the office of the paper company and was given a demonstration of the 'Courier Car.' With Ford as a passenger, they drove over to the Edison homestead at Milan, and on their return I heard Ford remark to Mr. Hinde, 'Jim, I am sure that you are on the right track. Build a car that may be priced within the reach of the working man; then no more cold meals out of tin buckets. He can make it take him home for a hot cooked dinner; maybe we can get him to live in the country and become a part-time farmer.'

"Jim Hinde was not the type of man to become easily discouraged, but because of the lack of confidence on the part of local people and the 'bust' of the Sandusky Automobile Company previously, he felt the need of a vacation. So he went to England, Ireland and France for several months rest.

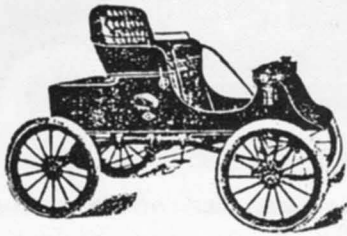
"While in England he saw and became very much interested in a radically new type of power transmission, and purchased the patent outright. On his return he made a further start in the development of a farm tractor and for a time it looked as if he would really get somewhere. But this adventure was no more successful than his previous attempt. Local people did not understand or appreciate Hinde's genius and his driving energy. The group of associates that he had gotten about him this time were easily influenced by local, uncharitable criticism resulting in constant bickering among themselves and making progress almost impossible. Consequently the local organization was dropped and the manufacture and development was transferred to Massillon, Ohio. Funds, however, were not sufficient to carry on.

"Outside interests were greatly attracted to this further adventure of Mr. Hinde's; in fact the Ford Motor Company offered to buy Hinde's interest in the power transmission outright. When negotiations failed, Mr. Ford suggested a partnership arrangement whereby the tractor should be developed and built here in Sandusky with the expenses borne equally by the Ford Motor Company and the Hinde & Dauch Paper Company, with the profits, if any, to be shared likewise. Later, when the assets of the Massillon company were liquidated, The Ford Tractor Company obtained the patents to the power transmission."

Sandusky has had several automobile ventures, all of which failed. The Sandusky Automobile Company was one of these. During World War I the Eagle-Macomber Motor Car Company tried to get established in the old plant of the Suspension Roller Bearing Company—a building now merged into the large plant of the Apex Electrical Manufacturing

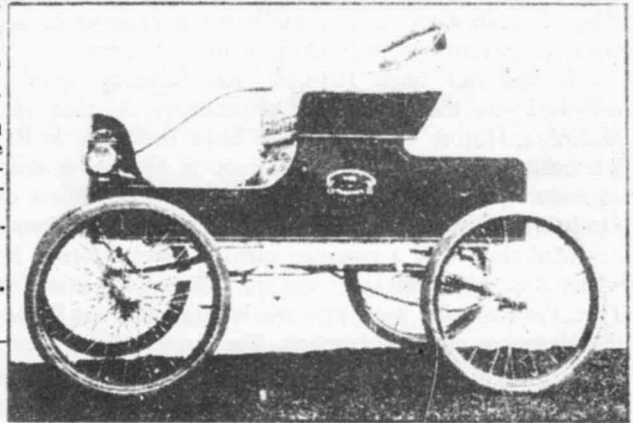
A PAGE OF 'MADE IN SANDUSKY' MOTOR VEHICLES

The SANDUSKY The Business Man's Friend
Always Ready to Go

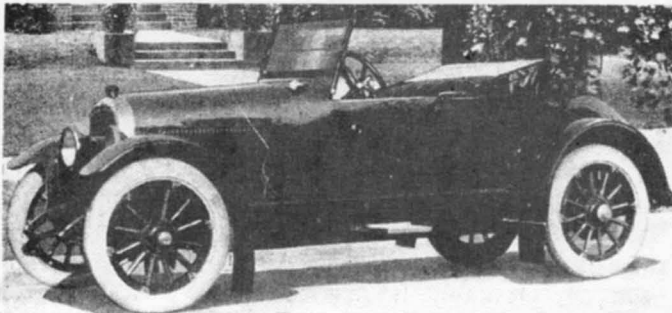


A Neat, Light Runabout built for American roads. Mud, Sand and Hills shrink before it.
A model of simplicity, Quiet, Safe, Powerful and Economical. The carriage we build has been on the road for Three Years, and therefore is no experiment. We are now prepared to put them on the market, and respectfully invite your correspondence.
Agents wanted. Write for prices and special proposition.

THE SANDUSKY AUTOMOBILE CO.
Sandusky, Ohio, U. S. A.

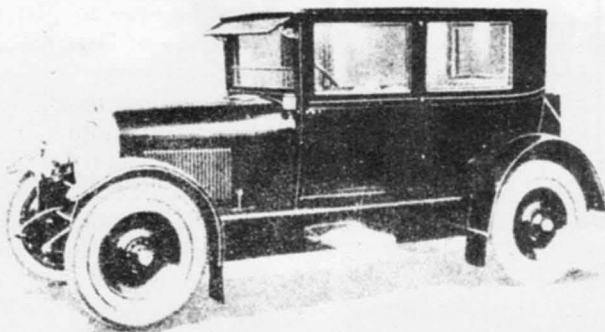


The Sandusky Automobile Company was organized in 1901, when its first prototype cars were made. Production of the Sandusky car (above) began in 1902. In 1904 the company introduced the Courier, a somewhat larger and improved car (right) but also entered bankruptcy in October of that year. Reorganization followed in April, 1905. The Sandusky was discontinued, but about 200 Couriers were produced before the company finally failed.



MAIBOHM ROADSTER, 1922

The Maibohm Motors Company succeeded the Maibohm Wagon Company of Racine, Wisconsin, in 1916 and built cars there until 1918 when a disastrous fire swept its plant. The company relocated in Sandusky in 1919, where it built Maibohm cars until 1922. A new firm, Arrow Motors, bought the business and made a redesigned version of the Maibohm, called the Courier, for another year.



COURIER BROUGHAM, 1923

The Courier was made by Arrow Motors, which bought the business of the former Maibohm Motors Company for \$100,000 in 1923. In appearance the Courier cars were almost identical to the earlier Maibohm, but with several mechanical differences. This Courier was in no way related to earlier cars of the same name made in Dayton, Ohio.

A CAR FOR SERVICE

“Servitor”

Something New and Distinctive

in a high-powered "Gentlemen's Roadster." Its graceful lines and harmony of coloring make it a thing of beauty. There is nothing overlooked to make this a most desirable car for men of moderate means.

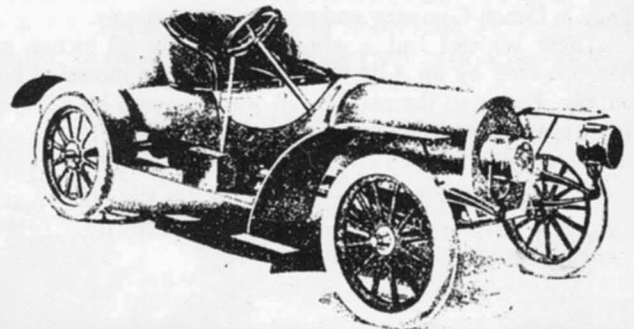
The mechanical construction is as near perfection as is possible to make it. Every pound of weight is eliminated by the use of our system of air cooling, no radiators, pumps or tanks to leak or get out of order. Get our interesting catalog giving full details.

We still have some good territory open. Great chance for reliable agent to make fine income. *WRITE for particulars.*

THE BARNES MANUFACTURING CO.

1400 COLUMBUS AVENUE,

SANDUSKY, OHIO



The Servitor, and an almost identical Barnes, were made by the Barnes Manufacturing Company of Sandusky in 1907. Both were four-cylinder, air-cooled roadsters. The company lasted less than a year, and its founder, H. C. Barnes, reappeared in 1909 as factory superintendent for the Anhut Motor Car Company of Detroit. By September of 1909 Barnes had succeeded in taking over the company as the Barnes Motor Car Company, which entered bankruptcy only about a month after its organization.

The engine of the Servitor (which it shared with the Barnes) was air-cooled, and produced 20 horsepower. These cars had 2-speed planetary transmissions and roadster bodies mounted on a 90-inch wheelbase.

References to these two makes is scarce, and several compilers of rosters say that the company built cars as late as 1914. Charles E. Duryea, however, who in 1909 assembled a list of American auto makers from 1895 to 1909 inclusive, lists the Barnes Manufacturing Company of Sandusky, Ohio, as having built cars in 1907 only, which is probably the correct date.

Company. Its engine was of radical and impractical design, and it failed. The Sandusky Auto Parts and Motor Truck Company built two sizes of motor trucks, some of which were still running 25 years later. It also made two or three passenger cars but never got into production on them.

It was not until 1918-19 that Sandusky was really launched into the building of automobiles. At that time the Maibohm Motors Company had been operating at Racine, Wisconsin, and had suffered destruction by fire. It accepted an inducement of \$100,000 by a group of members of the Sandusky Chamber of Commerce to locate in Sandusky.

Maibohm built a spacious plant on West Monroe Street, where the Maibohm car was produced for several years. Then the company went into receivership and was liquidated; the Maibohm car was dropped. The Arrow Motor Company was organized and took over the plant for the production of a passenger car—the Arrow. Later this name was changed to Courier, thus resurrecting the name that had been applied to the original passenger car made in Sandusky.

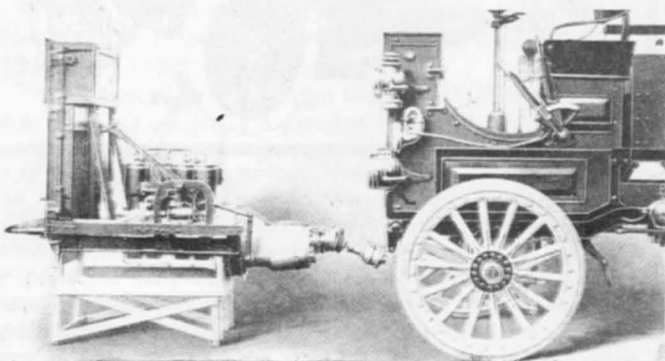
The Arrow company lasted only a short time. The plant was then operated by the Union Body Company, of Toledo, Ohio, for the making of automobile bodies.

In the meantime Harry Maibohm, who headed Maibohm Motors, had formed the Simplex Radio Company and had begun operations in an old plant also located on West Monroe Street, manufacturing a full line of radios. Several years later, in 1937, Simplex Radio was acquired by a group of eastern capitalists who had also come into possession of the old Maibohm Motor plant. From this point has grown the extensive operations in Sandusky of the Philco Corporation, successor to Simplex Radio in the making of automobile radios. □

CLIMAX and HINDE & DAUCH TRUCKS

The Climax was a small truck of 1,000 pounds capacity, made in Sandusky during 1907 and 1908. One unverified reference says the Climax was a product of the Dunbar Manufacturing Company in 1907, but was soon taken over by the Hinde & Dauch Company and renamed accordingly.

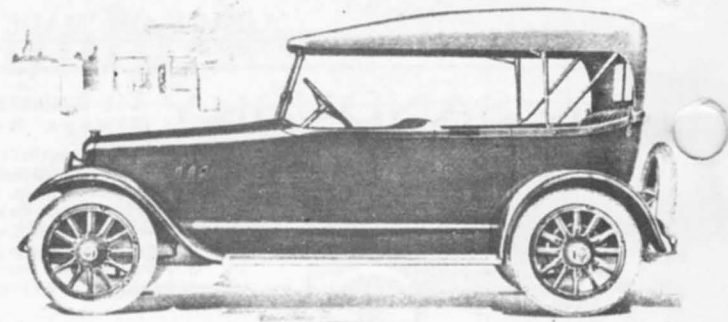
These vehicles had a wheelbase of only 80 inches, and were powered by an 8-hp water-cooled engine mounted horizontally. Power to the rear wheels was delivered by a 2-speed sliding gear transmission and a single chain drive.



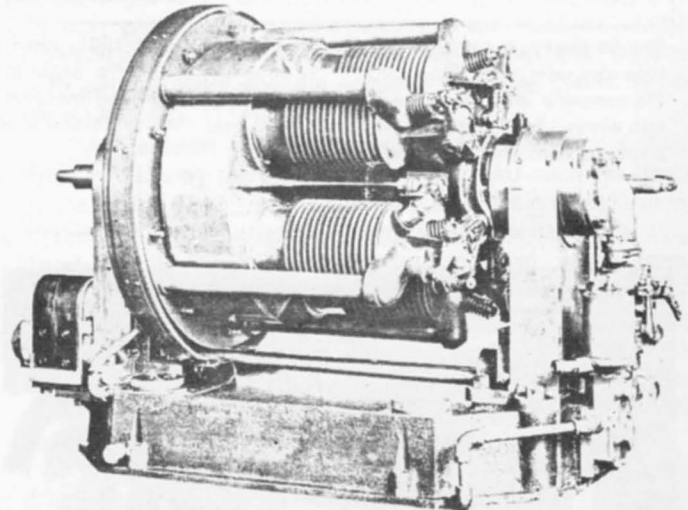
SANDUSKY TRUCK

The Sandusky truck was built by a firm with the unwieldy name of 'Sandusky Auto Parts and Motor Truck Company' from 1910 to 1914. (See photo on the back page of this *Journal*.)

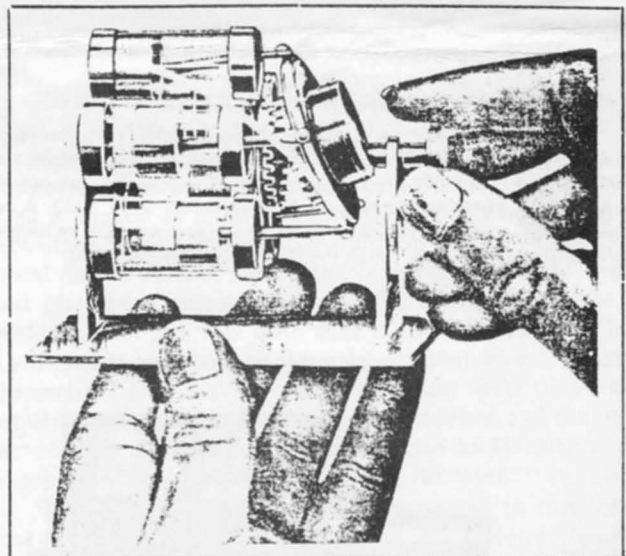
A special feature of this vehicle was its engine mounting on a separate frame, which made possible the removal of the entire engine, clutch and transmission as a unit. Thus a truck owner with a spare power unit could keep his truck in service while repairs were being made to the original engine.



EAGLE TOURING CAR WITH MACOMBER ROTARY ENGINE



THE 5-CYLINDER ROTARY ENGINE AS USED IN THE EAGLE CAR



MODEL ILLUSTRATING THE PRINCIPLE OF THE MACOMBER ROTARY AIR-COOLED ENGINE



THE FACTORY OF THE EAGLE-MACOMBER COMPANY



AMERICAN AUTOMOBILES OF THE 50s AND 60s, by Alberto Martinez and Jean-Loup Nory. 187 pages. 167 illustrations, 106 in color. Hardbound, 9½ x 12." ISBN 0-87938-226-0. Published by EPA and distributed in the US by Motorbooks International, P.O. Box 2, Osceola, Wisconsin 54020 (1-800-826-6600). \$14.98.

The automobiles of the dual decades comprising the 1950's and 1960's are of increasing significance these days for three salient reasons, the first being that there are still plenty of them around and most of them don't cost an arm and a leg to acquire. Secondly, they are the cars that the upcoming automotive-interested generations remember with fondness as children. The third is similar to the second—nostalgia, with the possibility of finding a car like dad used to have.

It was a curious and exciting era in automobile design, production, appeal and possession, but it had its dark side as well. Before the ending of this period, DeSoto, Edsel, and Chevrolet's Corvair—considered erroneously by many to have been a make in its own right—had taken a pratfall and were simply history. So were the Hudson, Nash, Packard, Studebaker, Kaiser, Frazer, Kaiser-Darrin, Henry J, Allstate and Tucker. Some tried to stay afloat. As we know, Hudson and Nash merged to form American Motors so, in a sense, via Rambler, Hornet, Gremlin, Pacer and the like, they are still with us in a sort of reincarnation. Packard married Studebaker and then petered out as Studebaker jumped north of the border and made cars in Canada until 1966. Kaiser abandoned all but its own Kaiser badge series and moved to Argentina where it lasted until 1955, and Tucker, save for 51 cars, never went anywhere.

The book, however, lacks some things which should have been included. The most important of these is the omission of Willys-Overland, which made lots and lots of Jeepsters, station wagons, and the pretty Aero series before moving to Brazil, after producing its last domestic line with the 1955 Aero models.

Likewise, where is Checker? In 1959 the taxicab company decided to produce good though unimaginative-looking, rugged passenger cars, and its Superba and Marathon lines continued through the 1960's (and well into the 1980's) with a steady, small, though respectable production. Checker, like Willys, is conspicuous by its absence.

And the Henry J, of which nearly 120,000 were made, gets, but cursory mention under Kaiser. The Allstate—a sort of revamped Henry J sold through Sears, Roebuck & Co. in the south and a few other states, isn't mentioned at all.

So, for what you find here, all is fine and dandy. What you don't find is noticeable and, because of these omissions, I'd think twice before investing in this one.

Keith Marvin

CARS 1886-1930, by G. N. Georgano. 232 pages. Profusely illustrated with both color and black and white photos, line drawings and sketches. Hard covers, 10½" x 12." ISBN 0517-480735. Beekman House/Crown Publishers, One Park Avenue, New York, N.Y. 10016. \$16.95.

Anything written, compiled or arranged by Nick Georgano is top drawer quality, and in *Cars 1886-1930* that standard is

maintained. This is a work which is readily appealing to the novice (perhaps seductive would be a better word) and will be well received by the scholar as well. In short, this is a *good thing*.

Why? Well for one reason, the strike and register of the color shots as are good as any I've seen in any book at any price. For another, the matching text is tailored perfectly with the illustrations. More important, perhaps, is the fact that several of them are new—at least to me—and when the price is considered, you can see that you have a very good thing indeed.

The author has managed somehow to condense a time span of 44 years into an intelligent, readable, and interesting story. In so doing he has touched virtually all bases including the average car, coachbuilding, sports cars, the luxury car, and automobile advertising as well as many other facets of the subject and the trade.

Printed in Italy for a Swedish publishing house and authored by a Channel Islander for American distribution, *Cars 1886-1930* has an international flavor about it. So does the text and so do the pictures. You get a lot for a little here, and regardless of your approach, you're going to like it.

Keith Marvin

MONSTROUS AMERICAN CAR SPOTTER'S GUIDE 1920-1980, by Tad Burness. More than 1,000 pages. 10,000+ black and white illustrations. Hard covers, 8¾" x 9½". ISBN 8-7938-223-6. Motorbooks International, P. O. Box 2, Osceola, Wisconsin 54020 (1-800-826-8800). \$18.98.

This is a compilation of three earlier Tad Burness soft-cover editions covering American cars of 1920-1939, 1940-1965, and 1966-1980 which if ordered separately in their original form would cost the purchaser \$50.85. How the publisher can put this out in hardcover for \$18.98 is astounding, but here it is and I'm glad to have it in place of my three earlier volumes.

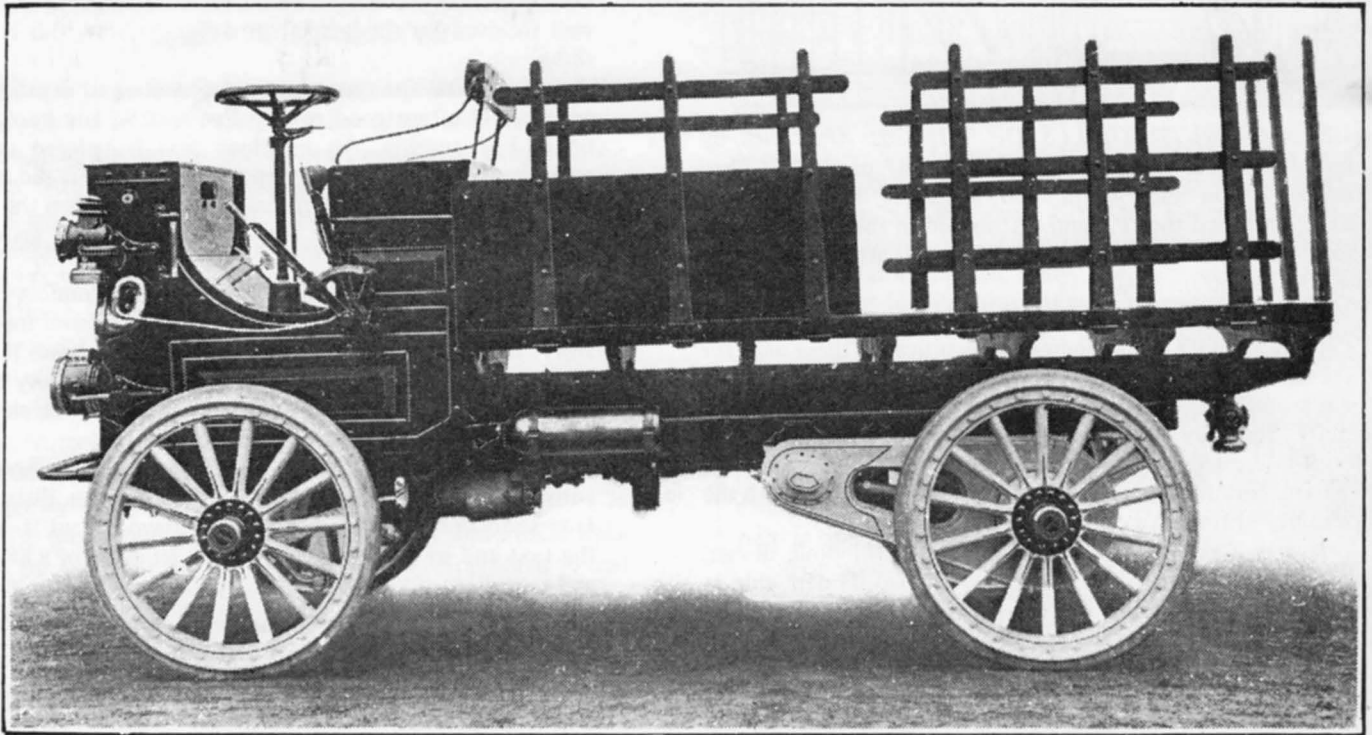
Tad Burness is a west coast automotive historian and writer as well as the artist who draws *Auto Album*, a syndicated newspaper feature on automobiles. He has written several books besides those aforementioned or the one we're discussing here.

What he has done is to gather material on automobiles, largely photographs taken from salesroom promotion brochures or magazine ads, cut them as needed and pasted them up, listing pertinent facts surrounding them. This makes a splendid reference source, as in most cases several pictures of a given make, year and model are shown at various angles. This makes ready-reference when needed, especially in those cars which changed so slightly in overall appearance over a two or three year period. (I'm thinking particularly of the 1933 and '34 Ford, and the 1934 and '35 Buick.)

Along with the illustrations, Tad adds such abridged specifications as he can, plus any other information he feels would be of interest or use to the reader.

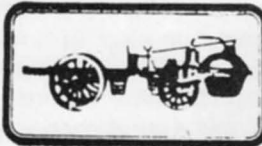
The volume weighs slightly over five pounds, and is a bonanza bargain in today's inflated market. It is chock full of material, and I think it ought to be in every automotive library. And if you're wondering what to do with your earlier soft-covered editions, leave them in the garage or your workshop and put this one in the living-room for casual reading. You'll never get tired of it simply because there is so much of it, and all of it is interesting.

Keith Marvin



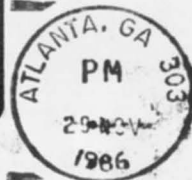
SANDUSKY 1 1/2 TON STAKE BODY TRUCK, 1912 MODEL. (See also photo on page 6).

The Sandusky truck was made by the Sandusky Auto Parts & Motor Truck Company, Sandusky, Ohio, from 1911 to 1914. This model had a 4-cylinder water-cooled engine of 3 1/4-inch bore and 5-inch stroke, which provided a top speed of 27 miles per hour. Power transmission was through a cone clutch, a 3-speed and reverse transmission, and double chain final drive.



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