

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March-April 1987

Issue Number 107

## SAH BOARD MEETING MINUTES FEBRUARY 6, 1987

The February meeting of the Board of the SAH was called to order at 10:15 a.m. by President Keith Marvin. Present were Helen Earley, Charles Betts, Jack L. Martin, George Ward, Christopher Foster, Bill Cameron, Matt Joseph, Tom Bonsall, Taylor Vinson, and Shelby Applegate.

The Treasurer's report was passed out by George Ward. The reading of the minutes of the October meeting were dispensed with since they had been previously published in *The Journal*. Keith Marvin read a letter of appreciation from Max-Gerrit von Pein of the Daimler-Benz Museum. The Board voted to invite him to return for the October meeting and present a short visual program about the Museum at the banquet. Keith Marvin will extend the invitation.

A letter was read from *Cars & Parts* magazine presenting an unsolicited donation of \$250.00 to the Society to be used towards awards or any other venture the Society wishes. It was moved, seconded, and passed unanimously that the money be used for the General Awards Fund. The President will send a letter of thanks.

The following committee reports were presented:

**MEMBERSHIP:** Charles Betts reported a total of 430 paid memberships as of this date, with renewals coming in about as usual. All renewals must be in by the end of March or the member will be dropped. Charles asked to be replaced as Membership Chairman as of June 30, 1987, because of failing eyesight. Shelby Applegate volunteered to take over the job and computerize the records.

**PUBLICATIONS:** Beverly Rae Kimes reported that both publications are on time. *The Journal* has been mailed, and the *Review* will go to press in about a week. Beverly announced a new *Journal* column called "Sources and Resources" which is intended to incorporate notes from members regarding resources for research such as particularly good historical museums, important biographical dictionaries, etc. Members will be encouraged to submit helpful hints to fellow researchers.

**AWARDS:** Matt Joseph reported that he and his committee have a good working relationship and are working on ways to make their review of material for awards a more efficient process. The Committee is currently proceeding according to schedule. The Board approved reimbursement to Matt Joseph for funds expended for the engraving of award plaques.

The Friend of Automotive History Award Committee is now accepting nominations for this year's award. Ballots will be sent to all officers and directors who will pick the winner of the award in time for announcement at this year's banquet. A notice will be placed in *The Journal* spelling out the qualifications for the award and the person to contact with nominations.

**NOMINATING:** John Conde was not present to report on the status of this year's slate, but asked George Ward to make some inquiries on the Committee's behalf and report back to him.

**PUBLICITY AND PUBLICATIONS:** Kit Foster reported that he has been actively promoting the Society in publications worldwide and that members should be noticing many articles and mentions in publications which they receive from outside the Society.

**ANNUAL MEETING:** George Ward reported that the Sheraton has again been reserved for the annual meeting.

**HERSHEY HOSPITALITY TENT:** Bill Cameron reported that he already has some volunteers to assist with the tent, and will send a notice to all members for volunteers to staff it. It was suggested that a permanent sign be made to display at the tent. Shelby Applegate volunteered to have a sign made in Lebanon to the Board's specifications and will store it in her garage until October. The Hershey spaces

will be the same as last year, BR 72-75, next to John Conde who has made the arrangements.

The Board gave a standing ovation to Charlie Betts for his years of faithful service. He is sorry to have to retire because of his failing eyesight, and the Board is sorry to lose his valuable participation and fine judgement. The Board voted to honor Charlie with a reception prior to the banquet;

The Wisconsin Chapter asked if we wished to continue sponsorship of the International Automotive Literature Meet in Wisconsin. Last year the Chapter, which ran the meet, voluntarily sent a portion of the proceeds to the Society. The Board agreed to continue to sponsor the event so long as the Society assumes no legal responsibility or debts. The event does give us positive visibility and involves us in the activities of a Chapter.

Shelby Applegate invited the Board to again have dinner and the October Board meeting at her home in Mt. Gretna on the Thursday evening prior to the Annual Meeting banquet.

The proposal that Directors be elected by officers rather than the total membership was discussed. The unanimous sense of the Board was that the idea be not pursued. Under the current by-laws the nominating committee prepares a slate of officers which can be one or more candidates per office. Our by-laws state: "Other nominations may be made by writing to the nominating committee by petition signed by not less than ten (10) of the voting members of the Society. Such must be received within ninety (90) days prior to the annual meeting of the Society."

The meeting adjourned at 1:15 p.m.

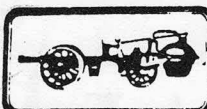
*Respectfully submitted,  
Shelby C. Applegate  
Secretary*

## FRIEND OF AUTOMOTIVE HISTORY AWARD

Nominations for the Friend of Automotive History Award are now being solicited. The recipient need not be an SAH member. The awardee should be someone who has contributed significantly to the cause of automotive history. He or she will have been involved in such matters as writing, editing, or publishing; collecting and preserving literature and/or vehicles; service to auto-related clubs or societies; funding of worthwhile auto-related efforts; assisting others with their research, etc. Previous winners of the Award are Henry Austin Clark, Jr., Charles L. Betts, Jr., Dick and Grace Brigham, and Beverly Rae Kimes.

A ballot will be prepared by the Committee with all nominees on it, and the Officers and Directors will elect the winner. The Award will be presented at the annual meeting in October.

Please send nominations to David L. Lewis, 2588 Hawthorn Road, Ann Arbor, MI 48104.



# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Editor  
Richard B. Brigham

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

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

Richard B. Brigham  
John A. Conde  
Frederick D. Roe

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## SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS, 1987

**PRESIDENT**  
Keith Marvin  
587 Broadway - A-13  
Menands, NY 12204

**SECRETARY**  
Shelby C. Applegate  
Box 1  
Annville, PA 17001

**VICE PRESIDENT**  
Charles L. Betts, Jr.  
2105 Stackhouse Drive  
Yardley, PA 19067

**TREASURER**  
George B. P. Ward, Jr.  
c/o Maryland National Bank  
P. O. Box 987  
Baltimore, MD 21203

Statement of Financial Position as of December 31, 1986  
(Unaudited)

### ASSETS

#### General Fund:

Maryland National Bank - Commercial Growth account	\$ 6,925.77	
T. Rowe Price Prime Reserve Fund	2,029.27	
Advance a/c President's expense	118.87	
Advance a/c Secretary's expense	255.33	
Advance a/c publication expense	( 7.49)	
Deposit a/c 1987 Hershey events	390.00	\$ 9,711.75

#### Awards Endowment Fund:

T. Rowe Price Prime Reserve Fund	2,700.21	
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#### Publications Endowment Fund:

T. Rowe Price Prime Reserve Fund	\$ 8,561.75	
Vanguard Money Market Reserves:		
Prime Portfolio	5,853.06	
Federal Portfolio	5,829.93	20,244.74

#### James J. Bradley Memorial Fund:

T. Rowe Price Prime Reserve Fund	2,478.53	
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**TOTAL ASSETS** \$ 35,135.23

### LIABILITIES and NET WORTH

Current Liabilities: \$ -0-

#### Net Worth (Fund Equities):

General Fund	9,711.75
Awards Endowment Fund	2,700.21
Publications Endowment Fund	20,244.74
Bradley Memorial Fund	2,478.53

**TOTAL LIABILITIES and NET WORTH** \$ 35,135.23

Statement of Income and Expense for the year ended  
December 31, 1986  
(Unaudited)

### GENERAL FUND

<b>Income</b>		
Dues	\$11,144.00	
Interest	419.92	
Sale of publications	33.00	
Contributions	352.20	
Refund of 1985 expense	79.50	
Annual meeting receipts	1,680.00	\$ 13,708.62
<b>Expense</b>		
Printing	\$ 3,956.87	
Typesetting and layout	1,869.50	
Postage	1,872.38	
Mail service/supplies	1,144.27	
Telephone	526.38	
Advance a/c President's expense	118.87	
Advance a/c Secretary's expense	131.83	
Directors' meeting expenses	353.62	
Advance a/c 1987 Hershey events	390.00	
Annual meeting expense	1,650.00	
Corporate expense	10.00	
Office supplies	197.67	
Xerox	46.37	
Liability insurance premium	462.00	
Advance a/c publication expense	( 7.49)	
Other	208.69	12,930.96
<b>Excess of Income over Expense</b>		\$ 777.66

### AWARDS ENDOWMENT FUND

Income: Interest	\$ 235.15	
Expense: Awards	1,444.78	
<b>Excess of Expense over Income</b>		(\$ 1,209.63)

### PUBLICATIONS ENDOWMENT FUND

Income: Interest	\$ 1,227.47	
Expense: None	-0-	
<b>Excess of Income over Expense</b>		\$ 1,227.47

### JAMES J. BRADLEY MEMORIAL FUND

Income: Interest	\$ 164.90	
Expense: Award	345.00	
<b>Excess of Expense over Income</b>		(\$ 180.10)



## LETTERS FROM OUR READERS

From Steve Richmond, 445 West Walnut Avenue, Arcadia, California 91006:—I'm sending along a copy of the *Coilbox Courier* in which I also had to eat "an ample serving of crow" so I know just how it feels. It certainly wasn't easy for me to publish the fact that I had made errors, but they do happen, as you well know. The important thing—and I learned this early on from Keith Marvin—is that they be made right in the interest of keeping automotive history accurate.

In my first issue of the *Coilbox* in December of 1984, I misspelled "Cleveland" three out of four times. Fortunately, the *Coilbox* has never been sent to Cleveland, but I felt it necessary to apologize to the residents of that great city in the following issue.

Continued on next page—

Even after checking my facts in at least two sources wrong information can be printed. This seems to come with the territory of researching and writing about a subject.

Thank you again for doing your usual super job in printing the "Long Distance" piece. I'm trying to get him signed up as a member of the SAH, but with no results to date. I'll keep trying.

*Ed.— Crow ain't really all that bad, once you get used to it.*

\*\*\*\*\*

**From William J. Lewis, 600 Kiama Street, Anaheim, CA 92802:**—Errors are bound to occasionally slip by the most meticulous of editors. I think that when they do occur it is important that we call attention to (and help correct) the information, rather than to allow misinformation to perpetuate. In this light I feel compelled to comment about a short item about the French Citroen which appeared in our SAH Journal No. 104, September/October 1986.

Citroen is indeed the world's oldest continuous producer of front-wheel-drive cars (1933 to date). It certainly was not "France's first front-drive car," as the item states, and even if the word "production" had been included in the statement it still would be incorrect. A profusion of all three types, powered by steam, electricity and petrol had been manufactured in France from circa 1896 to 1933, when the first TAV Citroen appeared.

For example: Latil cars (1898-1903) and trucks from 1904 on. Rolleau et Pilat (1902-1903) even used semi-constant velocity universal joints in its live drive axles, as did Latil. The Tracta (1926-1933) would certainly rank as the earliest major manufacturer of front-drive cars in France. Tracta can also claim the title of being the world's first FWD sports car to compete in international road racing. And who could forget those 36 mind-boggling Buccialis of 1926-33—the last six of which had to be the largest and most awe-inspiring front-drive passenger cars ever built?

In addition, the many prototypes which died aborning, or barely making it to the French marketplace, cannot be overlooked. The 1922 Angeli and at least one example of the 1931 Lambert front-drives still survive in French museums. Others which come to mind include Chaigneau (1928), Dubonnet (1929), Harris Leon-Laigne (1930), Donnet (1931), Rosengart (1933), and Derby, produced from 1932 to 1936.

Contrary to another statement in the item, Andre Citroen did not design the sleeve-valved four-cylinder engine later taken over by Voisin. [But no less of an authority on European cars, Michael Sedgwick, says he did. See Editor's Note, second column on page 7, of Journal No. 106. Ed.]

The 1925 Citroen may have been the first mass-produced all-steel bodied French car, but it was far from being the first of that construction in France. Louis Clement's patented steel framed and skinned bodies were used by at least two French coachbuilders on various chassis between 1913 and 1925. The front-drive Citroens also featured the monocoque chassis/body construction, but even that theme was ancient history in France, dating back to 1906.

Placing the blame for Andre Citroen's bankruptcy upon the assumption that "development costs of his front-drive automobile" was the principal culprit is ludicrous. A manipulated ploy, not unlike today's hostile take-over idiom, aided by a malcontent among principals within the firm, forced Citroen out of his company. □

# THE BILLBOARD

Advertising in this column is offered free to SAH members on a space available basis. Ads for historical automotive books and literature, photographs, drawings, etc., are acceptable, both for sale and wanted. Ads for automobiles or parts are not acceptable.

**FOR SALE:** Automotive magazines from 1930's to 1986, 25c each. All Mercedes material clipped out. 15 box lot FOB Chicago. Paul Dauer, Box 2670, Chicago, IL 60609. Phone 6:00 to 7:00 PM (312) 251-2603.



Would it be possible to run a picture of a Mercury Body Speedster in an up-coming issue?. I am interested in information as well as advertising used by the company.

**WANTED:** Issues of *The Ford Dealers News* during the twenties. After market magazines about Model T's. Will buy, copy, or have all sorts of auto literature to trade. Would appreciate even knowing that the ads exist, even if not available. Jarvis Erickson, 21421 Climax Road, Alderwood Manor, WA 98036.

*Ed.: There's your photo, Mr. Erickson—and a cute little car it is, too.*



**SS JAGUAR 100 PAINTING OFFER:** SS100 owner Michael Turner, Britain's leading painter of automotive action, has just completed a superb impression of Tom and 'Bill' Wisdom making best performance in the 1936 Alpine Trial—the first big success for a Jaguar car and, in effect, the occasion which International Weekend commemorates as much as any other. A limited edition of 309 signed prints (the same quantity as SS100s made) is being offered for £34.50 including VAT, or 65 US Dollars by surface mail (10 Dollars extra by air). The address for details is Studio 88, PO Box 88, Chesham, Bucks. HP5 2SR.

*Ed.: The above ad was submitted by member Andrew J. A. Whyte. (897).*

# SOURCES and RESOURCES

This is a new column which will appear in each issue—with your help. As historians, we've all developed individual research tools and found nifty new ways to unearth historical detail. Please share with us the research avenues which have been particularly successful for you. Automobile history will be all the richer for it. And that, after all, is what the Society of Automotive Historians is all about.

Bill Cameron gets the ball rolling for us in this inaugural "Sources and Resources" Column. Read and learn—and smile. Bill's "loud-voice-in-a-bar" approach is a new one to us, and has to be fun too. Here's looking at you, historians!

My automotive history research has been confined, mostly, to remote makes of cars and little-known pioneers. In addition to the usual, my activities have involved some perhaps less well-known approaches with generally good results. For instance, I've had good luck with the "sign-around-the-neck" routine at major swap meets, spelling out the name of the car in large letters indicating exactly what it is that I am looking for such as—"Wanted: BUGMOBILE CAR HISTORY, ADS, SHOP MANUAL, OTHER OWNERS."

Another somewhat overlooked approach is the Patent Office. Quite often a pioneer automobile manufacturer became an inventor and filed one or more patents which go into some detail. The drawings which accompany these patents are quite detailed and can be of considerable help in reconstructing some hard-to-understand element of the car's operation.

In addition to the Patent Office files, which are open to the public in Washington, D.C., there are patent files in depositories in principal cities around the country. Things to look for are the filing date, which is often several years before the actual date of issue. Next, note whether the patent has been assigned to some other individual or corporation. In many instances the patent has been financed by someone other than the inventor and the proceeds, if any, may be assigned to him. If so, this will give you another name to pursue.

The residence of the inventor at the time the disclosure was filed can often be of help in tracking down his geographical location, his manufacturing facilities, or that of his employer.

If you can't spare the time to conduct your own research, there are individuals in Washington who do nothing but conduct patent searches. Any local patent attorney (or even your own lawyer) can put you in touch with one of these search experts.

If at all possible, visit the town or city where the car in question was manufactured. If there is an historical society, this is the first place to look; you will find the personnel extremely helpful. Next stop is the public library, where you will often find a research librarian who will take an intense interest in your project, and who will often admit you to locked sections of the library where you will find such things as City Directories, Court Records, or some long-forgotten write-up on the car you are researching.

Another approach I have used with a fair degree of success is stopping in at the local bar near where you think the car was made, and in a voice loud enough to be heard at the far end, ask the bartender if he knows of anyone who might have some information on the car or the factory you are interested in. It's surprising the number of times some old-timer will speak up and either tell you what he knows about

the subject or refer you to someone else who can be helpful. In one instance the referral led me to a 96-year-old gentleman who had invested in the company in question, had a stock certificate which he was willing to part with, and a scrapbook full of pictures and newspaper clippings he was willing to donate to the cause.

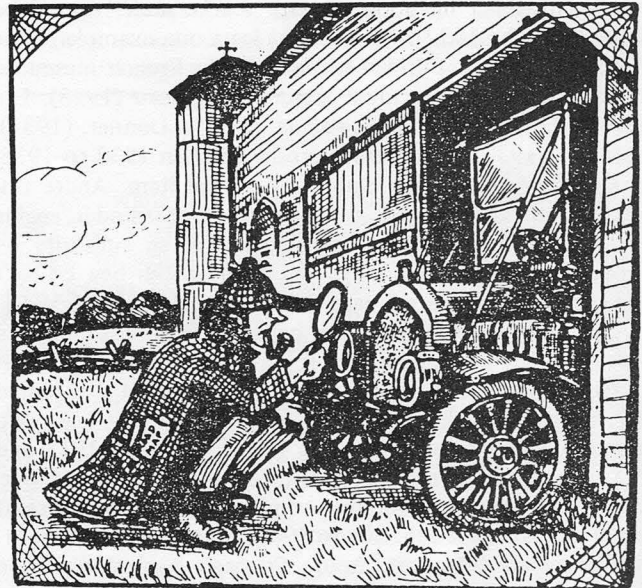
Another approach: the widows of the pioneers, who have long since outlived their husbands, will gladly tell you about his activities in great detail, supplemented by pictures, letters, testimonials, and newspaper clippings. You can find these widows through the telephone directory, inquiries made at the library, or the loud-voice-in-the-bar routine.

While in town, visit the newspaper office and see what it might have in the "morgue" on the company you are researching. The obituary of a pioneer can frequently provide the information you are seeking, or suggest other leads to follow. If the papers's files are on microfilm, go through the painful process of scanning each page in the approximate time period of your search. You'll be amazed at the number of times your individual company has been mentioned by the press.

In the event that you can't take the time to visit your subject city, step one would be to check your SAH Membership Directory. You may find a member listed with whom you can correspond; one who may either provide direct help or put you in touch with someone who can. If such a member is not listed, try the membership rosters of some of the major clubs. Next, write to the town's public library, "attention research librarian," enclose a self-addressed stamped envelope and offer to pay for copies of pertinent material.

Finally, if you can turn up the names of other owners of the car you are researching, you will often find that their knowledge goes much further in time, even to instances in which they have interviewed or corresponded with the pioneer himself or a member of his family. Sometimes you can turn up enough owners or previous owners of your make of car to form a club, even if only an informal one.

*William T. Cameron.*



THE OLD CAR SLEUTH, drawn by Alexander Telatco and published in "The Road to Yesterday" #16, September, 1962.

# The Golden Oldies

## The Oakland "Forty" (1909)

This article, both text and illustrations, is taken with very minor editing, from *Horseless Age* of January 13, 1909. Oakland was built from 1907 to 1931, when it was absorbed by its own subsidiary, the Pontiac. Oakland became a part of the General Motors family in 1909.

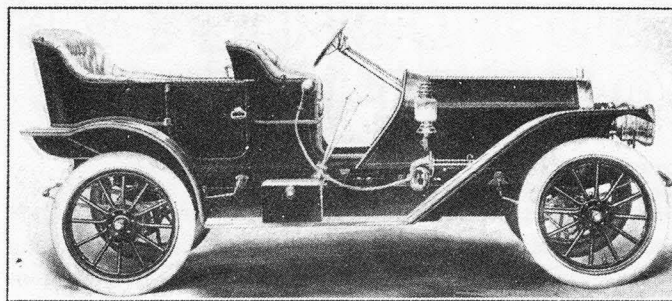
In addition to their 20 horsepower, two-cylinder model, which is continued unchanged in general design from last season, although it has been improved in detail, the Oakland Motor Car Company, of Pontiac, Michigan, is bringing out a four cylinder car for 1909. While this car is of the moderate priced class it is larger and more powerful than most of those which have preceded it.

The motor has a 4½ inch bore and 5 inch stroke. It is rated at 40 horsepower. The cylinders are cast in pairs, with valves all on one side; They have screwed in, air cooled heads, which are readily removable. In fact, cylinders, pistons, connecting rods and valves are like those of the Oakland "Twenty."

Cooling is by water circulated by centrifugal pump through the vertical tube radiator. A forced air draught through the radiator is produced by a pressed steel fan mounted in the spoked flywheel. Lubrication is by splash. The motor is set at an angle so as to "line" with the propeller shaft under normal load. Splash from each crankcase well is drained by side pockets into the next higher one, any excess which accumulates in the forward pocket being returned to the rear by a tube at the side of the case. This insures a constant circulation of oil. The crankshaft is 1¾ inches in diameter, the rear bearing being 6 inches long, the front one 4½ inches and the connecting rod bearings 3 inches. Ignition is by quadruple coil and storage battery. The carburetor is of new design and is specially arranged to use the heavier grades of gasoline which are now becoming common in the market. With this in view the small tube A is introduced directly over the nozzle to give a strong suction on the nozzle when starting or running slow with small throttle.

The auxiliary valve B is suspended from spring C, and has a large diameter and good capacity. It is so shaped that the area of opening is not proportional to the extension of the spring, but follows the proper curve to make the mixture right at all speeds. The weight of B, and the dash pot effect of its support, combine to prevent its fluttering under variations of suction. Valve D serves to shut off the auxiliary air when starting.

Power is transmitted to the propeller shaft through a sliding ball joint, similar to that employed in the 20 horsepower model. The bronze and steel multiple disc clutch is mounted in a compartment at the forward end of the change gear case. The change gear is a three speed and reverse, of the

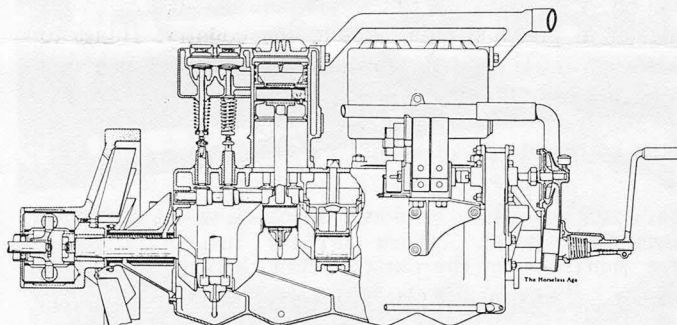


selective sliding type. Its shafts run on annular ball bearings. From the rear of the change gear the shaft goes direct to the bevel pinion.

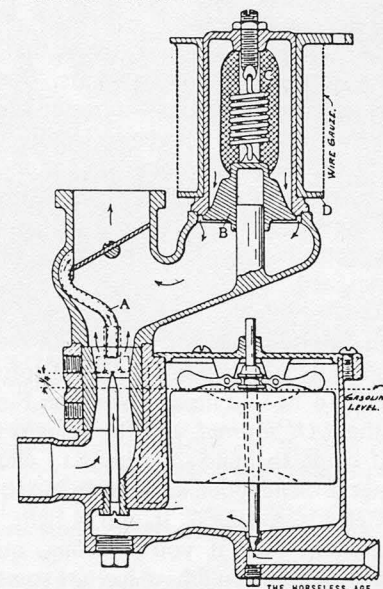
The rear axle has a pressed steel housing for the driving gears, the tubular members for the axle shafts being forced into the central case. Ball and roller bearings are employed. The front axle is a one piece I section with Elliott pivots and ball bearing wheels. Semi-elliptic springs are used in front and full elliptic at the rear. Both are fitted with rebound clips. The frame is made from pressed steel. It has only two cross members, one at the front and one at the rear. The arms at the rear of the motor form a cross brace, however.

Both sets of brakes act on the rear wheels, and both are double acting, one being of the expanding and one of the contracting type. Steering is by the same differential combination of spur gears used last season. The spark and throttle control levers are under the steering wheel.

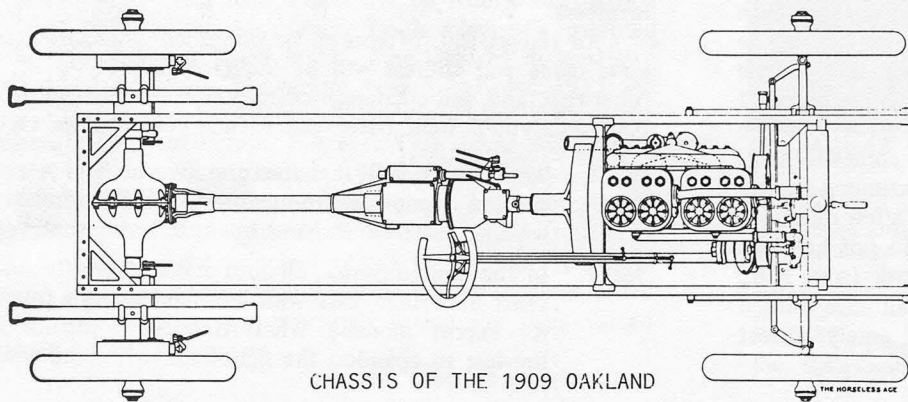
The wheelbase is 112 inches and the tread is 56 inches. Thirty-four by 4 inch tires are used all around. Touring, roadster or runabout bodies are furnished.



THE OAKLAND ENGINE. Note the air-cooled cylinder heads on this water-cooled motor.



OAKLAND CARBURETOR



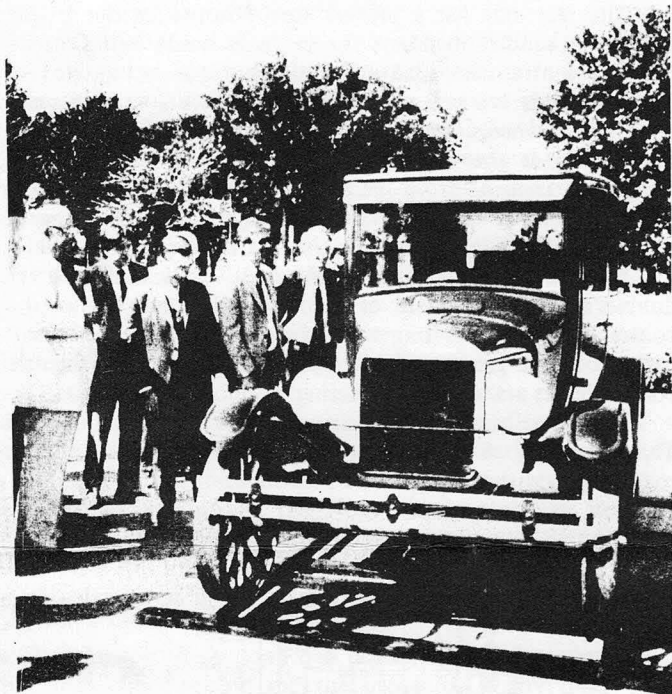
CHASSIS OF THE 1909 OAKLAND

# AUTOMOTIVE ODDITIES

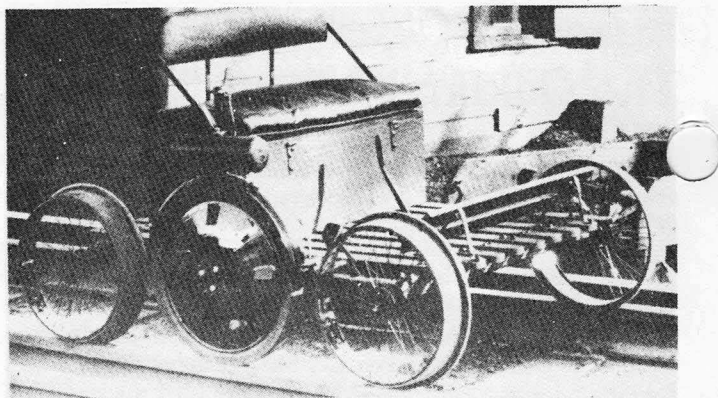
by  
Arby Bee

## WORKIN' ON THE RAILROAD

Nowadays, pickup trucks and station wagons, both large and small and equipped with steel flanged wheels for running on rails, are used to transport track inspectors and maintenance crews in a degree of comfort unknown in earlier days of railroading. Shown here are three such vehicles of the teens, twenties and thirties.



This 1927 Model T Ford Railway Inspection Vehicle was donated to the Smithsonian Institution, Washington, D.C., by the Columbus and Greenville Railway of Mississippi.



The Briggs and Stratton Company of Milwaukee, using one of their Motor Wheels for propulsion, made this fresh air model track inspection car in 1918 or 1919. It must have been a fearsome thing to ride on in cold weather.



Using a 1927 Model 36 Pierce-Arrow hood and radiator, and a Buick engine, this unusual vehicle was built in 1931 by the Rio Grande Southern Railroad Company. It had a capacity of five passengers and 3,000 pounds of mail and express. Apparently it could also serve as a snowplow when the occasion demanded. It is now owned by the Colorado Railroad Museum, of Golden, Colorado.

This photo was sent to the *Journal* by SAH member Cornelius Hauck, of Cincinnati, Ohio.

## WHO'S ON FIRST ?

It has been said many times that when writing or talking about historical things or events, "first" is a word to be used with caution, for it may turn out that something (or several things) were even "firster." This seems to be especially true in the subject of automotive history, in which the dates of many features of design and construction, dates concerning the use of various accessories as standard equipment, and even the introduction dates of various makes and models can be questioned. But somewhere in the quantities of reference material available to the researcher the answers to many of such questions may be found—but even these answers may be subject to later revision as more information comes to light.

We'd like to make "Who's on First" a continuing feature of the *SAH Journal*, and for openers here are a few questions that come to mind—questions to which we do not have the answers. Send your answers to SAH, 1616 Park Lane, N.E., Marietta, GA 30066. If you're right, we will all have learned something. And if you're wrong, others will surely correct you, and then you'll have learned something too.

And, while you're at it, send in some questions of your own. The SAH was founded initially as an information exchange, to which members could contribute letters, articles and pictures to be shared with everyone. In this new department, "Who's on First?," a question from one becomes a question to all, and a question answered is shared with all members.

All replies will, of course, be published as received, and your name and address will be included unless you tell us otherwise. This will encourage correspondence between members, and you'll soon have "old friends you've never met."

- No. 1. What automobile manufacturer (worldwide) was the first to equip its production cars with windshield wipers, powered or hand operated? In what year?
- No. 2. In the United States, all auto makers have for many years built their cars with left-hand steering (except for export models). What American company was the last to abandon the right-hand-drive, and when?


 BOOK REVIEWS

*AMERICAN TOY CARS AND TRUCKS*, by Lillian Gottschalk, with photos by Bill Holland. 328 pages with 184 color and 314 black and white photos. Hardbound, 11" by 11½". ISBN 0-98659-653-2. Abbeville Press, 505 Park Ave., New York, NY 10022. \$75.00.

SAH member Lillian Gottschalk is one of the world's most renowned toy collectors, and is currently serving as vice president of The Antique Toy Collectors of America. In *American Toy Cars and Trucks* she has assembled a large array of toys which have regaled generations of youngsters from 1894 through 1942. Variety abounds throughout the book with every conceivable type of toy car and truck shown, identified by maker, material, size and date of manufacture and including items of cast iron, heavy and light pressed steel, aluminum, wood, glass, and paper, as well as friction and fly-wheel varieties. Tootsietoys and other diecast, pot metal or pedal cars are not included, nor are toys made in Japan. I mention this last item because in spite of its title there is a very good section in the book on our European counterparts. Also included are biographical sketches about domestic and foreign toys, and the histories of the companies which made or still make them. Names such as Arcade, Buddy L, Hubley, Kingsbury, Marx, and many, many more are included. Lillian Gottschalk has done her work well in layout, and this is one book which must be owned, either now or eventually, by any true toy car and truck lover. It is impressive to the extent that its "borrowability" may present problems. No, this is one which must be obtained, treasured, and, in my opinion, shouldn't be lent without ample second thoughts.

More than 800 toys are featured in this large volume (it tips my bathroom scale at five pounds) representing virtually every type of car and commercial vehicle ranging from fire apparatus of all kinds and ambulances to racing cars and motorcycles. An actual listing of all types would fill this page.

Also included are spinoffs of the subject at hand, such as miniature gas stations, including the "Bumpalow" garage, which was a painted cardboard item sold back in 1931 and manufactured by Milton Bradley, a famous maker of games as well as the Buddy L toys.

The book is seductive in its appeal to those of all ages, but will serve as a trip to Nostalgieland to some of us who knew them when they were sold new in the marketplace, and I'm sure that most of these items bring much more on the open market today than they did way back when.

The book is a treasure trove in toys, a very valuable contribution to automotive history, and a delight for anyone who gets his or her hands on it.

Keith Marvin

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*THE ROLLS-ROYCE SILVER WRAITH*, by Tom C. Clarke. 15 pages and profusely illustrated with black and white photos, factory sketches, diagrams, excerpts from magazine and newspaper articles, and cartoons. Hardbound, 7¼" by 10." ISBN 0-9506489-2-2. Published by John M. Fasal; printed by Burgess & Son (Abingdon), Abingdon, Oxfordshire,

England, and available from RREC Publishing, The Hunt House, Towcester, Northampton NN12 7A, England. \$50.00 plus \$5.00 for packing and postage, surface mail or \$20.00 air mail.

The Wraith was the lineal descendent of the 25/30 horsepower Rolls-Royce and, thanks to World War II, production ended with a scant 492 chassis being completed during 1938 and 1939. Almost its entire output was sold on the home turf, with only 15 delivered to buyers in the U.S. at the time. It looked very much like a scaled-down Phantom III, which was the other (and larger) model then in production; but regardless of its carrying only half the number of cylinders used in the P-III it handled beautifully, carried handsome coachwork, had enough power to attract a clientele resembling a combination of "The Social Register" and "Who's Who," and otherwise made its own place in the sun. Owners included General Montgomery, Mrs. Rudyard Kipling, H.R.H. The Duke of Kent, and George Bernard Shaw, among others.

In the United States, the car sold in the \$10,000-\$11,000 market which, for the 1938-1939 era, was high, especially when compared to such American offerings as Cadillac, Packard and Lincoln; all excellent cars, a good deal cheaper, and well worth the price.

But the Wraith wasn't destined to be a world-beater, and most of the Rolls-Royce clientele at the time seemed to prefer the larger and more prestigious Phantom III, a complicated piece of machinery, as buyers frequently learned.

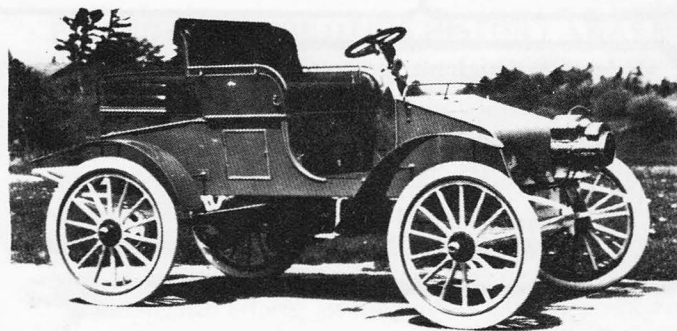
This book has everything in it besides an excellent text and an abundance of gorgeous pictures. Its appendices are replete with everything about all cars built, including the first owner, where he or she lived, where the car (if known) is today, and its owner.

This is a book for the connoisseur in general and Rolls-Royce in particular. There isn't a great deal available on the Wraith. This is it, and it's a dandy.

Keith Marvin

## DEPARTMENT OF CORRECTION AND APOLOGY

107? . . . . 1091?

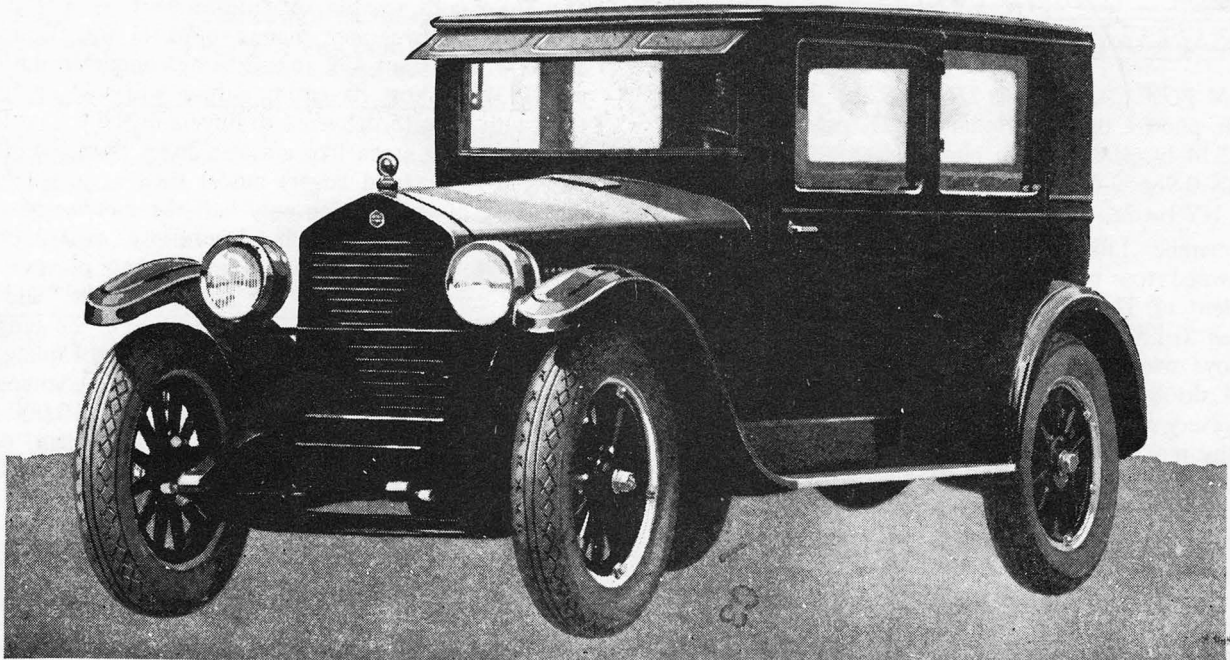


1903 LONG DISTANCE AUTOMOBILE

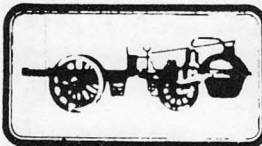
This picture appears on the back page of the issue called number 107 in the box which also contains our return address—only it *isn't* number 107. It's number 106, just as printed at the top of the front page of that issue. *This* issue is number 107.

But we have made an even bigger mistake on the same page. We gave the Long Distance automobile credit for having been built from 1091 to 1905. If this were true, it would settle once and for all the question of who built the world's first automobile—and stayed in business for 814 years.

Yet would you believe that only one member wrote to tell us about that 1091 date? Sorta makes a fellow wonder if anybody reads our stuff after all.

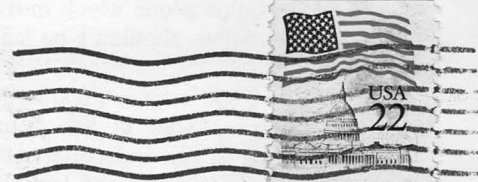


THE 1924 ESSEX COACH, built by the Hudson Motor Car Company, Detroit, Michigan, U.S.A., was one of the first very low priced enclosed cars made in this country, and was among the first to adopt balloon tires as standard equipment. In 1932 the Essex was renamed Essex-Terraplane, and in 1933, simply Terraplane, which was discontinued in 1938.



# THE JOURNAL

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