

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May-June 1987

Issue Number 108

EDITORIAL COMMENT

NATIONWIDE MISINFORMATION— THAT CAR ON THE \$10.00 BILL

Well, our campaign against the dissemination of inaccurate historical automotive information goes on. This time it concerns the little picture of the car on the reverse side of the U.S. ten-dollar bill. In issue No. 21 of *Automotive History Review*, mostly to fill up a short column, we asked if our members could tell us the make and model of this car. Many replies were received, and these are published (in greatly abbreviated form) elsewhere in this edition of the *SAH Journal*.

The winner was the Model A Ford, the front end design of which is obvious—but enough doubts remain to consider the question still unanswered, and I find myself on the side of those who thought that the sketch wasn't intended to represent any actual make of car despite the front-end resemblance to the Model-A.

It came as no surprise to find that two of those who replied said the car was a Hupmobile, although the picture looks nothing at all like any Hupp ever made. These people evidently heard the well-known radio and television commentator Paul Harvey make this astonishing statement in his noon-day broadcast of August 30, 1984. Many thousands of listeners must have heard this bit of misinformation, and among them quite a number who still remember it nearly three years later.

And so the question remains unsettled—Ford? - possibly. Hupmobile? - definitely not.

THE BRITISH MOTOR RACING HISTORICAL SOCIETY

In October 1985 I started the British Motor Racing Historical Society to put like-minded enthusiasts in touch with each other, share and exchange information and make research easier and more complete, adding to the documentation of motor racing.

This has proved to be a great success, attracting 75 members so far, both in the UK and abroad.

Interests of members include the land speed record, prewar racing, statistics and histories of circuits, cars and championships, beach racing, cyclecars, Brooklands, hill-climbs, racing personalities, Grand Prix, sportscar and endurance racing, marque histories, obscure events and the collection of racing literature and photographs.

I would be delighted to hear from any SAH members who would like to join the BMRHS, giving details of their particular interests, and pleased to send them a list of present members and their interests. Write to:

Mr. Martyn Flower
2 Belbrough Close, Hutton Ruddy
Yarm., Cleveland TS15 0EH
ENGLAND

CONVERTIBLES EXHIBITED AT MUSEUM OF TRANSPORTATION

The Museum of Transportation, Larz Anderson Park, 15 Newton Street, Brookline, Massachusetts 02146, hosts "Ragtops to Riches: Great American Convertibles," April 1 through September 13th. The exhibit traces the evolution of the "open" car from the turn-of-the-century, when all cars were topless, to the elegant streamlined styling of the thirties to the dream convertibles of the eighties. Also featured are boxy, finny, fantastic autos, plus hands-on activities. The cars, in time-related settings, are surrounded by period artifacts: vintage radios and television sets, Charles Eames and Gilbert Rohde chairs, Russell Wright dishware and enameled roadside signs all reflect the culture of their times. Open Wednesday through Sunday from 10 a.m. to 5 p.m. Admission, \$3.00; Seniors, students with ID, children, \$2.00; under 5, free.

Call 619/522-6140.

THE ITALIAN ASSOCIATION FOR THE HISTORY OF THE AUTOMOBILE

This new organization was constituted on 6 April 1987, in the course of an assembly of interested parties which took place at the Museum of Science and Technology in Milan. The Association's objective is to encourage and stimulate research and publication dealing with the history of motorisation in Italy. It is intended to serve as a practical instrument of improved utilisation of existing resources and improved communication between all sectors of this discipline.

Engineer Dante Giacosa—himself a writer of automotive history as well as a creator of it—was elected president of the organization. Among the founding members are other distinguished designers, such as Giulio Alfieri, Giotto Bizzarini, Giuseppi Busso, Aurelio Lampredi, and driver-engineer Piero Taruffi. There are professors of history such as Gianni Koenig and Roberto Segoni, and historians of production and industry such as Angelo Tito Anselmi, Duccio Bigazzi, Stefano Milani and Luigi Orsini. There are many prominent journalists who are known for their contributions to the history of the automobile and the motorcycle. And there are many foreign members, among them Lord Montagu of Beaulieu. There were 89 members at the time of the Association's constitution. The high level of their professional qualifications is notable.

The official headquarters of the Association are located at the Museo dell'Automobile in Turin. The business office, which is headed by Secretary Ing. Vittorio Fano, is at via San Vittore 32, in Milan.

Griffith Borgeson
Mirail
La Motte D'Aigues
34240 La Tour D'Aigues
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A TWO-HOUR TAPE BY RAY DIETRICH

One of our newest members, Mr. John C. Hayne (1239) of 5313 John Thomas Drive, N.E., Albuquerque, New Mexico 87111, sends the following information:

"Some of the members might be interested in a tape recording done by the late Raymond Dietrich, automotive designer. It is a tape of approximately two hours duration wherein he talks about his experiences. The tape was made by a member of the Ford Thunderbird Club here.

"Ray died several years ago, but Mrs. Dietrich still lives here and may have some materials of interest."

The person to contact for more information about the tape, as well as Mrs. Dietrich's present address, is - Mr. Don Anderson, 2024 Moon, NE, Albuquerque, NM 87112. His telephone number is 505/296-3352.

SOUTHERN CALIFORNIA CHAPTER OF SAH ANNOUNCES ITS FIFTH ANNUAL AUTOMOTIVE LITERATURE AND SWAP MEET

The Southern California Chapter of the SAH has announced its fifth annual automotive literature fair and exchange to be held on Sunday, September 13, 1987, at Pasadena City College, Colorado Boulevard and Hill Avenue, from 6 a.m. until 3 p.m.

The purpose of the meet is to buy, sell and swap automotive literature, memorabilia and small collectibles, but no parts or non-automotive items.

Swap space, 20 by 20 feet, is offered at \$15.00 by advance reservation, or is available at the gate. Parking and admission are free to buyers.

For detailed information, call Steve Richmond, chairman, (818/285-3102) or Bill Lewis, reservations (714/776-8472).



Letters from our readers

PROFESSOR ENRICO BERNARDI

From Frederick A. Usher, Box 50834, Santa Barbara, CA 93150-0834:— The current issue of *Automotive History Review* (No. 21, Winter 1986-1987) requests information and sources regarding Professor Enrico Bernardi.

Count Bernardi will have to be considered as one of the "fathers" of the Italian automotive industry. Historian Griffith Borgeson, on page 42 of his book *Bugatti by Borgeson*, presents a concise biography of Bernardi as a prelude to a discussion of the early work of that Italian who became a Frenchman, Bugatti.

References to Enrico Bernardi are not uncommon in works on automotive history. See, for instance, Michael Sedgwick's history of Fiat, wherein mention will be found of Enrico and his son, Lauro.

Researchers interested in developments, individuals and firms in Italy ought to have a copy of *Marche Italiane Scorpese*, published by the Museo dell'Automobile Carlo Biscaretti di Ruffia, Torino, 1972. If this very useful source has not been available recently, it should be republished. One of the major Italian historians, Angelo Tito Anselmi, refers to Enrico Bernardi as "the great pioneer."

From F. K. Brown, 90 Pond St., Holbrook, MA 02343:—

On page 3 of *AHR No. 21* you ask for information about Enrico Bernardi. While I have no direct information, perhaps I can supply a lead, in the form of a book *Classic Cars* by Kevin Brazendale and Enrico Aceti, published by Exeter Books (of Simon & Shuster) in 1982. This book seems to have been originally written in Italy, printed in Spain, and distributed by Bookthrift, New York, N.Y.

Perhaps a letter to the authors, through the publishers, can fill in some of the missing data. The book has some excellent color photos of Bernardi's 1894 tricycle, his 1896 tricycle (built by Miari and Giusti Company) and of his 1895 motorcycle, as you show it on page 6 of *AHR 21*, but showing his crude radiator built in 1894, which explains why the Valeo Group (of Italy) were so interested.

Bernardi is described as "one of the most ingenious precursors of Italian motoring," but apparently not much of a businessman. He was from Verona, but had financial backing from Miari, Giusti, and Co., which folded in 1899.

Also, may I suggest a letter of inquiry to both the Valeo Group and to the Turin Automobile Museum? I feel that this should be followed up by SAH, as Bernardi is also credited with "pioneering several technical innovations such as detachable cylinder heads, valves in the head, oil and air filters, the exhaust pipe and ignition by a platinum 'sponge.'"

Incidentally, look at that motorcycle on page 6 of *AHR*. The trailer is really pushing the conventional bicycle, and seems to be connected by a pivot. Can you imagine what a beast it must have been to steer, with a pivot at the front fork also?

From Griffith Borgeson, Mirail/La Motte, 84240 La Tour d'Aigues, France:—

Enrico Bernardi was born in Verona in 1841 and died in Turin in 1919. Along with being a distinguished professor of mathematics and physics, he was profoundly concerned with applied engineering and was Italy's first great pioneer of motorized light transport. He began working on the problem of applying small internal-combustion engines to road vehicles in 1873. A fairly substantial literature exists concerning his quite productive career.

In 1896 the firm of Miari, Giusti & Co. was formed in Padova for the exploitation of Bernardi's patents (some were American), and cars of that marque are at the very foundation of Italian automotive tradition. They figure in Italian competition history from its inception in 1898. Enrico's son, Lauro, played a not-unimportant role in the early development of the Italian industry. Counting illustrations, three pages are devoted to Bernardi in the *Quattroruote* encyclopedia.

I would suggest that AHR/SAH invite the Societa Italiana dell'Automobile to provide it with an accurate resume of the achievements of this pioneer who, unjustly, is generally unknown beyond the borders of his native country.

From Marian Suman-Hreblay, post. schr. 36, Prodbreziny B6/43, 031 01 Lipt.Mikulas, Czechoslovakia:—

I was very pleased to read the latest *Automotive History Review* No. 21—with nice photos of Sodomka bodies by my pen friend Dr. J. Tulis. Did you know there were more than 300 coachbuilders in Czechoslovakia? I have a complete list of them in my files

Here is a translation of the main data on the life of Professor Bernardi from a book *Z dejin automobilu (Brief History of the Car)* written by V. Heinz and V. Klement (founder of the Laurin and Klement factory; predecessor of the Skoda works in Mlada Boleslav) and published in Prague in 1931.

Enrico Bernardi was born in Verona on May 20, 1841. At Padua in 1861 he was a doctor of mathematics, and in 1861, professor of mathematics and physics in Vicenza. In 1879 he was back again in Padua where he taught in the Institute of Technology to 1915. He died in Torino on February 21, 1919.

As a 12-year old boy he constructed a steam locomotive. In 1883 he published his first articles on combustion engines, and in 1884 he made a sewing machine with his own-built engine. In 1889 he constructed a small four-stroke engine later used (1893) in his three-wheeler. Also known is another three-wheeler of 1894 with 1½ or 2½ horsepower. In 1896 the Miari and Giusti Company was formed in Padua for the manufacture of these vehicles and engines.

A. C. CHAMPION—COMMENT AND CORRECTION

From Robert F. Gibson, Box 482, Somerset, Ohio 43783:

Just received the winter issue of the *Review*. Excellent as usual. I am glad to see you included the story of Champion and his plugs which I sent. I hasten to add that I am not the author of the piece as stated. I picked it up with a batch of literature from a sale, and did not mean to imply authorship when sending it. I am sorry for any confusion this might have caused.

DO SEVERAL 'LONG DISTANCE' CARS STILL EXIST?

From Willard J. Prentice, 2419 Chetwood Circle, Timonium, Maryland 21093:—

This is in regard to the article in issue 106 on the 'Long Distance' automobile, by Steve Richmond.

The author says that the 1903 model shown in the picture is "one of only two known surviving Long Distance automobiles." I wonder if a really serious search for survivors has been made, as I have seen several of these cars at shows from time to time. I have photographs of the following:

1901 model owned by C. J. DelMarco, taken at an AACA National Meet at Orlando, Florida, March, 1981.

1902 model with top, formerly owned by Edward Dudik of the National Capital Region, AACA, taken at Rockville, Maryland, July 1954.

1903 model then owned by J. West, taken at a car show at Ocean City, New Jersey, June, 1959.

Editor's note: Some of these photos were taken many years ago, and the cars may have been sold or traded, perhaps several times. Cars as rare as these, however, unless destroyed by fire or accident, surely must be around somewhere.

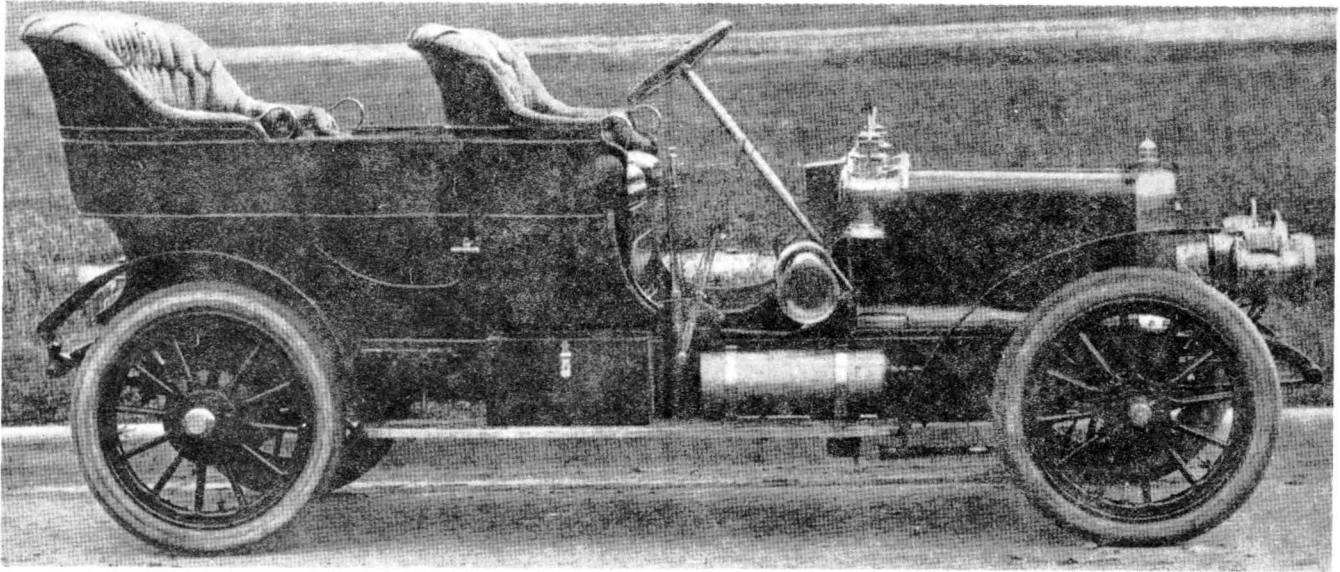
SOURCES and RESOURCES

In researching automotive history at the local level, I've found that historical societies, the chamber of commerce for whatever town/city, and even the phone book can be useful sources. Often the chamber of commerce will refer one to others in the area who are either local historians (not necessarily affiliated with or even known to the historical society) or descendants of those who were connected with the company in question. Chamber of commerce people are also good at referring one to local newspapers, which will frequently have files dating back to the area needed, which in turn will contain contemporary material.

Local (town or county) centennial or bicentennial books are also a good source occasionally, and the publisher responsible can refer one to either the organization or the persons who contributed material, including photos. What appears in such books is usually just a scant review of what the contributor knows, so further digging is really necessary.

When one does find a source, a letter (with a stamped, self-addressed envelope enclosed, of course) is usually the best way to get the information desired—but don't say "tell me everything you know about . . ." Chances are great that he (or she) won't know where to begin, and you may get no answer at all. Ask some specific questions to get the ball rolling, and count on several follow-ups, perhaps including phone calls. In the latter case, have the time pre-set, so that the person will be somewhat prepared. Don't ask too many questions on any one occasion unless you are assured that the person is ready and willing to take on a great deal—because otherwise, again, you may get nothing at all. I've learned this the hard way.

Walter E. Wray
Route 2, Box 141
Argyle, Wisconsin 53504

*The Golden Oldies***THE "AMERICAN" BEFORE THE UNDERSLUNG MODELS**

THE AMERICAN TOURING CAR—1906

The American Motor Car Company of Indianapolis, Indiana, is best remembered for its underslung models, in which the frame was hung below the axles from the springs mounted above them. The company, organized in 1905, began production in 1906 with its Model 40, pictured here and designed by Harry C. Stutz. The first underslung models, which were not designed by Stutz, appeared in 1907 and were continued until the company's demise in 1914.

The following article is reproduced, with minor editing, from Horseless Age, of January 24, 1906.

For 1906, the American Motor Car Company, of Indianapolis, Indiana, is marketing a four-cylinder 35-40 horsepower touring car of the water-cooled type. The engine cylinders are 4-9/16 inch bore by 5 inch stroke. The engine is assembled entirely upon the upper half of the crankcase, which is cast of nickel aluminum, with integral supporting arms. The lower half of the crankcase can be removed without interfering with any adjustments. All connecting rod and crankshaft journals are split boxes of white bronze. The three shaft bearings are fitted with chain oilers which carry oil from walls beneath the bearings onto the journal. Both sets of valves are located on the left-hand side of the engine and are operated from a common camshaft, which is lubricated by splash in the crank casing. The thrust of the cams on the valve rods is eliminated by means of rocker arms inserted between them, which are pivoted on the opposite side of the crankcase. The connecting rods are steel drop forgings, the cap at the crank end being held in place by four bolts. The pistons are extra long and provided with four eccentric rings, all parts being finished by grinding. The cylinders are offset from the crankshaft center in order to reduce side pressure on the cylinder walls. The camshaft gears are enclosed, and cut with spiral teeth, which eliminate noise. The motor starting crank is supported on a bracket fastened to the frame, and when not in use is held in a horizontal position. The crankshaft is a nickel steel forging, with three main journals 1 3/4 inches in diameter.

The combustible mixture is supplied by a float-feed carburetor with supplementary air valve and a balanced piston throttle. Ignition is by jump spark, the ignition outfit com-

prising a three-cell 60 ampere-hour storage battery (said to be good for 1200 miles), a quadruple unit French coil, a commutator and spark plugs in the caps over the intake valves. The gasoline is carried in a 17-gallon oval section copper tank supported on a frame under the front seat. The body can be removed without disturbing the gasoline connections.

The radiator consists of 3/4-inch copper tubes with crimped spiral flanges, the tubes being placed vertically. A fan supported from the motor is located back of the radiator and driven by a 3/4-inch flat belt, with provisions for adjusting the tension. The water is circulated by a gear pump made of bronze, secured to the front of the crankcase, and driven by a composition gear meshing with the cam gear pinion. The cylinder lubrication is effected by means of a six-feed Lunkenheimer lubricator placed on the dash and driven by bevel pinions from the vertical timer shaft. This lubricator also supplies oil to the two compartments in the lower half of the crank chamber,

The clutch is of the conical type, faced with leather and provided with flat springs under same to insure gradual engagement. A floating member is interposed between the gearbox to prevent binding of bearings due to twisting of the frame. The change-speed gear is of the sliding pinion type giving three forward speeds, the high one being a direct drive, and one reverse. All gears are casehardened. The aluminum case is provided with a large lid on top, which is held in place by a slotted swinging yoke and a setscrew with hand wheel.

The drive to the rear axle is by a propeller shaft with two universal joints, and a set of hardened steel bevel gears of four pitch. The rear axle is of the floating type, the outer ends of the driving shafts connecting with the wheel hubs by claw clutches. Large ball bearings are used throughout the rear construction. The front axle is of I-section, drop forged of nickel steel with integral spring seats. The frame is of pressed steel construction of 3/16 inch stock, and there is a sub-frame which carries the engine and transmission. A metal apron extends underneath the engine, transmission, and all controlling members, to protect them from dust and splashing mud.

The lower half of the differential housing is of cast steel; the upper half and inspection lid are of cast aluminum. Into

each side of this housing there is brazed a steel tube, which carries the hinged spring seats, and also forms a support for the driving-wheel bearings. A truss rod is fastened just inside the bearings and passing under the differential housings lends additional strength. The internal hub brake expanding member supports are brazed to these tubes. The dead weight is carried by stationary tubes, and not by the live rear axles. To one side of the pinion shaft housing, and forming a part of the differential case, is a socket into which is fitted a torsion tube, which takes all the driving and braking torque, relieving the springs of this load which they would otherwise be required to withstand.

The wheels are of the artillery type, of second growth hickory, have twelve spokes both in front and rear, and a diameter of 34 inches. Ball bearings are used, with balls of sufficient size and strength to prevent crushing, the outside row being five-eighths inch and the inside three-quarter inch thick.

The steering gear is of the irreversible type and adjustable for wear. Spark and throttle levers operate on a stationary quadrant on top of the steering wheel. The foot brakes are of the internal expanding type and act on drums on the rear wheels, while the hand emergency brake acts on the bevel pinion shaft universal coupling.

The car is fitted with a body of the King of the Belgians type, made of wood, with double side entrance tonneau. The wheelbase is 111 inches.



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.

BOOKS FOR SALE: "The Stewart Motor Corporation of Buffalo, New York" — Manufacturers of motor trucks, 1912-1942. 30 pages of data and pictures. \$5.95 postpaid. New York buyers add sales tax.

"A Guide to Cars and Trucks made in Buffalo and Western New York, 1895-1986." \$5.95 postpaid. New York buyers add sales tax.

Herman Sass, 20 E. Morris Ave., Dept SAH, Buffalo, NY 14214.

LITERATURE WANTED: Want catalogs from speed equipment manufacturers, especially Chevrolet-Wayne, Fenton, Edmunds, Fischer, Thickstun, Rajo, etc.; well known or obscure.

Dick Larowe, 40400 East Larch Mountain Road, Corbett, OR 97019.

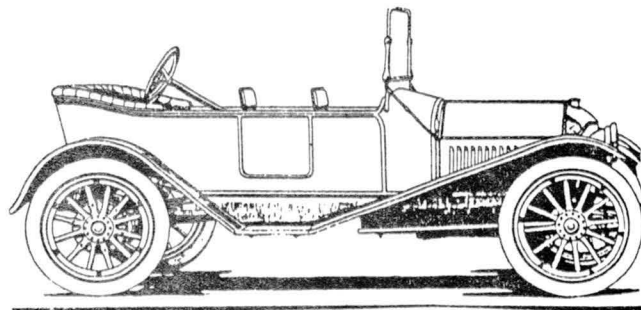
CLOSE-OUT SALE: *Serial Numbers of the First 50 Years*, compiled by Grace Brigham. Lists 257 makes of cars by year, model, engine make, serial number location. 114 pages of hard-to-find information. Now out of print, but small remaining stock will be sold while supply lasts. \$3.50 per copy, postpaid.

Brigham Books, 1616 Park Lane, N.E., Marietta, GA 30066.

AUTOMOTIVE ODDITIES

by
Arby Bee

WANNA BUY A DUCK?

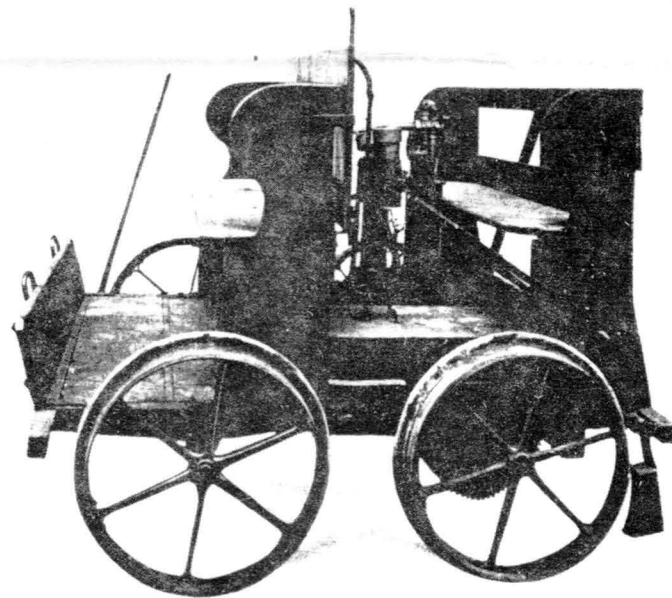


THE DUCK — A CAR FOR BACK-SEAT DRIVERS

The Duck, with its steering wheel and other controls operated from the rear seat, was made in 1913 only, by the Jackson Automobile Company of Jackson, Michigan, which also produced a line of more conventional cars.

Production of this unusual model was small, and none are known to exist today.

ANOTHER TRACK-INSPECTION VEHICLE IS THIS A REAL "FIRST"?



The above picture of this odd-looking vehicle was sent by SAH member H. C. Hopkins of Northampton, U.K., who writes: "Attached is a copy of a page from the brochure of the 'Section Retrospective' of the 1907 Paris Salon, showing a very early track-inspection vehicle—a 'Who's on First' first?"

The brochure calls this flanged-wheel machine a Draisine Daimler, made by *Daimler-Motoren-Gesellschaft* in 1887—only a year after the appearance of Daimler's automobiles.

The picture was accompanied by a short description of the vehicle, printed in French, which seems to say that it was powered by a one-cylinder, 1½ horsepower engine, water cooled, with ignition by the hot-tube method.

THE CAR ON THE TEN-DOLLAR BILL



In issue number 21 of *Automotive History Review* (Winter 1986-1987) we used this greatly enlarged drawing simply as an item to fill an otherwise empty corner. The picture is from the back side of a U. S. \$10.00 bill, and shows a corner of the U. S. Treasury Building in Washington, D.C. In question was the make or model of the small car included in the illustration.

By a large majority, replies to this question favored the Model A Ford of 1928-1929, but there are reasons both for and against this opinion. The front end of the car, including bumper, fender design, headlight placement and the style of the radiator shell surely were suggested by the Model A, but beyond that point the resemblance diminishes. As one person pointed out, this car lacks the gasoline tank cap just in front of the windshield. The small parking lamps are in the wrong location, if indeed these items were standard equipment on the Model A before 1930. And the rest of the car looks like a "nothing," as though the artist was in a hurry to get his work done.

Following is a sampling of the replies to our question, which have been greatly edited in the interest of saving space.

From S.R., Temple City, California: "I believe the car is a Model A Ford, although I do not see a gas filler cap near the front window-hood area."

From M.S.A. -Munster, Indiana: "It's a little difficult to tell from the engraving. It looks like a 1928 Model A Ford. However, I once heard that the car is supposed to be a Hupmobile."

From J.T. - Plymouth, Michigan: "The automobile in front of the Treasury Building is widely said to be a Model T Ford. The Treasury Department, however, maintains the automobile drawing on the bill is supposed to be generic, and therefore does not depict [read advertise] any particular make or model."

From N.B. - Lighthouse Point, Florida: "On the reverse side of the ten dollar bill, it was decided to include a picture of the Treasury Building, with a car that was the most up-to-date and talked about popular car of 1928—the new Model A Ford."

K.M. - Menands, New York: "I say it is a Model A Ford, as attested by its radiator and general shape."

From J.F.W. - Baltimore, Maryland: "The sketch has had historians wondering for years as to the exact make of the car. Put me down for a 1930 Viking sedan; but actually it was not intended to be any real make."

From R.M. - Madison, New Jersey: - I think the car on the back of the ten dollar bill is supposed to be a Hupmobile.

WHY THE SIZE OF OUR PAPER MONEY WAS CHANGED

From Nelson Bolan, 2131 N.E. 41 Street, Lighthouse Point, Florida 33064. — The picture in the lower right corner of page 23 of issue No. 21 of the *S. A. H. Review* looks very familiar indeed. The story began in the mid 1920's when the "powers that be" who decide such things decided to change the size of our paper money. The size of the old money was 3-1/8 inches by 7-3/8 inches. It was reduced to 2-3/4 by 6-3/8 inches, which size it remains today. Different pictures of the presidents and of other famous men of history were selected, and new etchings of buildings were chosen for the reverse sides of the bills.

On the reverse side of the ten dollar bill, they decided to put a picture of the U. S. Treasury Building in Washington. By the left front corner of that building they decided to draw in a picture of the car that was the most up-to-date and talked about popular car of 1928— the new Model A Ford. If you have a magnifying glass the details are even more obvious.

One of the big factors in capturing the Lindbergh baby's kidnapper was the old style paper money. None had been printed for more than three years, and they were being replaced as they were returned to Federal Reserve banks. The police persuaded the Lindbergh family to use the old style paper money in paying the baby's ransom. The theory paid off because the places where the kidnapper spent the money tipped the police that all he ever had were the old, and now unusual, large bills.



Welcome
New Members

NEW ENROLLMENTS, JANUARY 1 THROUGH MAY 29, 1987

Dale W. Anderson 1232	Bruno Meier 1240
Hartford Heritage, Inc. 147 North Rural St. Hartford, WI 53027	Oberdorf 201 CH-5444 KUENTER SWITZERLAND
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Mike Mueller 1242	
CAR EXCHANGE MAGAZINE 3816 Industry Boulevard Lakeland, FL 32911	

continued on page 7

WHO'S ON FIRST ?

THE POWER-DRIVEN WINDSHIELD WIPER

If memory serves me correctly, you were asking, in issue No. 107, about the first use of the automatic windshield wiper as standard equipment by an automobile manufacturer.

The earliest I've been able to pin down was a standard item on one model of the Apperson car in 1922. Modern day "Trico" claim that they provided automatic wipers on the 1922 Cadillac cars, but I can't find any Cadillac using them as original equipment until 1924.

I call all of my "firsts" tentative unless solidly proven.

Ralph Dunwoodie

5935 Calico Drive

Sun Valley, Nevada 89433

LEFT-HAND VS. RIGHT-HAND DRIVE

The questions on page 6 of the latest *Journal* fascinated me, especially the one concerning left-hand drive and the last American company to make the switch.

By accident, I ran across a fact in the *Catalog of American Cars 1805-1942* which surprised me. Apparently Stutz did not produce any models with left-hand steering until 1922, and then only on closed cars initially. One always thinks of Pierce-Arrow as the last holdout but Stutz actually waited at least two more years.

The Cardway might also be in the running as, again in the *Catalog of American Cars*, it relates that five or six were built initially in 1923 with right-hand drive, but that they were probably slated for export.

I'm not absolutely sure that Stutz is the correct answer, but, given the reference material I have to work with, it certainly must have been one of the last companies to have made the switch. I'll be interested in reading the opinions of others.

Steve Richmond

Box 1422

Temple City, CA 91780

Editor's comment:— Referring to Steve Richmond's letter, we have received just one letter of comment on the left-hand vs. right-hand drive question. This letter is far too long for publication in our limited space, but it points out that to this day right-hand drive vehicles have been and are still being produced in this country. Our original question was based on the assumption that our members would realize that we were referring to passenger-carrying, owner-driven automobiles, and did not include commercial vehicles, tractors, or special-purpose cars such as the huge number of right-hand drive Jeeps used by the U. S. Postal Service.

The picture on the back page of this *Journal* is that of a 1923 Willys-Knight Model 64, and was taken from a Willys-Overland advertisement of that year. The quintet of young ladies seem to be enjoying the race with the two dogs, unaware of the fact that they are riding in a car which even in 1923 could be called incomplete. Note that it has no bumpers, no windshield wiper, no rear-view mirror, and no spare tire—just a bare extra rim. It also lacks a dashboard gasoline gauge (although there was one on the tank) and a brake light.

So, our "Who's on First" question for this issue is: What passenger car manufacturers in the United States were first to equip their products with (1) bumpers, front and rear; (2) a rear view mirror and (3) a complete spare tire and rim?

BOOK REVIEW

YESTERDAY'S YESTERYEARS, by Robert J. Carter and Eddy Rubinstein. 128 pages, 138 color photos. Hardbound, 9¼" x 7". ISBN 0 85429 578 X. A Foulis Book, Haynes Publishing Group, and available from Interbook, Inc., P. O. Box 39, San Leandro, CA 94577. \$29.95.

The "Matchbox" series of toys (or models, if you prefer), by Lesney of England, is a rough counterpart of what Tootsie-toy used to be in the United States and this is its story, well written, succinctly explained and nicely illustrated. In a sort of reverse thrust of things, whereas Tootsie-toys have become just another brand of plaything, the Matchbox Series has emphasized more and more intricate detail into its products, and despite changes of administration and ownership, these pretty things have become world favorites over the last few years. Emphasis, of course, centers on motor vehicles of yesteryear.

Although initially planned as playthings for British children, more and more adults have begun to collect them—not only the basic types but those featuring minor variations here and there—nuances in color schemes and suchlike. Perhaps a sentence in the opening chapter sums it up best: "They're the ideal thing to give the (car-minded) girl friend when the supply of little glass animals runs out."

The models made their debut in 1956 and coverage encompasses those years between then and 1983, when the original company was taken over by other interests. Well, actually, it is better updated than that, as the anticipated models for a year or two ahead also receive attention here. And the authors' predictions that the quality would be maintained to the high standard for which the toys are known has proven itself. I have some of the latest models and they're better than ever!

No serious collectors of toys or automotive models can afford to overlook this one which is THE word, as far as the Matchbox Series is concerned.

Keith Marvin

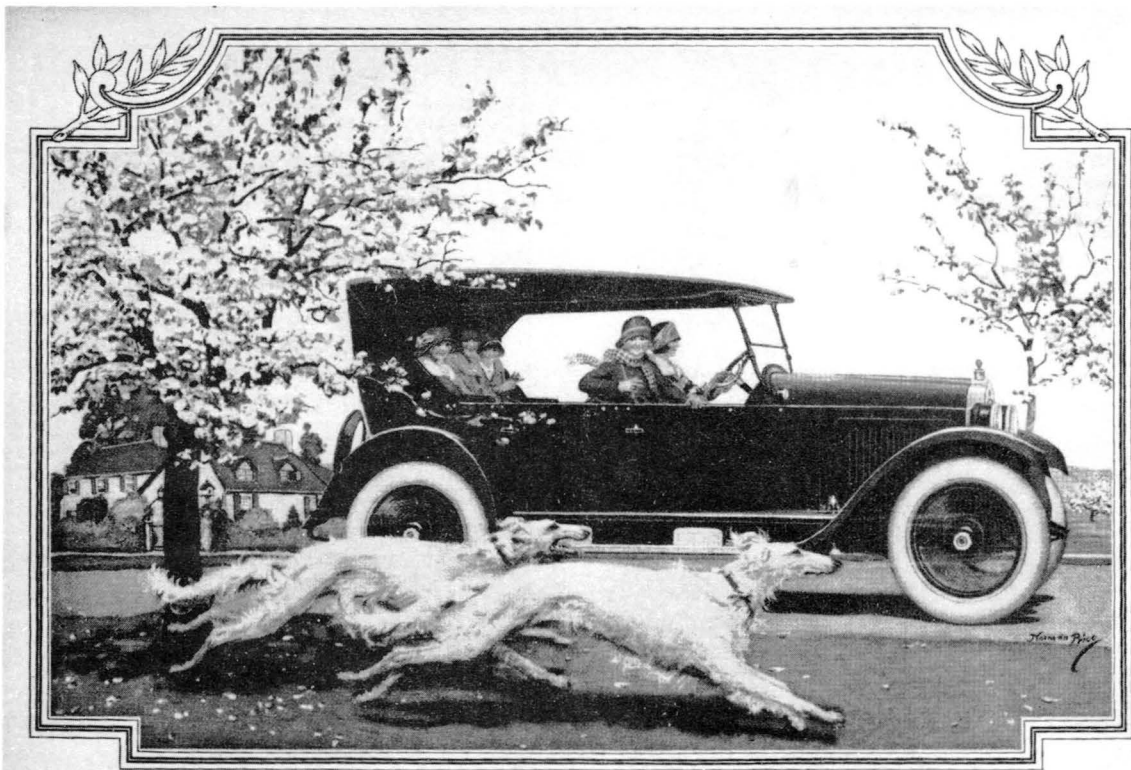
MEMBERSHIP DIRECTORY UPDATE (Continued)

MEMBER RE-INSTATED (Not listed in current Directory)

W. B. Milbrath, Jr. 752
1314 West Johnson #609
Madison, WI 53715

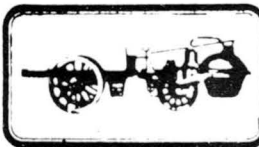
ADDRESS CHANGES AND CORRECTIONS

OLD ADDRESS		NEW/CORRECTION	
Patrick Bogue	1077	Patrick Bogue	1077
Onslow's Auctions Ltd		Onslow's Auctioneers	
123 Hursley		14-16 Carroun Road	
Winchester, Hamps S021	2LQ	London SW8 1JT	
ENGLAND		ENGLAND	
Shelby C. Applegate	739	Shelby C. Applegate	739
P. O. Box 1		Box 514	
Anncville, PA 17003		Mt. Gretna, PA 17064	
M. Gilbert Bureau	1129	M. Gilbert Bureau	1129
4913 Patricia		3155 Marcel	
Montreal, Quebec		St. Laurent, Quebec	
CANADA H4V 1Y7		CANADA H4R 1B3	
Mrs. Nancy A. Regan	1071	Mrs. Nancy A. Regan	1071
2841 Banyan Circle NW		59282 Shafer Bros. Road	
Boca Raton, FL 33431		Three Rivers, MI 49093	
William A. West	1062	William A. West	1062
8265 Lankershire Blvd.		1699 Devonshire Court	
North Hollywood, CA 91605		Westlake Village CA 91361	
Walter Nisula	644	Walter Nisula	644
190 Oak Park Avenue		21 Anticosti Drive	
Toronto, Ontario		Scarborough, Ontario	
CANADA M4C 4M8		CANADA M1J 1V4	



A Symphony of Motion

This picture of a 1923 Willys-Knight Model 64 touring car is reproduced from a Willys-Overland Company advertisement, and was contributed by member Denney Freeston, editor of the *Knight-Overland STARTER*, a publication of the Willys-Overland-Knight Registry.



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