

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July-August 1988

Issue Number 115

PRESIDENTS MESSAGE

October is the month of the two H's--Hershey and Harrisburg. At the former, on the Blue Field, the SAH Hospitality Tent will be open from Thursday through Saturday, October 6th through 8th. At the latter--specifically the Harrisburg Marriott--our Annual Meeting/Banquet will be held on Friday evening, October 7th. You will receive a mailing in early September regarding the events in both Hershey and Harrisburg. This note is simply an advance announcement of what is upcoming.

Firstly, this year our Hospitality Tent is in a new location on the Blue Field. BV43-47. This year, too, we will be holding two informal seminars there to which all members are cordially invited. Indeed, we hope lots of you will be on hand since a spirited exchange of experiences is a terrific way to further the cause of automobile history--and also to enjoy an hour or two of respite from trekking the many miles of the Hershey Flea Market. On Thursday at 2:00 p.m. the subject of our seminar will be Oral History, what we as individuals have done and can do, what the SAH might do as an organization. Friday's seminar will be at 2:00 p.m. as well and is jocularly titled "Fun and Foibles: The Fascination and Frustration of Researching Automobile History." On this subject we all should have something to say!

Co-hosts of our Hospitality Tent are Bill Cameron and Bob Gary, with yours truly as kibitzer. Refreshments will be served. Because Hershey is a superb "recruiting office" for the SAH, we hope you will ask non-member friends to join you at our place on the Blue Field.

At our Hospitality Tent, too, the books and literature being sold in our Silent Auction will be available for perusal. Auction bids will be taken at the Tent as well as during the cocktail hour prior to our Annual Meeting/Banquet at the Harrisburg Marriott. Those of you who have attended our dinners in the past know what a pleasant evening of fine cuisine and super camaraderie this is. Please join us.

See you in Hershey and Harrisburg!

Beverly Rae Kimes

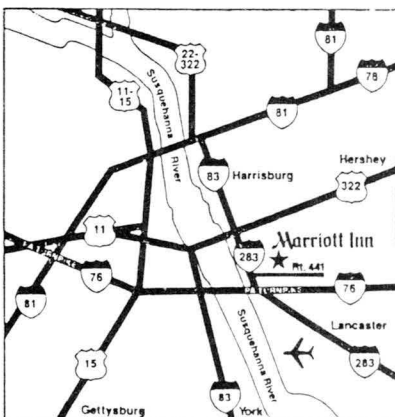
SAH CUGNOT/BENZ NOMINATIONS ARE NOW OPEN

Nominations for the Society of Automotive Historians' 1988 Cugnot and Benz Awards are now open and will remain open until September 1, 1988. The highly respected Cugnot and Benz awards are given to the best book and best periodical published in the field of automotive history. The SAH Cugnot/Benz Awards series also includes Awards of Distinction for books and periodicals that do not win the actual Cugnot or Benz awards but which are judged to be extremely meritorious by the Awards Committee.

The Committee is chaired by Matt Joseph, and includes Bill Cameron, Walt MacIvain, and Keith Marvin. The "best" book and article are defined in terms of several criteria, the foremost of which are: the quality and originality of research, basic accuracy, clarity of presentation, intrinsic interest, mastery of analysis of the chosen topic, and significance of presentation and conclusions. There is no simple formula or recipe that the committee uses to determine the winners of the Cugnot/Benz competition. Widely varying entries have won these awards in the past. Many genre of work are possible, from biography and company history to sociological or economic interpretation. The Committee attempts to maintain a completely open approach to all entries and to ask one basic question of each of them, "does this work further our knowledge of automotive history in a way that makes it a significant contribution to the field?"

To be eligible for these awards, works must be nominated before the September 1 deadline. Early nominations give the Committee more time to consider the merits of the works nominated. If at all possible, please enclose a copy of any work you nominate for an award. When nominations are for articles that have appeared in obscure or difficult-to-obtain journals or periodicals, please send an electrostatic copy of the work nominated. Eligibility for the 1988 awards requires that nominated works show copyright dates in calendar 1987 in the country of origin. There can be no exceptions to this rule. If a nomination involves a series of periodical articles under the same topic or heading, and if such a series appeared in more than one calendar year, the author(s) can choose the actual year of eligibility from the years in which the series appeared, but such a series shall in no case have more than one year of eligibility.

Winners of the Cugnot and Benz Awards and Awards of Distinction will be notified of their status by mid-September. Overseas (non-USA) winners will be notified somewhat sooner, if at all possible. *Continued on next page*



THE ANNUAL MEETING AND BANQUET



THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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ORAL HISTORY II: POST INTERVIEW

In our last issue we published the first installment of an article by Dale Trevelen about the "interview" part of oral history. The article is concluded here with the "post-interview" work necessary in any extensive oral history program. Many of the details presented here will not be relevant for you immediately. But when your auto history interviews become many, it will be helpful to know how to organize your tape library. Again, appreciation is extended to Bill Cameron, editor of the Spark of the Wisconsin Chapter SAH, in which publication this article first appeared.

Since oral history interviews are conducted to collect and permanently preserve unique and valuable remembrances, it follows that such information must be processed fully to ensure a research use for many decades. Field tapes must be identified completely, a preservation master tape of each original recording should be made, and typewritten finding aids must be prepared. The conclusion of an interview, therefore, signals the commencement of tedious but essential work. A project or program coordinator can assume that well over half the work involved in an interview will take place after the typing session.

A routine but important post-interview task is to make sure that each side of each tape is labeled with complete identification information, i.e., the name of the interviewee, date of the interview, and tape and side numbers. It works well to have a standardized numbering plan for the tapes: Tape 1, Side 1; Tape 1, Side 2; Tape 2, Side 1, etc. If you reserved enough space to do so at the time of the interview, then, at the beginning of each side of each tape add audible introductory and identification information:

"This is an interview with John H. Doe for the Rivertown Historical Society, conducted by John M. Smith on October 10, 1987, for the Rivertown Bicentennial Oral History Project. Tape 1, Side 1."

If the interview was recorded on cassette tape, you will want to punch out the two small tabs at the back of the plastic tape housing as a security measure. This simple procedure makes it impossible for a tape already holding interview material to be inadvertently re-used, as the "record" mode on a cassette machine cannot be engaged once the tabs are removed. At the same time, a piece of common plastic tape placed over the tab housings will restore the recording capability, if desired.

A preservation master tape, reproduced on 1/2 mil one-quarter inch open-reel tape, should be made of each field interview before further processing tasks are begun. Once created, the preservation master tape will serve just one function--to generate additional copies of the interview when needed. Preferably, the master tape is stored in a location where the temperature is relatively constant between 60 and 70 degrees F. and where the humidity levels range from 40 to 60 percent. Master tapes should be rewound periodically, about every two or three years, on an open-reel machine operating at one of the "Play" mode speeds.

While preparing a standard three-by-five library catalog card for each interview, and filing it for public reference is adequate for providing basic information, in and of itself the card is too general to be anything but a minimum and inadequate finding aid. Additional materials should be prepared to describe the subjects discussed on each side of each tape. The State Historical Society of

Continued on next page~>

Announcement and presentation of the Cugnot/Benz Awards will occur at the annual SAH banquet at the Marriott Hotel, Harrisburg, Pennsylvania, on October 7, 1988. Awards artifacts will be mailed to recipients who are unable to attend that event.

SAH, member nominations are the most important member input that the Committee can get. If you have particularly strong feelings about a particular book, article, or series of articles, please contact the Committee through its Chair and make your feelings known. Duplicate nominations do no harm, but there is always a danger that the Committee will overlook and not consider a meritorious work. Nominations should be sent to:

Matt Joseph, Chairman
1988 SAH Cugnot/Benz Awards Committee
7728 Martinsville Rd., Rt. 1
Cross Plains, WI 53528, U.S.A.

This should be done at your earliest convenience.
Thank you.

The 1988 SAH Cugnot/Benz Awards Committee:
Matt Joseph, Chair
Bill Cameron
Walter O. MacIvain
Keith Marvin

**THE LOCATION OF THE SAH TENT
AT HERSHEY, OCTOBER 6-7-8, 1988,
WILL BE: ROW BV, NOS. 43-47.**

Wisconsin, for example, developed a standardized format and procedures which include the times that interview segments begin, short major headings and, usually, follow-up sentences which elaborate on the major headings. For instance:

Example of Index Format

Tape 1, Side 1 John H. Doe Abstract
00:30 Background of John H. Doe.

 Born on September 1, 1901, on farm in town of Boone (West County), Wisconsin. Youngest of five children; oldest sister died at age three.

02:15 Education.

 Attended eight grades in one-room school in Boone Township; at age twenty attended Rivertown Business College.

An indexer may refer to the numbers on recorder's digital counter as a basis for determining where a segment of discussion starts, although such counters are usually crude measures with little conformity from machine to machine. An alternative, one that results in greater uniformity, is to employ a stopwatch to measure discussion segments. Another alternative, the most precise indexing methodology for sound recordings used anywhere in the United States, was developed as part of the TAPE System by the author and several colleagues at the State Historical Society of Wisconsin.

A complete transcription constitutes the most extensive and complete typewritten finding aid to the oral history interview. While many researchers prefer to "listen" to a typescript instead of interview tapes, few local historical agencies can afford either the time or the funds required to transcribe. Even with volunteer help the task is formidable since it takes about eight hours to transcribe each hour of tape-recorded interview. Moreover, after the first draft is completed, many additional hours are required to audit, edit and re-type the thirty to forty double-spaced pages of transcript generated from each hour of interview tape.

Such heavy time and cost constraints notwithstanding, some directors of community oral history projects and programs may still elect to prepare typewritten transcriptions. Such individuals will find either of two books very helpful:

Willa K. Baum, *TRANSCRIBING AND EDITING ORAL HISTORY* (Nashville: American Association for State and Local History, 1977).

Cullom Davis et. al., *FROM TAPE TO TYPE: AN ORAL HISTORY MANUAL AND WORKBOOK* (Chicago: American Library Association, 1977).

Two more comments about post-interview work are in order. First, a transcribing machine, complete with foot-pedal, is extremely desirable for indexing or transcribing. Secondly, there is a great danger that interview tapes will be created far in excess of finding aid preparation. After all, the job of preparing finding aids and carrying out other post-interview chores is dull compared to the interesting and exciting tasks of doing pre-interview research and conducting actual face-to-face interviews. But a balance

must be maintained. One method of keeping processing and interviewing balanced is to set a policy that whoever conducts the interview is also responsible for processing the interview tapes. Such a policy also tends to keep extraneous discussion during the interview to an absolute minimum.

Thus, a well-organized and efficiently run oral history project or program will not only collect valuable remembrances on tape, but will process fully and professionally all of the tapes so that many generations of researchers both within and outside the community will have an opportunity to listen and learn from the oral record. The more complete the finding aids, the easier the later task of finding and extracting excerpts for various types of public history programming in the community.

SHOW YOUR COLORS

Many members have asked if we could have some sort of sticker or decal made of the Society emblem. Charlie Betts and Kit Foster researched the subject over the last year, with the result that we can now offer members the opportunity to buy handsome three-inch-round decals of the SAH Cugnot logo. Printed in black on a background of



gold, the decals are available for either inside or outside mounting, so you can put them on your windows, your briefcase, car bumper--or, if you prefer, your refrigerator.

The cost per decal is \$2.00. Orders should be forwarded to:

Kit Foster
1102 Long Cove Road
Gales Ferry, CT 06335, U.S.A.

Please add 25 cents per order and specify how many of each type (inside or outside mounting) you wish. Checks should be made payable to the Society of Automotive Historians, Inc. UK members inquire about special Sterling rates. The decals should be available by late July. They will also be on sale at the SAH Hospitality Tent at Hershey, and at the Annual Banquet in Harrisburg.

**THE LOCATION OF THE SAH TENT
AT HERSHEY, OCTOBER 6-7-8, 1988,
WILL BE: ROW BV, NOS. 43-47.**

It is with regret that we must inform you that Andrew Whyte passed away May 3, 1988 of a heart attack. He was 52 years old and deeply involved in a number of new projects including a new Jaguar quarterly publication just about to appear.

Andrew Whyte began his automotive career as a Jaguar apprentice in 1955 and rose to head of the company's public relations department. He left the company in 1979 during the British Leyland period to become a freelance writer, and has authored more than a dozen books on Jaguar.

He is survived by his wife Wendy and two stepdaughters, Sarah and Louise.

Funeral services were held May 10, 1988 at Holy Trinity church, Ettington, Warks, UK.



Letters from our readers



ANOTHER EARLY AMBULANCE

As a follow-up to Mr. Henry C. Hopkins' articles and illustrations in *SAH Journal* #114, I am enclosing another early ambulance picture, that of a RIKER. The lettering on the side "Pan-American Exposition," dates the picture as

1901. The similarities between both vehicles indicate that possibly the bodies were made by the same company. Both chassis also have many similar features.

The only real differences I can observe in the bodies are that the 1900 WOOD for St. Vincent's has brass rails from just above the coach lights to the roof and the RIKER has roll-down side curtains instead of the brass rails. Also, the WOOD has a little dip in the side of the body just below the bottom of the seat cushion.

Both chassis show left side drive with a big bell under each toeboard; the bell being activated by a lever at the driver's feet, like a streetcar bell of the era. The 1900 WOOD has a straight dash with an assist handle above the toeboard, and the RIKER has one large electric headlight mounted in the center. Quite possibly the left side drive feature was chosen so that the steering linkage would be the same length to each front wheel, making a more firm control. While the steering details are not visible in either picture, the fact that both vehicles had tiller steering in 1900 and 1901 would indicate further that an Elliott type of axle was used. Controlling a fifth wheel with a tiller would have been impossible on the roads of the era, as Mr. Hopkins picture of the paddy wagon shows. Both pictures show larger wheels in the rear than in front with a motor at each rear wheel. The front wheel hubs are slightly different on the two vehicles. The 1901 RIKER appears to have a transverse front spring while the 1900 WOOD has full elliptic springs at each front wheel.

A piece of U.S. history concerns the 1901 RIKER. President McKinley was taken to the hospital by an electric ambulance from the scene where he was shot at the Pan-American Exposition. He had ridden in a LOCOMOBILE STEAMER in 1899. Not long after McKinley's death, Mr. Riker sold his company and became employed by the Locomobile Company, where he designed the gasoline-powered cars soon made by that company. It seems ironic that, while McKinley never rode in a gasoline-powered road vehicle, the owners of the electric and steam vehicles later combined to produce gasoline-powered vehicles. Later, when the Locomobile Company decided to market a line of heavy-duty trucks, they were named RIKER for the designer, Andrew L. Riker.

Another follow-up is to the FORDMOBILE ad of the early Ford Motor Company in *SAH Journal* #113 sent in by Mr. Harlan Applequist. His suggestion as to the origin of the name is correct as far as it goes. The way I have heard it several times is that stockholder/bookkeeper James Couzens was the one responsible for the name. Prior to the Curved Dash era, the products of the Olds Motor Works were known as "Olds." They were first named OLDSMOBILE in 1901 when the curved dash models came on the market. Since the Ford and Olds names each had four letters, and since the curved dash OLDSMOBILE was the best-selling car on the market at the time, Mr. Couzens added "mobile" to the Ford name to come up with FORDMOBILE. It was a brand new name on the market since the Ford Motor Company was just recently established (June 16, 1903). It was not until the ads began to appear that Henry Ford learned about it, the legend goes. It is said that he didn't like the name, and let Mr. Couzens know in no uncertain terms that the name "Fordmobile" was never to be used again. Incidentally, I have seen two Fordmobile ads; one gives the address as 691 Mack Avenue, the other gives the address down the street at 701 Mack Avenue.

Nelson Boland, 2131 NE 41st Street, Lighthouse Point, FL 33064.

THANK YOU, SOMEBODY

Several weeks ago we received a beautiful magazine, *MOBILISTI*, dated 1/1988 and sent with Finnish postage and postmark by an unidentified contributor. It is a beautiful publication, printed in color throughout on high quality paper.

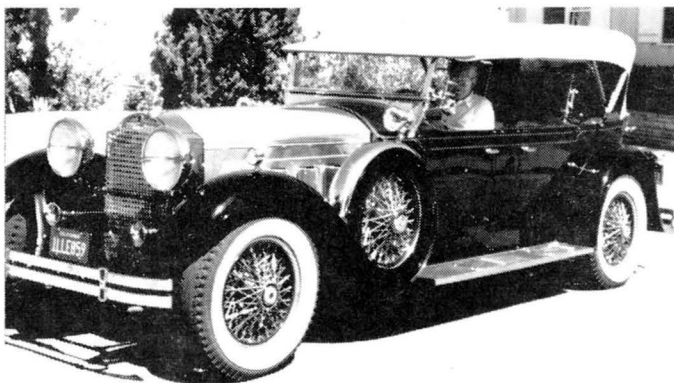
This welcome contribution presents two problems: (1) We have no clue as to whom to thank for it, and (2) it is printed in the language of Finland, and we can't read a word of it (except, of course, names like Ford, Chevrolet, Mercedes, and such).

The SAH has members scattered all over Europe, but none in Finland. Will our unknown contributor please accept our thanks - and identify himself?

The cover of this magazine is reproduced below.



CUSTOMIZED 1928 PACKARD MODEL 443



This car belonging to Mr. Leonard S. Petersen of Santa Maria, California was customized by Walter Murphy (Walter M. Murphy Co.) of Pasadena. Whether done when the car was new, or a bit later, is unknown. Note wire wheels, and Duesenberg headlamps in place of the drum-type lamps. The aluminum hood. The running boards are Murphy; the step plates are actually open grilles. The wind wings are fitted with plated anchors shaped like C-clamps, thereby providing a set-back for the wings into the air stream. The windshield is also of Murphy design and manufacturer, and bears the company name. Last, the car is fitted with lowering blocks, thereby lowering it between two and three inches.

The car has been completely restored, and Mr. Petersen plans to drive it north to the Palo Alto Concours later in June, a drive of some 225 miles. Mr. Petersen has had the car for 35 years, unrestored until now. He bought it a short distance from Santa Maria, where he believes it had been only a year or so. Therefore, from the early fifties on back its history is unknown.

THE BILLBOARD

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

WANTED: Photographs (either to keep, or to be returned) of women – driving, pushing, working on, associated with – the early (1890-1925) automobile. Also, any written or oral information on same. I am writing an article on the role of women in the early development of the automobile.

ALSO, I am looking for 1927-1932 issues of "Ford Dealer and Service Field," "Ford News", "Ford News," "Ford Illustrated News," and Ford "Show" albums.

Doug Vieyra, Star Route Box 20-A, Kneeland, CA 95549.

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

AUTOMOTIVE ODDITIES

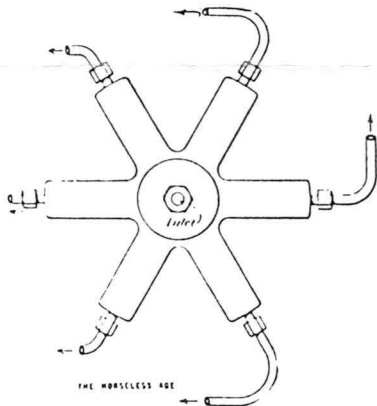
by
Arby Bee

ELECTRIC STARTING, FUEL INJECTION, AND MORE!

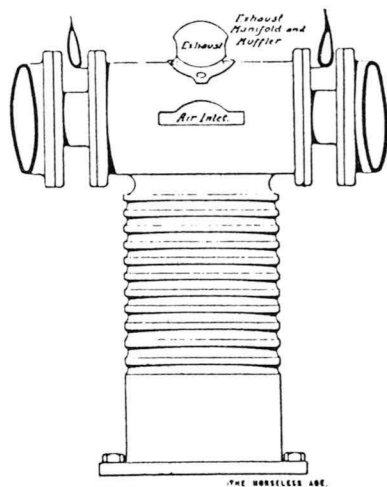
Back in 1907 a Chicago engineer, W.O. Thomas, thinking he had several "Better Ideas" on how an automobile should be built, forthwith organized the Owen Thomas Motor Car Company, then secured financing to design and build a prototype of the Owen-Thomas car.

This was to be a six-cylinder four-cycle machine with a 132-inch wheelbase. Its engine had neither water jackets nor cooling fins, as Thomas believed that a large engine producing only a fraction of its potential horsepower would not need a cooling system. His car was to have a large fan drawing air through a dummy radiator and blowing it over the cylinders.

The crankshaft was carried on four nine-inch ball bearings. There was no carburetor, and fuel was sent to the cylinders via a fuel-injection system, a design borrowed from an early airship engine. The spark plugs operated continuously and needed no distributor. A large motor-generator, geared directly to the crankshaft, served as both an engine starter and a current supply for keeping the battery charged.



OWEN THOMAS GASOLINE DISTRIBUTOR.



OWEN THOMAS CYLINDER, ROTARY VALVE
AND EXHAUST.

The two illustrations which appeared in *Horseless Age*, February 10, 1909, were described in the Owen-Thomas article as follows:

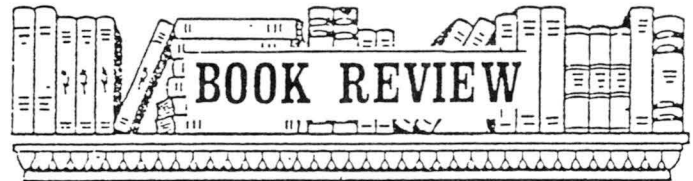
The six plunger gasoline pump and distributor is operated by an internal cam, the patented feature of this pump being the oil pressure packing which prevents the escape of the gasoline. The check valves are not placed in the pump, but in a single brass block at the base of the middle cylinder. The fuel pump, oil pump, rotary valve, generator and fan are all operated from a vertical shaft driven by a spiral gear from the engine shaft. All gears used in the motor are of the spiral form. A full charge of air is taken in each stroke and compressed to 120 pounds pressure, there being no throttle in the air inlet. A portion of this charge is allowed to escape, for the double purpose of scavenging and cooling. Power regulation is effected by varying the gasoline inlet.

This car which consisted of just the prototype displayed at the 1909 Chicago Auto Show, plus two subsequent models, had two names: O. T. Six and, most well known, Owen-Thomas.

After creating a great deal of interest at the show with its innovative car, the Owen Thomas Motor Ca Company located in Janesville, Wisconsin, ran into difficulties with production, then with cost of the car. The Wisconsin Engine Company purchased rights to its manufacture. Their new company, Corliss Motor Company, soon decided against the idea and in September, 1910 announced it was abandoning plans for manufacturing the Owen-Thomas.

REFERENCES: *Horseless Age*, Feb. 10, 1909; G.N. Georgano, *Complete Encyclopedia of Automobiles 1865-1968*, Contributor, G.M. Naul; Beverly Rae Kimes and Henry Austin Clark, Jr., *Standard Catalog of American Cars 1805-1942*.

ED. NOTE: Would any one know what airship design was the basis of this engine? None of our limited aircraft information sources (DYKES, etc.) show this design. No "airship" information is given in our references.



THE GREAT BOOK OF SPORTS CARS: OVER 200 OF THE WORLD'S GREATEST AUTOMOBILES, by Dean Batchelor, Chris Poole and Graham Robson with the Auto Editors of CONSUMER GUIDE. 420 pages. 659 photographs in full color. Hardbound, 13" x 10". ISBN 0-517-63377-9. Consumer Guide, Dept. CA 688A, 7373 N. Cicero Ave., Lincolnwood, IL 60646. \$39.95 and, in a special edition, leather-bound and in its own slipcase @ \$100.00. (Please add \$3.95 per book for postage and handling.)

For anyone whose main interest is targeted toward sports cars of the last forty-plus years, this work exemplifies what a carefully thought out research project on a given subject

Continued on next page~>

can be. Featuring more than 200 different models of makes from seven countries and superb illustrations throughout, it would be hard to fault, especially at such an attractive price.

Rome wasn't built in a day and I very much doubt whether anyone, even with lots of time on his hands, could get through this thoroughly in a month. Quality and an attractive and clear format with high-grade coated paper make this eight-pound monster a winner all the way. Certainly it should occupy an important place in automotive history from the point of sheer ample coverage and with chapters ranging from two pages for the more obscure or lesser-known makes and models to as many as needed, such as Ferrari, where 25 different models are shown and discussed.

Those who prefer the earlier post World War II sports cars may settle on the Allards, Bristols, Kurtises and M.G. "TC", to name a few. For those interested in the cars on the contemporary track, there is detailed coverage throughout.

What I like especially about this book is the no-nonsense but clear text and specifications which include engine data, transmission, suspension, brakes, wheelbase, weight, top speed and – an important factor – production statistics.

THE GREAT BOOK OF SPORTS CARS is an unusually ambitious undertaking from any way you look at it and it will surely and deservedly receive the attention it deserves.

Keith Marvin

FORD MODEL T: SUPER PROFILE, by Michael Allen. 56 pages, 70 black and white illustrations plus 20 in color. Hardbound, 8.5" x 11." ISBN 0-85429-587-9. A Foulis Book, Haynes Publishing Group, Somerset, England, and available in the U.S. from Haynes Publications, 861 Lawrence Drive, Newbury Park, California 91320. \$6.95.

The latest in Foulis' "Super Profile" series which now numbers more than 60 titles, this should be checked out with anyone even remotely interested in the Model T Ford. Why? you might ask. Haven't there been a sufficient number of books written on the Tin Lizzie? Well, there is a reason, and it's a good reason for this one.

Although Model T Fords were more or less alike wherever you found them, there were differences. We know from Norm Darwin's excellent book *The History of Ford in Australia* that until the Aussies set up their own Ford plant in 1923, the product was exported from Ford of Canada in chassis form with bodies assembled Down Under. This, to the initiated, identified the source of the body itself. Until 1911 Fords were exported to Great Britain from Dearborn, also as chassis until 1914 or so, with body added there by various coachbuilders. This is the reason this book is so different from its peers, as there is naturally more emphasis on the Ford as the British knew it and something most of us aren't aware of. In 1911, a Ford assembly plant was set up at Trafford Park, Manchester, and although the cars were still shipped overseas in knocked-down chassis form, they were put together there. About 1915, Dearborn began sending complete cars across, and this created some interesting differences such as the U.S. touring cars' dummy door on the driver's side being on the left along with the steering wheel which was simply switched to the right to conform to the British traffic pattern. Also, to whatever extent the

British Ford Works was involved in assembling the cars, the hubcaps, as shown in a series of pictures of a 1915 touring car, all read "Made in the U.S.A."

And, oddly enough, Canadian Model T's didn't use the dummy door which sets them apart in that small way from the products south of the border. So whereas Australia ordered from Canada, Great Britain ordered from the U.S. although both U.S. and Canadian exports carried their steering position on either side depending on the cars destination. (It may be noted that both positions were sold in Canada's home market, as four of the then-nine provinces as well as Newfoundland, then not a part of the Dominion, drove on the left).

But we're getting far afield. I point out these differences to show that all Model T Fords were not just alike, and that *Ford Model T: Super Profile* is an excellent book to have for general reference and some of those little differences we didn't about.

Keith Marvin

THE HEAVYWEIGHT BOOK OF AMERICAN LIGHT TRUCKS by Tom Brownell and Don Bunn with 28 contributing writers. 526 pages, 700 black and white illustrations. Soft covers, 8.5" x 11." ISBN 0-87938-289-9. Motorbooks International, P.O. Box 2, Osceola, Wisconsin 54020. (800-826-6600). \$49.95.

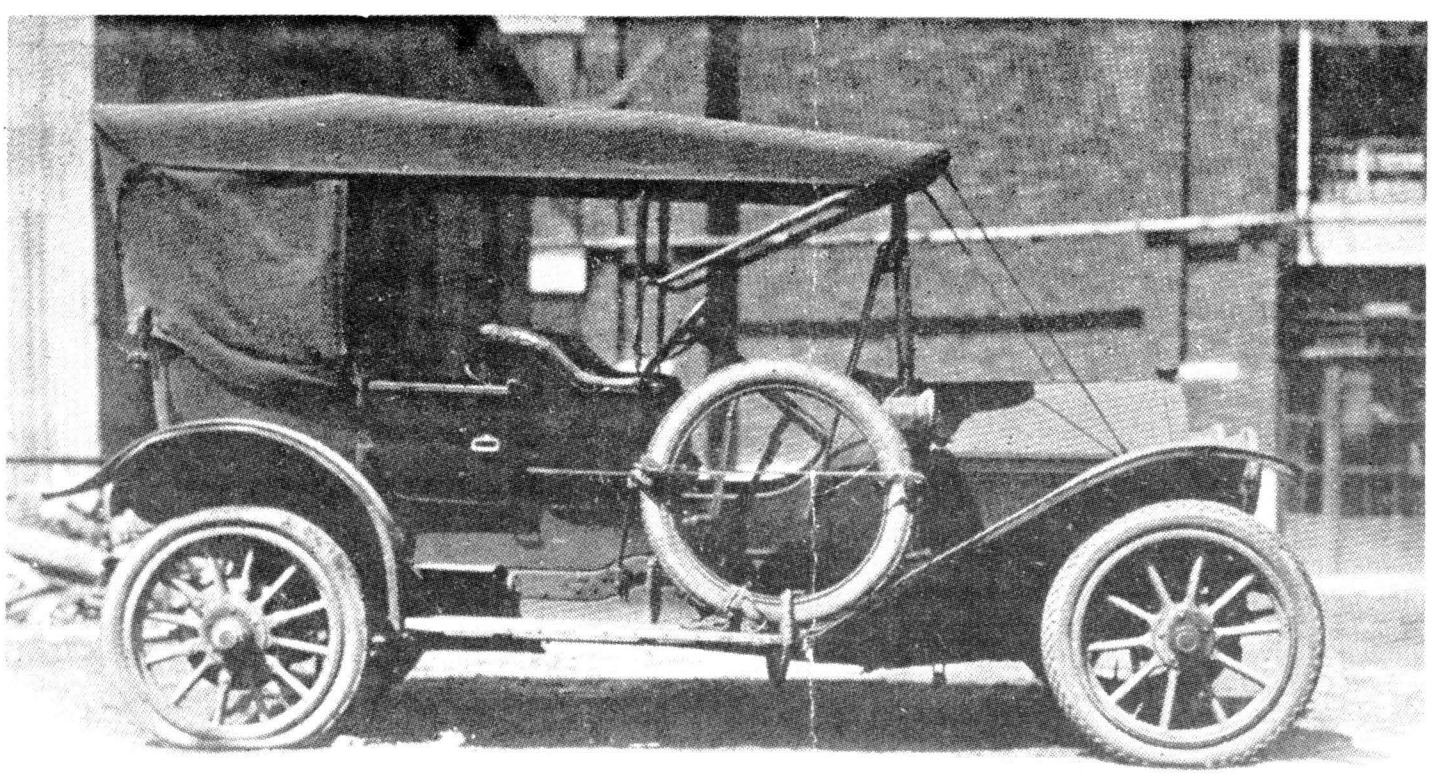
This is indeed a timely offering on a market where the amassing, collecting, restoring and operating trucks has been on an upward spiral. And truck history is, in essence, its own mistress, being just enough different from automobile history to notice, but with considerable overlap here and there. And because the publisher has elected to use not only the two co-authors but an additional 28 experts in their various commercial car interests, the reader may learn a great deal about 26 different makes of American light trucks produced in the United States and Canada from 1939 through 1966.

Most of these are familiar names to all of us, but there is a handful which aren't as well known and may be quite unknown to some. The MARMON-HERRINGTON, for example, is one of those which appeared with both Ford and its own nomenclature depending on the vehicle type and when it was built (for full coverage see *The Marmon Heritage* by George and Stacey Hanley, SAH Journal No. 100, Jan.-Feb. 1986). Then there was the NASH and the HUDSON, very much a part of the scene but not all that well known in working garb. There was the West Coast POWELL, produced from Plymouth components, and the FARGO, once a U.S. make but now strictly Canadian, as well as mini-trucks turned out by both American Bantam and Crosley.

Ever see a DeSOTO truck? I have, but in Mexico, one of the countries from which it was exported, for the DeSOTO was a prime example of badge engineering, for, except for its logo, it was the DODGE truck. An oddity here is that when the DeSOTO car was phased out at the end of November 1960, the trucks were produced for a time exclusively in Turkey.

In addition to a fine text and equally good illustrations, the reader may find coverage on overhauling, restoration, club listings and a list of parts suppliers.

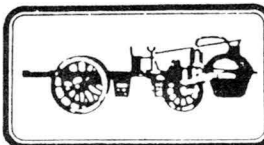
Keith Marvin



This 1911 Cadillac four-passenger phaeton was the second car ever to be equipped with the complete Delco system of starting, lighting and ignition, which at that time was of the 6-24 volt type. This car was what might have been called a "trial horse," as it was used for any sort of experiment at any time under any condition. It was estimated that the car was driven some 200,000 miles, and many of these miles were traversed over some of the worst roads in the country.

From *DELCO MAGAZINE*, March, 1917

(Note the flat tire!)



THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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Richard B. Brigham, Editor
Editorial Office:
1616 Park Lane, N.E.
Marietta, Georgia 30066
U.S.A.
July-August 1988
Issue No. 115

FIRST CLASS MAIL