

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May-June 1989

Issue Number 120

EDITORIAL COMMENT

If you have read this far without detecting a change in the countenance of this publication, please direct your eyes to the top of the page. You will notice that we now proclaim our bimonthly organ as *SAH Journal*, rather than *The Journal of the Society of Automotive Historians* as it has been known since 1982.

Soon after becoming your editor, I noticed that members used a multiplicity of permutations when referring to the publication in print: *The Journal of the S.A.H.*, *The Journal, S.A.H. Journal*, as well as its full proper name. Seeking a consistent way to refer to it in print, I settled on *SAH Journal*, and you have seen it that way in the text of the most recent issue. Moreover, there are countless other organizations publishing *The Journal* of something-or-other, from the Acoustical Society of America to the Zyrian Writers' Guild, so I reasoned that it might behoove us to adopt a name solely our own.

First instincts are often the best, and *SAH Journal* appealed to me most. Moreover, it could be adopted by changing only three letters on our front page, and after a bit of research I discovered that the revised by-laws adopted by the directors in October formally mention *SAH Journal* by name. The directors approved the change to the masthead at their April 14th meeting.

I was pleased to be present at that meeting as the directors also named our founding and retiring editor Dick Brigham as Editor Emeritus of Society publications. Dick, member number one, sensed that any group as widespread as ours demanded a regular communications medium. He took on the job of editing, printing, and publishing first our *Newsletter*, the forerunner of *SAH Journal*, and, later, *Automotive History Review*. He continued in this singular capacity for the first 29 issues of the *Newsletter* and the *Review* until 1980. He resumed the tasks in 1984, retiring only this past autumn when his health no longer permitted the sustained efforts necessary to produce them.

Others have expounded within these pages on the debt that we owe to Dick for his service over the years. I will add to that only by saying that it gives me great pleasure to see that his name appears on our masthead as Editor Emeritus from this time forward.

— Kit Foster

SAH SILENT AUCTION

This is your last chance to clear some space in your library for new automotive books and literature by weeding out the duplicates and what you no longer need. Donations to our 1989 SAH Silent Auction are important to us — and your contribution is tax deductible. Please help. Just send your package to Beverly Rae Kimes, % SMCW, 107 Avenue L, Matamoras, PA 18336. The deadline is June 30th — so there will be time to sort, catalogue and get the auction list ready for mailing.

OFFICER AND DIRECTOR NOMINATIONS

The Nominations and Elections Committee, chaired by William T. Cameron, is now in the process of nominating members to serve as officers and directors for terms commencing at the end of the Annual Meeting this October. Other nominations may be made in writing by petition to the chairman signed by not less than ten (10) voting members. Petitions must be postmarked not later than June 30th and addressed to William T. Cameron, Chairman, 7495 Clearwater Road, Minocqua, WI 54548 in order to be included on the Official Ballot.

LELAND CHAPTER HOSTS SAH DIRECTORS

The Henry Leland Chapter hosted a joint meeting with SAH directors and committee chairs following the April 14th board meeting. Held at Miller Motor Sales, the last functioning Hudson dealership operated by SAH member Jack Miller, in Ypsilanti, Michigan, the gathering included a buffet dinner and historical program.

Miller, who is also editor of *White Triangle News*, magazine of the Hudson-Essex-Terraplane Club, gave a brief talk on the history of the business begun by his father before World War II. Phil Lundy then presented an interesting program on the many connections that the Ypsilanti area has had to the automobile industry. Not the least of these is the Willow Run plant, built by Ford to produce bombers in WWII, later the home of Kaiser-Frazer, and now owned by General Motors. It has been a HydraMatic plant since 1953.

Following the program, attendees visited the museum of antique automobiles, fire apparatus, and memorabilia operated by Tom Conway in a former fire house two blocks west of Miller Motor Sales in Ypsilanti.

THIS 'N' THAT

CAVEAT EMPTOR ET VENDOR

One item discussed at the recent Society board meeting was the perennial problem of distinguishing reproduction automotive literature from the original. Members are advised that the Hobby Act passed by the U.S. Congress requires that all such reproduced material be clearly marked as to its origins. This, in itself, will not rid the world of the considerable quantity of bogus material that is already afloat, nor completely stop the flow of knock-off literature. But buyers and sellers alike should be aware that there can be penalties involved with trading in unmarked reproduction material. To quote the old adage, if something looks too good to be true, it probably is.

NOTE OUR ADDRESS

SAH Journal is mailed from our printer, Brigham Press, in Marietta, Georgia, and it is their return address that appears on the back of each issue. The editor, however, resides in Connecticut, and members are reminded that all correspondence, articles, photographs, and "Billboard" advertisements should be addressed to him at 1102 Long Cove Road, Gales Ferry, CT 06335, as detailed in the masthead. Mail sent via Brigham Press requires forwarding and invariably loses much time en route.

GOT A MINUTE?

Well, several minutes a month, actually. Secretary Shelby Applegate also handles the duties of membership chairperson, but increasing demands on her time force Shelby to appeal for help with the latter duty. Since Shelby assumed her duties some five years ago, she has automated the record-keeping and mailing associated with the task, but while that makes the job easier it also makes it harder to find her a successor. The records are maintained with an IBM-compatible personal computer using the dBase III program. The membership chairperson maintains the Society's membership records, sends renewal notices, and produces labels for mailing our publications. If you have an IBM-compatible machine and the time and enthusiasm for the job, contact Shelby at P.O. Box 501, Mount Gretna, PA, 17064 or Beverly Rae Kimes at 215 East 80th Street, New York, NY 10021.

SAH Journal is published six times a year by the Society of Automotive Historians, Inc. Copyright 1989.

CHRISTOPHER G. FOSTER, EDITOR

1102 Long Cove Road, Gales Ferry, CT 06335

ROBERT M. HALL III

Chairman of Publications

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Robert J. Gary

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Membership inquiries and renewals should be sent to the Secretary at P.O. Box 501, Mt. Gretna, PA 17064.

PRESIDENT'S MESSAGE

I feel kind of like an Oscar winner. I've got a lot of people to thank but I don't want ennuui to set in before I'm finished. We've just returned from our board of directors meeting in Detroit, a super visit made so by the wonderful variety of places visited and people met. In addition to expressions of gratitude, consider the following to be one historian's enthusiastic recommendation on how to spend two (more if you can swing it) days in a city that veritably breathes (and sometimes rumbles) automobile history.

The National Automotive History Collection of the Detroit Public Library was the setting for our board meeting - and the Trustees of the Collection hosted a luncheon for us which was simply a delight. Thank you to John McAlpine for arranging the repast, and to John Gibson who provided us an in-depth tour of the NAHC afterwards. I've been researching the collection for some twenty years now and like to regard myself as something of an NAHC veteran. But John surprised me with a number of extensive research sources I was unaware were in the Collection, and those for whom this was a first visit were positively overwhelmed. The new NAHC quarters are both vastly expanded and much more aesthetically appealing than the Collection's previous location. Renovated and restored in an original section of the Library, the NAHC's new home is oak paneled and bookcase lined - and has the ambience of an Edwardian era Detroit men's club where Billy Durant, Hugh Chalmers, Barney Everitt, Bill Metzger and the guys might have been found talking shop over brandy and the very best Havanas.

The NAHC visit was followed by one across the street to the Detroit Historical Museum where curator Bob Casey took us on tour "Under the Skin." As you might have guessed, this exhibit traced the history of chassis design but, as Bob explained, they figured more visitors would be lured with a provocative title. And provocative the exhibit was too. Seeing Bill Stout's Scarab was truly nifty - among the other historic cars on display. When next researching at the NAHC, do allow time for a trek next door to the Detroit Historical Museum. In addition to the automotive exhibit - which changes from time to time - the "Streets of Detroit" downstairs are well worth a stroll, and Strother MacMinn will vouch for the toy train exhibit upstairs.

The evening's event with the Leland Chapter deserves a story of its own, which you will see elsewhere in this issue. Suffice to say that the idea of holding a dinner at the last surviving Hudson dealership in the world was positively inspired. The inspiration belonged to Leland Chapter director Tom Deptulski, who was coordinator for our entire visit and for whom gratitude is boundless.

Saturday was Henry Ford Museum day - with an introduction to the "Automobile in American Life" provided by Randy Mason (thank you, Randy) and all the columns of this issue are insufficient to describe the cars, the artifacts, the history all around as you walk these grand halls. As the chi-chi magazines say, this is a museum to die for, but better to live and spend a few days in Detroit.

Hopefully, the foregoing has been appetite-whetting because the SAH will be providing members a super reason for traveling to Detroit in the future. With arrangements for our board visit serving as prototype, Tom Deptulski is ready to take on mass production. That's not really the right metaphor, but close. The plan is for SAH to host a three- or four-day conference of historians in Detroit - replete with seminars, tours of historic sites in the area, visits to historic places and the like. Tom will begin investigating and planning and will report at our October board meeting during Hershey - and we'll bring you up to date right after.

The minutes of our board meeting, published elsewhere in this issue, will bring you up to date on what happened there, but I'd like to take this opportunity, on behalf of the entire board, to thank Howard Applegate for agreeing to chair our new Archival Committee. The preservation of automobile history, both written and oral, is of vital importance to us all. A while back John Meyer, Jim Valentine and Jeff Minard of the Southern California Chapter met to ponder this subject and offer recommendations to the board. The number of people at our board meeting who wish to be part of this exciting effort further indicates the SAH commitment to this cause. Again, more about this in the future.

Lastly, a bit about the present. Happily, despite inevitably increasing costs, a dues increase will not be necessary. Our Silent Auction netted just under \$4000; member donations at renewal time were over \$2000; stationery, decal and back issue sales are brisk; Paula Garret and Bob Stevens of *Cars and Parts* magazine sent us a nice contribution (without our even asking); and the SAH exchequer is in fine shape.

Upward and onward ...

- Beverly Rae Kimes

MINUTES OF THE SAH BOARD MEETING APRIL 14, 1989

The spring meeting of the board of the Society of Automotive Historians was called to order at 9:45 a.m. at the National Automotive History Collection of the Detroit Public Library. Present were officers Beverly Rae Kimes, Henry Austin Clark, Jr., Shelby Applegate and Bob Gary; directors Taylor Vinson, Jim Wagner, Helen Earley, Jack Martin, Matt Joseph, Strother MacMinn, and Bill Cameron; SAH editor Kit Foster and chairman of publications Bob Hall; and guests Jim Cox, Howard Applegate, Tom Deptulski, Sinclair Powell, Jim Wren and Nan Martin. Absent directors were John Gunnell and Keith Marvin.

Editor Kit Foster suggested that the *Journal's* name be officially changed to *SAH Journal* to reflect usage. The board approved. The board also approved Kit's request that Dick Brigham be designated as Editor Emeritus in the masthead of Society publications.

Kit was authorized to use his discretion concerning the number of issues and pages per issue of the *Automotive History Review*, cost being the deciding factor.

Responding to a request by a member to place an advertisement for his business in *SAH Journal* in return for a donation, the board voted to continue the present policy of accepting no paid advertising.

Beverly opened a discussion regarding the role the Society might play in the preservation of automotive history. Recommendations compiled by the Southern California Chapter were read. Jim Wagner reported that the Historical Committee of the Society of Automotive Engineers has similar goals. The SAE and the SAH will be collaborating in this regard in order to avoid duplication of efforts. Helen Earley reported on the program she is leading at the Oldsmobile History Center to interview retirees. She has developed an agreement form which participants sign before taping begins. Jim Wren suggested we determine who else is collecting oral history and materials. Strother

MacMinn suggested that the SAH standardize a format. There was discussion regarding whether any potential problem might accrue in re signed release forms for oral history tapes recorded in the past. The possibility of obtaining a grant to create a list of records in existence was discussed as was funding for publication of a directory of collections as suggested by the Southern California Chapter. Matt Joseph made a motion that an archival committee be formed to consider policies and procedures for the Society. Howard Applegate, a member of the Society of American Archivists' Business Archives Committee, agreed to chair this committee. Among those expressing interest in serving on the committee were Jack Martin, Strother MacMinn, Tom Deptulski, Bob Hall, Matt Joseph, Sinclair Powell and Henry Austin Clark, Jr.

Jim Wren brought up the problem of reprinted literature being marketed as original. It was agreed that a warning to literature collectors of the proliferation of reprints that are not marked as such would be published in *SAH Journal*.

Taylor Vinson suggested there be a new category of Cugnot/Benz award which would annually recognize periodical publications for excellence, consistency and accuracy. The board authorized the chairman of the Cugnot/Benz committee to institute same, to be first awarded in 1990.

Matt Joseph instituted a discussion of the factors which the awards committee considers in choosing books to receive awards in order to clarify the sense of the board for the instruction of the committee.

Taylor Vinson led a discussion of the fact that automotive history is being popularized in movies, videos and television. He suggested that the Society should be prepared to consider instituting an award in the future for other than print media.

Bob Gary presented the treasurer's report which was accepted. A request for donations will be included on this year's renewals again, and the Silent Auction will again be held, with new procedures instituted to make it more efficient.

Beverly and Kit will collaborate on seminars to be held at the SAH Hospitality Tent at Hershey.

Secretary Shelby Applegate asked that a volunteer be found to take over the duties of membership chairman. The files are currently kept in a DBASE III program in an IBM compatible computer. The membership chairman keeps membership records up to date, sends out dues renewal notices and supplies the printer with current address labels for all publications. Shelby suggested that the dues renewal notice be changed to have the dues sent directly to the treasurer rather than to the secretary in order to expedite processing of member checks and get the money more quickly into interest-bearing accounts. The treasurer would then notify the membership chairman of renewals received.

Tom Deptulski reported on a recent conference of the Society of Commercial Archeology and suggested that SAH sponsor a history conference in Detroit. Endorsing the project, the board asked Tom to begin planning and report at the October meeting.

The meeting adjourned at 12:50 p.m. and participants were guests at a luncheon hosted by the Trustees of the National Automotive History Collection.

Respectfully submitted, Shelby C. Applegate, Secretary

SAH CUGNOT/BENZ NOMINATIONS OPEN

Nominations for the Society of Automotive Historians' 1989 Cugnot and Benz Awards are open until August 15, 1989. The highly respected Cugnot and Benz Awards are given each year to the best book and the best periodical article, respectively, published in the field of automotive history. The SAH Cugnot/Benz Awards series also includes Awards of Distinction for works that do not win the Cugnot and Benz Awards, but that are judged to be extremely meritorious by the Cugnot/Benz Awards Committee.

The Awards Committee is chaired by Matt Joseph and includes Bill Cameron, Walt MacIlvain, and Keith Marvin. The committee defines the "best" book and article in terms of several criteria. Foremost among these are: the quality and originality of research,

basic accuracy, clarity of presentation, intrinsic interest, mastery of analysis of the chosen topic and significance of topic, 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 the Cugnot and Benz Awards and the Awards of Distinction, works must be nominated before the August 15 deadline. If at all possible, please enclose a copy or photocopy of any work that you nominate. This is especially important for articles that have appeared in obscure or difficult-to-obtain journals or periodicals. Eligibility for the 1989 Awards requires that works show copyright dates in calendar 1988, 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 by mid-September. Overseas (non-USA) winners will be notified as early as possible.

Announcement and presentation of the Cugnot/Benz Awards will occur at the annual SAH banquet in Hershey, Pennsylvania in October. Award artifacts will be mailed to recipients who are unable to attend.

SAH member nominations are the most important input that the Committee can get. If you have strong feelings about a 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 a meritorious work. Send nominations, before the August 15th deadline to: Matt Joseph, 1989 SAH Cugnot/Benz Awards Committee, 7728 Martinsville Rd., Rt. 1, Cross Plains, WI 53528, UNITED STATES.



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 welcome, both for sale and wanted. Ads for automobiles or parts are not accepted.

WANTED: Photo(s) of the Edward G. Budd Company plant at Charlevoix and Connor, Detroit, either present day or at any time in history. **Kit Foster, Editor, 1102 Long Cove Road, Gales Ferry, CT 06335**

WANTED: Tad Burness's book *Monstrous American Car Spotters' Guide 1920-1980*, used OK. Also, picture of 1950 Oldsmobile 98 fastback 4-dr sedan and 1942 Buick Special 118 in. wb. convertible coupe. Good photocopy is OK if from newspaper. **R.A. Wawrzyniak, 589 Broadway, Berlin, WI 54923**

WANTED: Factory photos of Owen-Magnetic, Deering-Magnetic, and Crown-Ensign cars. Info on last years of Rauch and Lang and Stevens-Duryea, production figures and substantiation of close-down dates. Original or copies of Deering-Magnetic sales literature 1917-1918. **Karl S. Zahm, 4250 Edgewood Hills Dr., Rockford, IL 61108**

WANTED: *The Dream Maker* by Bernard Weisberger. Biography of W.C. Durant published by Little, Brown & Company about 8-10 years ago. **Jeff Gillis, Durant Family Registry, 2700 Timber Lane, Green Bay, WI 54313-5899.**

FOR SALE: *Crosley - a Bibliography*. Annotated listing of over 125 historic articles on the most successful of the post-war "midget cars." Includes pictures, parts interchanges, and paint code information. \$5.00. **Jim Hockenull, Box 897, Pullman, WA 99163**

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

TREASURER'S REPORT

Cash Accounting December 30, 1988

Annual Report for 1988

INCOME	
Dues	\$13100.00
Interest	187.33
Contributions	1295.00
Award Dinner Receipts	1776.00
Other - Decal Sales	111.75
Other - Stationery	353.00
Other - Silent Auction	3825.13
Other - Publication Sales	156.00
Other - Directory Sales	2.00
Transfer from Maryland National Bank	1172.31
Refund ACH Debit-Check Printing	21.65
SUB-TOTAL	\$22000.17
Transfers from T. Rowe Price (Reserve Fund)	8000.00
TOTAL INCOME	\$30000.17
EXPENSES	
Publications Expense (Dick Brigham) Advance for printing, typesetting, layout, postage and mailing	\$11614.63
Secretary's Expense (Shelby Applegate) for printing letters, envelopes, 88 dues, postage and other office related expenses	1198.93
Checking Service Fee/Checks	62.71
President's Expenses (Keith Marvin)	564.25
Bradley Award & Friend of Automotive History Award Expenses	1385.60
Cugnot/Benz Award Expense	2284.64
Annual Board Dinner at Hershey	200.00
Awards Banquet & Bar Expense (includes 12 dinners for Award Recipients)	2834.21
Refund Awards Dinner	16.00
Other - Decals	543.96
Other - Tent Rental	170.00
Other - Tent Hospitality	74.08
Other - Stationery	1385.50
Non-Profit Corporation Fee, Indiana	10.00
Publicity (Kit Foster)	61.64
Insurance Expense (J.C. Taylor, Inc.)	476.00
SUB-TOTAL	\$22882.15
Transfer to Vanguard Prime Portfolio (Reserve Fund)	4400.00
TOTAL EXPENSES	\$27882.15
EXCESS INCOME including transfers from and to Reserve Funds	\$ 2718.02
STATUS OF RESERVE FUND ACCOUNTS	
	Balance Interest Income
T. Rowe Price Prime Reserve Fund	\$ 155.88 \$ 890.47
Vanguard Prime Portfolio	20619.20 476.90
Vanguard Federal Portfolio	6656.18 454.77
TOTAL in Reserve Funds	\$27431.26 \$1822.14
STATUS OF CHECKING ACCOUNT or Balances	
	Balance Interest
M&I First National Bank of Stevens Point	\$3522.80 \$ 187.33
BALANCE in Reserve Funds and Checking	\$30954.06
Change in Balance from 1987 to 1988	(\$ 128.53)

Respectfully Submitted,
Robert J. Gary, Treasurer

NEWS

A new book on the Dodge family, *Tangled Web: Legacy of Auto Pioneer John F. Dodge*, will be released during the Dodge Brothers Club national meet at Meadow Brook Hall in Rochester, Michigan on June 22. By author Jean Maddern Pitrone, who previously co-authored *The Dodges: Auto Family Fortune and Misfortune*, the book will trace the saga of the Dodge family from the beginning to the present and will explore fully the relationships between the Dodge and Ford families. Prices and ordering information may be obtained by contacting the author at 3878 Pare Lane, Trenton, MI 48183.

LETTERS

SOURCES OF PHOTOS

While doing some research on three-wheeled cars, I once again ran into an interesting but irritating problem. There are lots of photos in the various encyclopedias and books, and while most of them list their sources, hardly ever do they give an address. I'm sure there are lots of us who would like to contact a source, but don't know where to begin. So how about in future issues some of these be listed? **Walter E. Wray, Route 2, Argyle, WI 53504.**

Good question, and we don't have all the answers, but here are some clues. Many of the photos published come from institutional archives, whose addresses, while available through a modicum of research, are not always publicized. Examples are the National Automotive History Collection (Detroit Public Library, 5100 Woodward Avenue, Detroit MI 48202) and Britain's National Motor Museum (Beaulieu, Hampshire S04 7ZN ENGLAND). Other photos come from private collections or archives, and addresses for these are harder to come by. There are two possible reasons why addresses are not published in books. Some archives are not prepared to deal with a rash of inquiries from photo collectors. And since books are with us for some considerable period of time, the addresses listed for private archives might soon be out of date. You will have noticed, however, that many of the photos widely published are credited to SAH members, and that their addresses are, for other members, as close as the latest SAH membership directory.

The same holds true when one wishes to query or comment to the author of an encyclopedia entry. This is one more very good reason why anyone active in automotive history research should be a member of SAH.

If members can help us compile a list of institutional photo archives, with addresses, we'll be happy to publish it in a future issue of SAH Journal.

- Editor

GRAHAM SERVICE BULLETINS

Under the auspices of the Graham Owners Club, International, I am compiling the Confidential Service Bulletins and Confidential Sales Bulletins issued by the Graham Paige Motors Corporation from 1928 to 1940.

The intent is to make reproductions of these highly informative and interesting factory directives available to owners, historians, restorers and other interested parties. Ideally, a bound collection from each year would be available.

Unfortunately, my personal files are not complete: Although I have all the Bulletins issued for 1928 and 1929, the subsequent years of issue are much less complete.

I am eager to learn if the files of SAH members contain any of these Confidential Service Bulletins or Confidential Sales Bulletins.

Of course, I need only photocopies of the missing numbers, not the originals. Any and all help afforded will be gratefully acknowledged, in addition to full restitution of postage/copying costs.

Michael Keller, 2909 - 13th Street, Wausau, WI 54401

WHIP SOCKETS

In connection with a book I am writing, which will contain material on the persistence of habits and customs, I have become interested in tracking down an old story. Mr. G. N. Georgano has suggested that you might be able to help me.

The story is that the earliest "horseless carriages" came equipped with whip-sockets, even though there were no longer any horses to be whipped. I have not been able to verify the story, and Mr. Georgano says that, although he has also heard the assertion, he cannot verify it either. He mentioned the possibility of running an inquiry to the members of the Society.

If you could give the matter whatever modest attention it deserves, I should be grateful. **Kendon Smith, Alumni Professor, Emeritus, The University of North Carolina at Greensboro, Greensboro, NC 27412-5001.**

AUTOMOTIVE ARTISTS

I am in the process of completing my writing and research for a book on automobile advertising. The book will highlight many of the artists who worked on auto advertising campaigns. I would like to enlist the help of other members of the Society so I may complete my research. Of the 160 illustrators I plan to profile in the book, I need information on the following:

- Floyd C. Brink (partner in Mingo, Brink & Jipson, a Chicago-based art studio that did much of the auto advertising in the 20s).
 Malcom Charleson (1888-?) – Did many car ads in 20s and 30s.
 Francis Chase – Hudson – 1940s and 50s.
 Cecil Chichester (1891-?) – Pierce-Arrow, 1920, 1930.
 Edmund Davenport – Stutz ads in 20s.
 Stark Davis (1885-?) – did bird series for 1927 Lincoln. Lived in Chicago.
 Paul Gerding – did the “He drives, she drives a Duesenberg” series among other ads.
 Charles Everett Johnson (1866-?) – operated an art studio in the 20s.
 Garth Jones – Packard ads, 1917.
 David Lindsay – Chevrolet, 1957.
 F.J. Mayfield – Peerless, 1923, other ads.
 H. Miller – could be Henry Arthur Miller or Harrison Miller – did many ads for Ford, Chevy, Pontiac and Plymouth in the 40s and 50s. Ads simply signed “H. Miller.”
 Floyd Munson – Chevrolet – 20s.
 Walter Ohlson – ads in the 20s.
 Rudy Pott – did many car ads in the 30s and 50s.
 Edward Poucher – Willys, other early ads.
 Fred Siebel – Backgrounds for 1950 Chrysler, other ads.
 A. Gil Spear (1885-?) – Pierce-Arrow, others.
 Fred Tellander (1878-?) – did much of the Studebaker advertising from the 20s through the 50s. Lived in Chicago area.
 John Vickery (1906-?) – Chevy, 1947.

Any Biographical information available would be most appreciated. I am especially interested in identifying the artist who signed the ads “H. Miller.” This will be the first comprehensive book on automobile advertising and the only listing of the many artists that contributed to auto campaigns.

Readers can write to me or phone me evenings at (203) 377-7960. **Ken Ruddock, 523 King St., Stratford, CT 06497.**

DUPONT PACKARD

Enclosed is a photo taken July 4th, 1931 of my 1925 Packard 8 Roadster model 236 with a special Dupont Duco Silver & Black paint job. This Packard was purchased new by the Dupont company in 1925 unpainted. Dupont painted the car with the then-new Dupont Duco paint and used the car in various auto shows around the nation and other dealer-public promotions.



On each side of the lower cowl is painted the Dupont Duco logo. I'm looking for any photos of this car while it was owned by the Dupont Company or photos of the car on display at any of the auto shows during the 1925-1926 era. I'm also looking for any written documentation referring to this special Packard in auto trade journals, newspapers, auto show programs, etc. from that era. Can anyone help? Any information regarding this Packard would be greatly appreciated. **Jim Frederick, 918 W. County Rd. C-2, St. Paul, MN 55113.**

CALIFORNIA PUZZLERS

J. H. Valentine's article on cars registered in California in 1917 (*SAH Journal*, No. 119) was most interesting, and among other things reinforced the notion that even at that “late” date there were many home-made, home-remodeled, and one-of-a-kind cars on the road.

Regarding his “puzzlers” near the end, the “Chesterfield” was the model name of a ca.1916 Jeffery, and “Cross Country” was the popular earlier Rambler touring. But the numerous “Meisters” is of considerable interest. A. Meister & Sons was a Sacramento iron works that turned to making streetcars and then self-propelled railroad passenger cars (Rail Motor Cars) and highway buses, in the 1915-1925 period. That they made (assembled?) automobiles – “touring cars” – is a new idea; but this might also refer to open (or closed) small tour buses. I'd sure like to know if any Cincinnati-made cars turned up in that book! **Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, OH 45243.**

BUEHRIG ELECTED TO HALL OF FAME

I was indeed thrilled to receive notification that Gordon M. Buehrig has been selected by the Awards Committee as one of our 1989 inductees to the Automotive Hall of Fame. Formal induction will take place at an awards banquet in Detroit, October 10, 1989; I hope to attend.

Last November, Donald N. Richetti, President of the Automotive Hall of Fame, invited members of the SAH to submit names of nominees for 1989 admission to the Hall of Fame. Included with the invitational letter was an informational kit containing criteria for selection, a detailed nomination form, and a complete list of past inductees elected to the Automotive Hall of Fame. Scanning the list, I noted Harley Earl's name but, to my great surprise, Gordon Guehrig's name was missing. That settled the choice of my nominee.

Having presented a slide/lecture on Buehrig's automotive design credits at the Popular Culture Association national convention in Indianapolis in 1973, I had plenty of bibliographic documentation to cite in support of my nominee. It was a simple matter to update these entries with the titles of pertinent references published during the intervening years. Since I had published a review of Buehrig's book, *Rolling Sculpture*, as part of a review essay of three automotive books that appeared in the *Journal of American Culture* (1:3) in 1978, I had a well-annotated copy of the book to use in compiling a capsule chronology of Buehrig's career to enter on the nominee form. I bundled up my dossier of supporting documents and submitted them along with the nominee form last December.

The notification of my nominee's selection was gratifying news. The fact that Gordon Buehrig is being accorded this recognition while still alive to savor the honor is especially satisfying. I feel very privileged to have had a role in the nominating process. **Richard E. Hawes, B-25, Ox-Haven Apts., Oxford, PA 19363.**

The Automotive Hall of Fame has made a concerted effort to consider nominees who have made their mark on automotive history. An important part of that effort was an invitation for all SAH members to participate in the nomination process. We're pleased to hear that the process works so well.

– Editor

AUTOMOBILE CLOCKS

I am a member of the National Association of Watch and Clock Collectors whose home office is in Columbia, PA. I am collecting and researching automobile clocks and the companies that made them. The specific period that I am interested in covers 1900 through 1950. The clocks are all mechanical. I am not too interested in the electrical or electric wind movements at the present.

Can you offer any assistance in my search for information? Many automobile research facilities are more tuned to the auto industry and any mention of car clocks is purely spin-off and not complete.

If there is a possibility there may be assistance, please write to let me know and I can then get more specific. **Clyde M. Berger, Jr., P.O. Box 16, Walkersville, MD 21793.**

AUTOMOTIVE HISTORY AT YOUR NEWSSTAND

I have been impressed with articles with historical background material that have appeared in random issues of *Automobile Magazine*, the newish publication with a base in Ann Arbor, MI. This note is prompted by a minor feature on Pegaso in the June 1989 issue. Written by Roger Barlow and Robert Cumberland, this short recollection of the make covers almost everything that a historian wants to know. It is further enhanced by Barlow's account of a visit to the plant a number of years after these cars were built when he had the good fortune to meet the retired Spanish engineer, Wilfredo Ricart who had been the man behind the project. Barlow asked the right questions, and Ricardo's account of the reasoning that led to the production of this very expensive and specialized car in relatively poor Spain is surprising, revealing, and worth the price of the magazine for the insight it gives into business decisions not motivated by prospects of short term profit. **Fred Roe, 837 Winter St., Holiston, MA 01746.**

THE INTERNATIONAL MOTOR WHEEL

SAH Journal number 118 contained an intriguing query from Max Gregory concerning a mystery commercial vehicle. The contraption was composed of an ordinary van, designed to be drawn by animate horse-power, coupled to a single front wheel on which had been mounted a gasoline engine. Members James Bibb and Hayden Shepley pushed us closer to the answer in *SAH Journal* number 119, but we are particularly grateful to Wally Wray, Bill Lewis, and Charles Bishop for forwarding more definitive material.

Gardner D. Hiscox, M.E., tells the story in *Horseless Vehicles, Automobiles, Motor Cycles* (New York: 1900, Norman W. Henley & Co.). A chapter entitled "Vehicles of the International Motor Wheel Co. - 302 West Fifty-third Street, New York City," gives quite a bit of detail. The "motor wheel" was the invention of Mr. J.W. Walters of said city. Hiscox doesn't tell us when or why Mr. Walters built this device, how many were produced, nor who used them. He does describe the mechanism at some length:

As a class it is somewhat unique as encompassing the speed gear within the single driving wheel.

The device consists of a rubber tired wooden wheel, actuated by a two-cylinder gasoline motor, that is suspended on one side. On the other side two gasoline tanks that supply the fuel are held in position. The motor acts upon the wheel by means of a loosely mounted pinion meshing into a gear upon the wooden wheel. A clutch mechanism, the lever of which is within reach of the driver on the wagon, enables the latter to stop and start the vehicle at will. Owing to the novel nature of this invention a complication of machinery is avoided. It requires no backing mechanism. By simply reversing the motor-wheel with the steering bar and starting the motor, the vehicle runs backward.

Fig. 160 shows the motor wheel attached to a carriage, with the steering and motor-operating handle in its proper position.

A side view of the motor wheel, Fig. 161, shows the two motors of the four-cycle type, at right angles, driving a pinion on the axis of the wheel which meshes in a pair of spur gears for operating the valves. A friction clutch transfers the motor power to the wheel through a set of spur gears meshed in an internal geared wheel forming part of the driving wheel.

In Fig. 162 is a detailed section of the motor and wheel. The valve gear is on the side next to the fly-wheel and the speed gear on the center line of the wheel. In Fig. 163 is illustrated the general appearance of the motor wheel standing independent of the vehicle.

Herewith are the illustrations from Hiscox, the man steady-ing the motor wheel being clearly the moustachioed gent seen driving the monster on city streets in Max Gregory's photo. That picture, incidentally, is likewise from Hiscox, by way of Trailmobile and

perhaps *Commercial Car Journal*. Max further remarks: "It is a further point to ponder just whether the Trailmobile concern had any actual connection with the motor wheel, or whether it merely attracted their attention because of its oddity." It would seem like the latter.

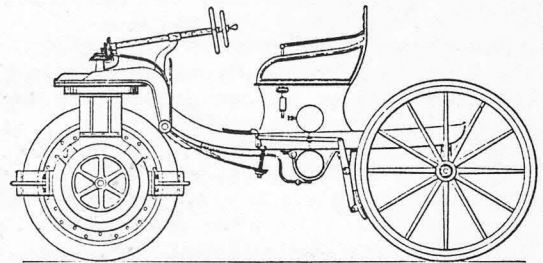


FIG. 160.—THE WALTERS SINGLE DRIVING WHEEL.

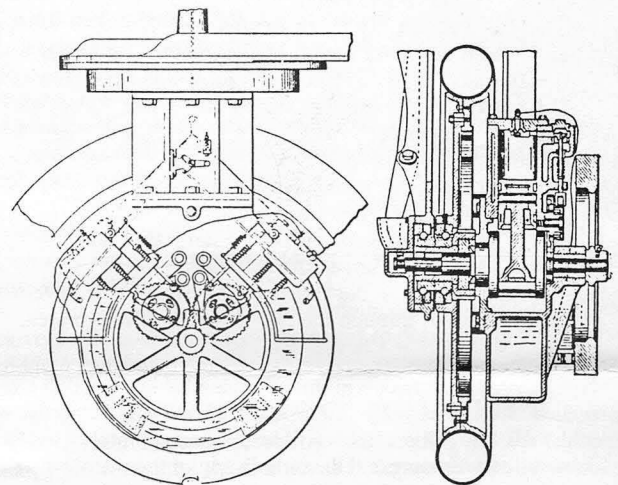


FIG. 161.—THE DRIVING WHEEL.

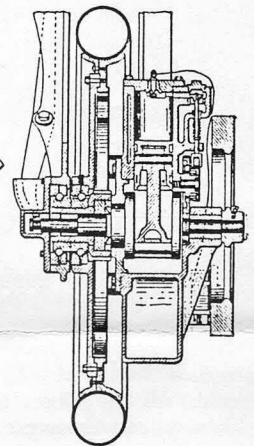
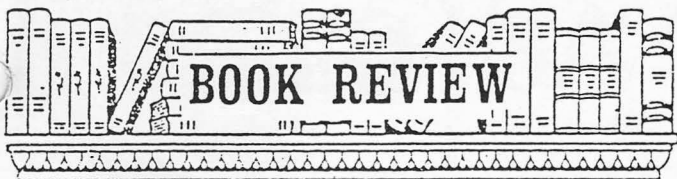


FIG. 162.—SECTION OF MOTORS AND WHEEL.



FIG. 163.—THE MOTOR WHEEL.



AUTOMOTIVE LITERATURE INDEX 1982-1986, Compiled by A. Wallace. 253 pages, no illustrations. Soft covers. 8½ x 11 inches. ISBN 0-9606804-8-9, Wallace Publishing, Toledo, Ohio 43611, \$40.00.

If you're like I am, you've got most of the car magazines you ever bought, but you have one heck of a time finding specific articles in them because you've never made a subject index. Yes, some journals publish their own indices, but they're usually only for the preceding year, and in any case you have to know in which publication to look. Here's an opportunity to evade that problem once and for all. That is, if your periodical library is composed principally of the popular American car magazines.

SAH member Angelo Wallace has just published the latest volume in his series of automotive literature indices, covering five recent years and seventeen periodicals: *Automotive Engineering*, *Automotive Industries*, *Automobile Magazine*, *Automobile Quarterly*, *AutoWeek*, *Collectible Automobile*, *Car Collector*, *Car and Driver*, *Cars and Parts*, *Circle Track*, *Hot Rod*, *Motor Trend*, *Road and Track*, *Road and Track Exotic Cars*, *Sports Car Graphic*, *Special Interest Autos*, and *Ward's Auto World*.

These journals are covered with an alphabetic index containing over 800 topic headings, from "accessories" to "women and cars." Included are references to articles, photos, announcements, tables, charts, road tests, book reviews, competition events, and even correspondence. Listings give the title of the item, the journal in which it appears, issue, and page. The largest topic, and that which will probably be of most use to historians, is "automobiles, individual makes and models," which ranges from "Abarth" to "Zoetrans."

If those are its good points, what are the drawbacks? There are a few. It does not, of course, cover non-US journals, nor does it cover club publications. It does not have an author index. And while it seems complete in the aggregate, any work of this magnitude will have errors and omissions and this reviewer noticed two articles of his own appearing in "covered" publications which were not listed (involving, for some strange reason, complete omission of the "Railton" marque, though virtually all other foreign cars are included).

The above quibbles notwithstanding, every historian with any sort of library of American car peiodicals should have one of these, as well as the companion volumes covering 1947-76 and 1977-81. Both are still available from the publisher at the same \$40.00 price. Volumes covering other journals in the 1947-86 period and the 1987-91 era are under preparation, and the hope is that the index series will eventually extend historically to 1895.

- Kit Foster

MYSTERY MARMON UNMASKED

George Hanley scored what may be a first by solving his own puzzle. *SAH Journal* number 119, bearing his "Mystery Marmon" had not yet rolled from the presses when he wrote: "With regard to the mystery substitute car in the Marmon ad, while thumbing through an old copy of one of Floyd Clymer's scrap books I inadvertently spotted a Premier Motor Car Company ad. The Premier firm was also in Indianapolis, with probably the same advertising agency. Also the cars, which are both air cooled, have a very similar-appearing cowl and hood, but the Premier has a very evident conventional suspension system. Now the real challenge is to find a Premier ad with a Marmon illustrated!"

Also identifying the Premier were Walter MacIvain and Cornelius Hauk.

THE CECIL KIMBER CENTENARY BOOK, by Jean Kimber Cook and others. 208 pages, more than 100 b/w and color illustrations. Softbound, 8½ x 11 inches. ISBN 0-938253-01-8. The New England MGT Register, Drawer 220, Oneonta, NY 13820. \$30.00 postpaid.

This is the story of a remarkable man. Cecil Kimber was the father of the M.G., as we all know. In charge of the Morris works in Oxford, Kimber visualized something very different from the bread-and-butter product and the first M.G. (the initials of the parent firm) appeared in 1924. We know the rest, especially the impact the M.G. TC had as "the sports car America loved first."

The centenary of Cecil Kimber's birth was April 12, 1988. This book by his daughter provides an insight into Kimber as a family man as well as the motivating force behind M.G. Many of his personal papers are included in these pages with added input by such writers as John F. Dugdale and Norman Ewing. The illustrations are geared as much to the cars as to the man himself, and there is some fine color artwork, too, by such artists as Gordon Crosby and Roy Nockolds.

- Keith Marvin

DIRECTORY UPDATE

NEW MEMBERS

- Hollander, Michael F. 1357
- Racing Information Systems
1435 26th Street, No. 10
Santa Monica, CA 90404-3051
- Porter, John C. 1358
- 3738 Windover Drive
Hamburg, NY 14075
- Stoltzfus, Richard J. 1359
- 215 Sandy Hollow Road
Denver, PA 17517

- Anderson, Rodney C. 1360
- Box One
Guildford, Western Australia 6055
Australia
- Soter, Gregory 1361
- Phantom Restorations
4425 Dayton Avenue N.
Seattle, WA 98103
- Hockenhull, James L. 1362
- Box 897
Pullman, WA 99163
- Sackett, Ansel 1363
- 30670 Kirk Lane
Franklin, MI 48025

REINSTATED

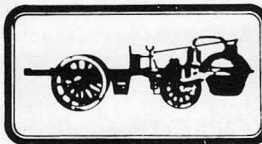
- Conley, Z.B. Jr. 69
- % Jamison Galleries
111 East San Francisco Street
Sante Fe, NM 87501

NEW ADDRESSES

- Shepley, Hayden R. 254
- P.O. Box 481
Toughkemamon, PA 19374
(summer address from 5-4-89)
- Richmond, Stephen W. 971
- 505 Linden Way
Brea, CA 92621



"Congratulations, Ma'am, on this new Opel Kapitän," reads the press release caption for this 1958 introductory photograph. The gentleman has his own new Kapitän, so one wonders what is really on his mind. The Opel Kapitän was the upmarket car from GM's German subsidiary, used a 2.5 litre six cylinder engine, and sold for 10,200 DM. From the editor's collection.



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