

# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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## EDITORIAL COMMENT

Many of you have said some very nice things about *Automotive History Review* No. 24, and by way of acknowledgement and thanks let me point out that it was a team effort. John Gruesen and his staff at Brigham Press are to be commended for the high quality work which made that issue so visually appealing, especially the four color Peter Helck cover. The largest share of the credit, certainly, should go to the authors whose articles made up the issue. At times I was very demanding of them, and they spoke not a word but went straight back to their work and more than satisfied the ideals I had set for them. A note of thanks should also go out to certain other members, for in assembling the issue I found myself short of illustration. I quickly called upon several people with specialized photographic collections, and I would like to thank Walter McCall, Mike Worthington-Williams, Nick Georgano, and Austin Clark in that regard, and also Max von Pein of the Daimler-Benz Museum. I had only to ask and suitable material was forthcoming in the next post.

Some of you have commented on the breadth of coverage, and for that I can only credit serendipity. The manuscripts I had were the manuscripts I had, and it was just provident that they covered the periods of 1900 to 1963, included trucks and fire apparatus as well as cars, and ventured as far as advertising art. Potential contributors (and that truly includes all members) take note; no subject pertaining to self-propelled vehicles is too remote. Our readers have said so.

— Kit Foster



## SAH STATIONERY AND DECALS

The Society has stationery and decals, both with the Society Cugnot logo, available for purchase by members.

The stationery is on heavy stock with the logo embossed, and "The Society of Automotive Historians" printed in blue at the top. The matching envelope carries the Society name in blue as well. Packets of 25 letterheads and 25 envelopes are \$5.00 plus \$2.00 for shipping (overseas orders \$4.00 for surface mail).

The Society decals, three inches round, bear the Cugnot logo in black on an attractive gold background. They are available for inside mounting (for windows) and outside mounting (smooth opaque surfaces). Orders should specify which type is desired. Decals are \$2.00 each, plus 25 cents *per order* for postage. Decals ordered at the same time as stationery can be shipped at no extra charge.

Stationery and decals should be ordered from the Secretary, James H. Cox, at P.O. Box 339, Matamoras, PA 18336. Checks in US funds should be made payable to the Society of Automotive Historians, Inc.

## NEWS

### STYLES ON ALFA ROMEO

SAH member David Styles, winner of the Cugnot Award and Award of Distinction for *As Old as the Industry* and *Sporting Rileys: The Forgotten Champions*, respectively, has recently directed his efforts to Alfa Romeo. His latest book, *Alfa Romeo: The Legend Revived* was published in November by Dalton Watson. The book covers the history of the marque from the earliest days, giving greatest detail to the postwar years right up to the present. The publishers tell us it is available at "all good motoring booksellers;" distribution in North America is by *Automobile Quarterly*.

### MISFORTUNE COMES TO USA

At the annual banquet many members inquired whether the Cugnot Award winner *Wheels of Misfortune* by Jonathan Wood was being distributed in the USA. Author Wood informs us that the book is featured in the 1990 Classic Motorbooks catalog, and can be ordered from them. Readers outside Britain or North America should contact the publishers, Sidgwick and Jackson of London, regarding availability in their areas or arrangements for direct order.

### FUNDS DONATED TO CHRYSLER MUSEUM

The Airflow Club of America recently conducted a fund-raising drive in support of the Boyhood Home of Walter P. Chrysler. The home, a museum in Ellis, Kansas, sponsored by the Ellis Chamber of Commerce and listed on the National Register of Historic Places, does not have a regularly assured income, though modest contributions have been received from time to time from Chrysler Corporation. Recently, the 520 members of the Airflow Club contributed \$650 toward the museum's operating expenses. The Airflow Club has encouraged other clubs and enthusiasts to join them in supporting the Chrysler Boyhood Home museum (contributions may be sent to curator Ann Hedge at 411 Monroe, Ellis, Kansas 67637), or to support a deserving auto-related non-profit museum of their own choosing.

## AT THE MUSEUMS

### LOS ANGELES MUSEUM OF NATURAL HISTORY

The Los Angeles Museum of Natural History in Exposition Park no longer has its cars on public display. They have been moved to a warehouse, where they may be visited by historians and enthusiasts by special arrangement. About 70 cars are stored, quite tightly packed, so walking around them must be done with care. The early accessories and horse-drawn carriages of the same period are not convenient. The storage area is not for the public.

There is an excellent prospect for a sizable donation to be used for restoration purposes, which bodes well for the cars, but a public display will have to wait, perhaps for a new \$13 million building over the horizon. The cars, even in selective presentation, take considerable room, and competition for the available space is pretty keen. Dinosaurs have frightened away the Duesenbergs.

"On no account will the cars be sold," says curator Jim Zordich.



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## AT THE MUSEUMS

### COLLIER AUTOMOTIVE MUSEUM

One of the major automotive news stories of 1986 was the sale of the Briggs Cunningham collection of automobiles and the closing of the California museum in which they had resided for many years. Sports and racing aficionados recognized the name of the collection's buyer, Miles C. Collier, as being that of the scion of a family long associated with automobiles. His father, C. Miles Collier, and uncles Sam Collier and Barron Collier, Jr. founded the Automobile Racing Club of America in the thirties, the forerunner of the Sports Car Club of America.

Collier has constructed a new facility in Naples, Florida for his collection, which opened to the public in November 1988. On display are 75 cars, ranging alphabetically from Alfa to Volkswagen, and chronologically from 1912 to 1980. The displays are organized into five themes: "Cars of 'Conspicuous Consumption'," "The History of Sports and Sports-Racing Cars," "The History of the American Racing Car" (including the Cunningham racing cars), "The History of the Grand Prix Car," and "The History of Porsche," the latter showcasing Collier's extensive collection of Porsches which predates his acquisition of the Cunningham collection. All the cars are maintained in running condition and exercised regularly.

Visitors familiar with Cunningham's former museum will not fail to notice that the Bugatti Royale is missing. Collier felt that it did not really fit with the other cars in the museum, and further decided that the capital it represented, at today's celebrity prices, could better be used to acquire other sports and racing cars, so it was sold at auction.

The museum is organized as a non-profit educational institution, and has goals of providing touring exhibits and other public presentations. One idea being investigated is affiliation with a major university. The Collier Automotive Museum is located at 2500 South Horseshoe Drive in Naples, Florida. Call (813) 643-5252 for information.

## THE MISSING CATALOGUE PAGE OR THE FUN OF THE PURSUIT

by Matthew C. Sonfield

The collecting of automotive sales literature is enjoyable and a good way to keep ourselves off the streets, but it also can be a frustrating and challenging activity, to which many SAH members can attest. This is the story of one such frustration and challenge, and of the eventual victory of the forces of Good over Evil.

The sales catalogues of Rolls-Royce Limited in England during the Classic Era of the late 1920's and 1930's were like their cars — of the highest quality but usually conservative and often even unattractive in their execution. The large, prestige versions tended to be beautifully printed on the finest paper, exuding quality in layout and style, but the coachwork illustrations were too often unexciting photographs or almost amateurish drawings. Only occasionally were these illustrations artwork worthy of the catalogue as a whole.

One such example of a truly attractive Rolls-Royce catalogue was the final version issued for the Phantom II model. Since Rolls-Royce chassis models were produced for several years with no automatic annual changes, new catalogues were not issued yearly either, and it is sometimes difficult to date the company's earlier sales literature. Perhaps in consideration for future literature collectors, Rolls-Royce in the mid-1930's began to print date codes in their catalogues, and we can now deduce that this last Phantom II catalogue was printed in a quantity of five thousand in September of 1934 ("5M 9/34").

A few years ago I had obtained a nice copy of this catalogue for my collection, and I had browsed through it now and then with pleasure. With one such perusal, however, came disappointment. One section of the 34-page catalogue consisted of single-sided pages, each with a description of a typical coachwork style and a tipped-in color illustration. (All Rolls-Royces of this period carried custom coachwork, and the designs illustrated came from the coachbuilders.) Since each page in this section stood alone, and since the page numbers were printed rather inconspicuously, I had not noticed until then that page 19 was missing! Fellow collectors will understand my horror and dismay. My "excellent" copy had suddenly become "incomplete." Alas, alas!

Well, life went on and I was eventually able to eat and sleep again. Then one day a *Hemmings* ad offered a copy of this same catalogue. A phone call to the seller (a private party and not a dealer) assured me that this copy was complete with no missing pages. My check went out and a few days later I eagerly tore open the package to find an "excellent" copy with the same page 19 missing!

What a coincidence! Page 19 must be awfully attractive for two different catalogue owners to both open the string-tied binding and remove that page and no others. Or was this the case? There were two fellow members of the Rolls-Royce Owners Club whom I considered to be truly expert in the field of Rolls-Royce sales literature, both having virtually complete R-R collections. A letter to the first elicited the response that he, too, now realized for the first time that his supposedly mint copy was missing page 19. A ray of hope had appeared! Perhaps all copies were missing page 19! Another letter to the second expert went out and I hovered over my mailbox for the next few days. Finally a response arrived and lo and behold this collector now was aware that his copy was missing page 19 too!

Is it now official? Is page 19 of Rolls-Royce Phantom II catalogue "5M 9/34" a nonentity? It seems likely, and a reasonable explanation would be that the coachwork description and illustration printed on page 19 was suddenly withdrawn by the coachbuilder or deemed undesirable or inappropriate by Rolls-Royce Limited and at the last minute removed from the binding process. Less likely but also possible is that a page numbering error skipped number 19. We'll probably never know.

But of course nothing is ever certain or final. (Yes, I know about death and taxes, but let's not tarnish this fine journal with mention of such nasty topics.) Thus I appeal to my fellow sales literature collectors out there with copies of *R-R PII "5M 9/34"* to check to determine whether they have page 19. The first positive response will be rewarded with the wrath of several collectors whose copies have again gone from "excellent" to "incomplete"!

## PRESIDENT'S MESSAGE

### WHAT WE ARE

In talking about SAH, members sometimes refer to it as a "club" or a "car club." I used to wince when I heard that reference, because it always seemed to me that SAH is something very different from a car club. Over the years, I have come to realize that our Society is a unique assemblage of people with many different talents, interests and involvements relating to automotive history. Because of this, SAH literally means different things to different members. While this kind of diversity can be confusing, it can also be very stimulating and healthy.

Most historical societies are geographically or topically based. We fit into the second category; our topic is the automobile. Most historical societies contain components of scholarly endeavor and popular history. We encompass both of these areas. So far we fit the mold.

Most topically based historical societies do not have nearly as many working journalists among their members as we do. In fact, our journalist members outnumber our members who are academic scholars by a huge factor. This is an unusual makeup for an historical society.

Certainly most historical societies do not have a large component of membership that has actual holdings in the artifacts that are their central interest. We do. Many of our members own historic vehicles and other related artifacts and original literature.

Many historical societies are somewhat frozen in the distant past and regard inquiry into recent happenings as beyond the scope of their interest. SAH may have had difficulty in defining the term "automotive," but it has never had a problem in defining history as what *isn't* happening right now or in the future. Beyond that, everything is fair game.

My brief comparison of our member profile to that of the "average" historical society is meant to indicate that our membership has a diversity of interests in automotive history and a wide range of approaches to it. This derives from two facts. The thing that we study is almost endlessly multifaceted. Disciplines from economics to biography and from mechanical engineering to marketing are relevant to the historical study of the automobile. It's a little more complex a proposition than, say, colonial American furniture. The other central fact about the automobile as an historical topic is that its history is ongoing. The last chapter in this story is not going to be written in the foreseeable future.

Of course, our unusual makeup – for an historical society – and topic means that our members have widely varying expectations for our performance. Some members would like to see us better fit the scholarly mission of many historical societies, and adopt some of the academic accouterments that are traditional: reading papers at meetings, holding in-depth seminars, etc. Others have suggested that we broaden our scope to include journalism as a stated approach. Both suggestions have some merit.

To me, there is something very positive about the fact that our membership includes a great diversity of interests and approaches. Despite this diversity, or maybe because of it, we are all committed to one central proposition. It is that the study of the history of the automobile is of tremendous importance, and that much more must be done to pursue it. I think that we all agree that automobiles have so radically altered our social arrangements, economic organization and thinking, and cultural evolution that the term "automobile age" to describe the history of the last hundred years, or so, is not out of proportion to what has, in fact, happened. I suspect that if our members were polled, there would be nearly unanimous agreement that not enough attention or resources have been devoted to the study of the automobile, and that the work done to date on this topic has literally, "only scratched the surface."

History usually works from specific field and case studies to general analyses, theories, and conclusions. In so many areas of automotive history, we are literally still just beginning to gather the basic facts. This year's Cugnot Award winner, Jonathan Wood's *Wheels of Misfortune: The Rise and Fall of the British Motor Industry*,

combined all three of these functions in a single, pioneering effort to tell a critically important story. Now, other historians will have to dig out more facts on this topic, so that theories can be revised and, if necessary, modified. This is the historical process. There is so much basic work that has to be done in our topic area that it sometimes seems overwhelming.

There are also so many possible ways to "plug in" to automotive history that any organization operating effectively in this area would have to be broadly based and diverse. In that regard, we may be somewhat unconventional as historical societies go, but we seem to be very well suited to helping members tackle the varied tasks that the study of automotive history poses.

### WINTER BOARD MEETING

SAH only meets once a year, as a group, and then only for one evening. Our spaces at Hershey supplement that somewhat, and our chapters also provide some opportunities for members to meet. Another opportunity is the SAH board's winter meeting. It will take place in Philadelphia on February 9, 1990. Although this meeting is not designed as a general membership meeting, it is open to all members. Anyone wishing to attend should be in touch with our secretary, Jim Cox, for exact details of time and place. These should be available by mid-January. The management of the building in which we meet requires that we furnish a list of those attending before the date of the meeting. For that reason, please let our secretary know if you plan to attend, so that he can arrange for you to get through building security.

If there are any items that you would like to see the SAH board discuss at its winter meeting, please let me know, so that I can put them on our agenda.

The Philadelphia meeting is being held to coincide with AACA's annual meeting on February 9 and 10. One feature of that meeting is a trade exhibit, and we have been invited to "exhibit" there. Our plan is to staff a booth for the two days of the AACA trade show and have examples of our publications and membership applications, lots of membership applications, available. Officers and directors will be staffing our booth, but we would welcome additional volunteers. If you live in the Philadelphia area and can lend a hand, please be in touch with me about scheduling a stint at our booth. Thanks.

### NOMINATIONS AND ELECTIONS CHAIR

I have asked George Ward to chair the SAH's Nominations and Elections Committee for the next two years, and he has accepted. George did a superb job as our treasurer for many years, before Bob Gary took on these responsibilities.

– Matt Joseph

## LETTERS

### BLACK INFORMATION WANTED

My son and I have acquired one of the two known Black autos. In a 1913 article in *The Indianapolis News*, C.H. Black claims to have built a gasoline auto in 1891. In 1897 we have an article in the *Hub* magazine stating that he had cars running in St. Louis, St. Paul, and Buffalo.

I would appreciate any information anyone has on Black and his auto, particularly if anyone in the above cities has information on an early car in their town.

He also claims to have made early 1890s appearances in St. Louis and Chicago. Does anyone have any information on this? **Jerry W. Jones, 1219 Circle Tower Building, 5 East Market Street, Indianapolis, IN 46204.**

## TRUCK DRAWINGS AVAILABLE

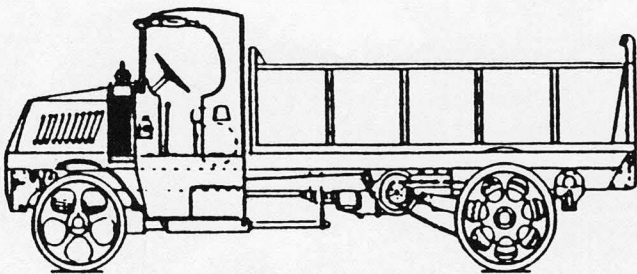
Whilst I have been a member of the Society for several years I have not had the opportunity to correspond for any real or useful reason. However, on reading the recent article in *Automotive History Review* concerning WW I trucks, it occurs to me that some of the members who specialize in truck matters may find some of my scale drawings useful in support of an article they may be preparing.

I have prepared each of the drawings in connection with my business but I will be pleased to supply Society members with copies in reasonable numbers provided the source is acknowledged and the copyrights observed. A list of the trucks available and a sample is enclosed. So that further drawings can be created I am always interested in the loan, purchase, or gift of any truck bodybuilders' diagrams, dimensional information, photographs, factory data, etc., that permits an authentic drawing to be prepared. **Clive T. Jones, 261 Heagle Crescent, Edmonton, Alberta T6R 1W2 CANADA.**

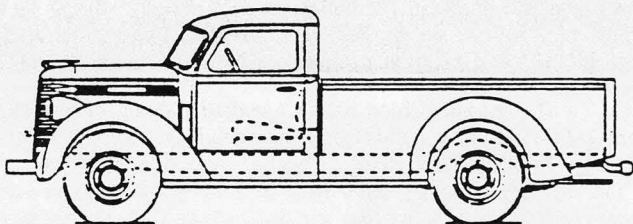
Drawings available from Mr. Jones include the following makes:

Ahrens-Fox	Kenworth
American La France	Knowlton
Bedford	Liberty
Corbitt	MacDonald
CT Electric	Mack
Diamond T	Marmon-Herrington
Dirsey	Oldsmobile
Doane	Packard
Ford	Pierce-Arrow
GMC	Pirsch
Hewitt Ludlow	Redcliff
Hewitt-Talbot	Republic
Holt	Scammell
International	Watson
Kelly Springfield	Western Star
	White

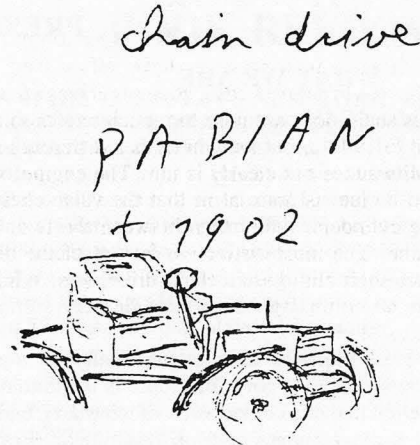
There are 54 drawings available covering various models and body styles of the above. In addition to side elevations as shown below, each drawing includes front and rear elevations, a top view, and brief specifications. Readers are encouraged to contact Mr. Jones for further information.



#17. 1927 MACK 'AC'



# 44 1941 DIAMOND T 201 Pickup



## WHITHER THE PABIAN?

Among the delights of automotive history is that it's never finished. When Chet Krause first approached me about compiling a catalog of pre-World War II American cars, I asked only that the word "complete" not be used in the title, because there was no way that it could be. Chet readily agreed. We knew we'd have more American cars than had ever appeared anywhere else before, but we didn't presume that we would find them all. The recently published second edition of the *Standard Catalog* has voluminous new entries (most of them provided by fellow SAH members), but still there are new cars that are coming to light.

The latest I just learned about from SAH member Raymond Vaes in Belgium. The car is a c. 1902 Pabian, and it exists in the collection of Ivan Mahy in Brussels. No engine was in the car when Mr. Mahy acquired it, alas, and his plan for restoration is rather hampered by his lack of information about the car. Raymond asked me for help and included a quick sketch of the car that Mr. Mahy did (on the back of a Stella Artois beer coaster, by the way). At the moment, I'm at a loss, and am hoping one of our members might be able to provide a clue. Anyone with any information or ideas should write to Raymond Vaes, Gebr. Van Raemdoncklaan, 46, B-2520 Edegem, Belgium. A copy of your letter to editor Kit Foster would be nice too, because then we'll all know. **Beverly Rae Kimes, 215 East 80th Street, New York, NY 10021.**

## WE STAND CORRECTED

Received the *SAH Journal* No. 123 today, and would like to correct a statement on page four. I was never "director of research" at Harrah's, nor ever a member of the Research Department, even though Bill Harrah in his "memoirs" on file at the University of Nevada-Reno calls me his "research man." I believe this is because when he found something questionable on a research report he'd frequently either ask me to check it out or, if the Research Department could not find a solution, he'd sometimes go to the library with me to do a search - usually around 8:00, 9:00, or 10:00 PM. I would not wish the misstatement to offend any of those who did hold the equivalent to that position with Harrah's.

I am most proud to have been selected as the recipient of the Friend of Automotive History Award, and again wish to extend my sincere thanks to everyone. **Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, NV 89433.**

During his 13½ years with Harrah's, Ralph Dunwoodie served in nearly every capacity from tour guide to manager, though never on the staff of the Research Department. He continued to serve as a consultant to the collection for some years after leaving the staff. The error in *SAH Journal* resulted from the editor's hasty reliance on the cobwebs of recollection, rather than consulting a primary source. May it serve as a lesson to journalists and historians alike: research your facts and check them twice.

- Editor

## A HOYT STEAMER?

Among the numerous vehicles that the dating committee of Veteran Car Club of Great Britain presently have before them is an American steam car that has to date defied all attempts at identification.

The date, as such, does not pose too much of a problem as various features point to 1901/2, but its identity is a different matter. It was bought as a Milwaukee but clearly is not. The engine, which should have provided a clue, is unusual in that the valve-chests are on the outside of the cylinders, rather than between the two, but it bears no maker's name. The most distinctive feature of the vehicle is that it has a counter-shaft and double chain drive, something that I believe was only found on the later models of Grout.

In the process of cleaning the car for restoration the owner found that the axles are stamped with the name of 'Arthur Brown', Concord, New Hampshire. Contact with a local historian in that town has turned up information that Mr. Brown was associated with various manufactories in the town over a period from about 1870 through to the early part of this century, but it is not thought that the vehicle is a 'Brown' steamer. However, by accident, we discovered that Penacook is a suburb or district of Concord and that from a reference in the *Standard Catalog* we find that a 'Hoyt' steamer was produced there. Unfortunately, this wonderful reference source does not carry a picture of a Hoyt, but the information about such vehicles *could* relate to the car now over here and the coincidence seems to be too good to be ignored.



If anyone can shed any light on the identity of the vehicle it would be greatly appreciated, not least by the car's owner! **Malcolm Jeal, 53 Oak Lane, Easterton, Devizes, Wiltshire SN10 4PD ENGLAND.**

## A QUESTION OF IDENTITY

by Bill Lewis

One reflection of my multi-faceted collector interests in Automotive History is the gathering of discarded photos of "The Old Family Car."

Even before the ubiquitous Kodak Brownie Camera became a household item, the order of family album content had become well established. Everything from Daguerreotypes to professional portraits of family members came *first*. Some of the same, picturing the home-stead were next and closely followed by shots of the family mode of transportation. All sorts of vehicles from buggy-and-bay through bicycle to automobile were family possessions of considerable photographic importance.

Unfortunately, many of those old albums ran out of descendants to inherit and care for them intact. Often ending up in the hands of dealers in paper-antiquity at estate auctions, the albums are fre-

quently broken down into saleable categories of photos: cars in one box, wagons, etc. in another, all with their history disconnected as they fall to swap meet tables or the shelves of memorable-junk emporiums.

It is, in my view, regrettable when unidentified old car photos are separated from their original family album content. That balance of content, if left intact, might well have tied a missing piece of automotive history back together. But then, I might not have found the photo in a California junk-shop, a few years ago, to puzzle over and challenge the expertise of fellow SAH historians of its period to help solve the mystery.

The first thing to catch my eye about this photo was that the car's occupant wears a rather self-satisfied "half smile" which is most uncommon for the time and type of photograph. People tended to glower, dead seriously, toward the poor cameraman as if ready to attack the moment he had clicked the shutter in those days.

I first thought that the car might be a Haynes Apperson but closer examination ruled out that speculation. Although the wheels sparked that idea, other details such as springs, axles, steering heads, dash tank, etc. proved it not to be a Haynes-Apperson nor either of the separate named vehicles.

A time faded pencil notation on the photo's heavy cardboard backing reads "Portland Indiana 1901." Unreadable logos, on the body sides, indicate that it was a "manufactured vehicle" or at least a prototype with that idea in mind. There appears (under magnification) the head of an otter or beaver-like animal in the center of those emblems. Moreover, that motif is reflected in the carved shape of the front frame-horns and may have figured in the brand name of the car.

This is an unsigned professional photograph of its time, not a snapshot, which makes it all the more intriguing.

Checking over the portly gentleman aboard suggests a number of possible scenarios about himself and the automobile. Three piece suit (with necktie), gold watch with chain and fob, a pin in his lapel plus a quality derby hat and an expensive fat cigar in his right hand suggest a local banker or businessman of 1901.

He might well be the banker who backed the project or the president of the local wagon works or machine shop who dreamed it up. Perhaps the background buildings are the car's point of origin hence the reason for the picture to be posed in front of them.

Note the difference in seat design, thickness of seat cushion and upholstery pattern between front and rear seats indicative of the chauffeur-driven open-air limousine idiom. Some horse-drawn surreys were made this way for owners who employed coachmen and did not drive themselves.



The second edition of the *Standard Catalog of American Cars 1805-1942* does not list any automobile yet known to have emanated from Portland, Indiana. Positive identification of the make of this car may blow my scenario fantasy to shreds, but, so be it. There is always the chance that this horseless carriage could mark a lost episode in the town's history and that is what I would like to know. All letters on this subject will be answered.

## THE ŠKODA 1100 OHC

by Dr. Jan Tulis

Škoda started their sport racing activities many years ago. After World War II, the company began circuit racing, usually with the Škoda 1100 OHC. Do you know the little big racer?

Škoda 1100 OHC used a 1089 cc engine. Bore and stroke dimensions were 68 x 75 mm, identical to the standard engine of the production saloon. The special light alloy cylinder head had twin overhead camshafts driven by a train of gears from the nose of the three bearing crankshaft. Each camshaft ran in plain bearings operating 90° valves in hemispherical combustion chambers through interposed levers.

The Škoda 1100 OHC used Scintilla Vertex magnetos and two spark plugs per cylinder. The Jikov Pohn 35 carburetors were twin double choke horizontal type. The maximum power of the racing engine was 92 hp at 7500 rpm. The manual gearbox with 5 speeds was located in rear, and the car achieved a weight distribution of 50-50 percent.

Suspension of the car was independent all around by torsion bars and wishbones, diagonal trailing arms interconnected by wishbones at the rear to positively locate the swing axle suspension. All-hydraulic non-servo drum brakes were very efficacious.

The good-looking bodywork was of fiberglass and aluminum. The basic convertible two seat body was built in collaboration in Kovona Karviná of North Moravia. A very attractive two seat coupe was built, also.

The Škoda 1100 OHC cars were capable of a maximum speed around 195 km/h and won many trophies on racing circuits.

The first prototype of the little racer was finished in October 1957, and a very limited set of the cars was built in the following period. The Škoda 1100 OHC is one of the racing legends in central Europe between 1958-1960. Unfortunately, a preserved Škoda 1100 OHC is very rare.

The dimensions: LxW: 3880 x 1430 mm, Wheelbase: 2200 mm, Track F/R: 1200/1250 mm. The basic weight: 550 kg.



## BOOK REVIEWS

**CARS MADE IN UPSTATE NEW YORK**, by James F. Bellamy. 290 pages. 343 B&W illustrations. Hard covers, 8½" x 11". ISBN 0-9421010-0-1. Squire Hill Publishing Co., Box 81, Route 104A, Red Creek, N. Y., 13143. \$24.95.

Automotive history restricted to a specific region is not as commonly encountered as it ought to be and this book is a major effort in the right direction. Carefully researched and well presented, it discusses those cars built since before the turn of the century through 1938 in 53 of the Empire State's 62 counties.

Some 218 makes are listed, most of them powered by the internal combustion gasoline engine, of which 26 used air-cooling, a handful were steamers, another few were electrics and one each was propelled by compressed air and rocketry.

The biographies of the cars are broken into seven regions, including Hudson River-Catskill, St. Lawrence River-Airondack, Mohawk Valley, Central, Genesee-Finger Lakes, Southern Tier and Niagara Frontier. This is a pretty ambitious project with only nine counties in the New York City area and Long Island missing (and hopefully material for a companion volume in the future), and coverage is varied, from a few brief paragraphs to 21 pages in the case of Pierce-Arrow. There are a few, of course, in which there is no existing proof that the product ever left the drawing board, but this is explained in the text when and as required. The pictures range from adequate to good, with a few sub-standard ones used where they were the only available examples. The book is an invaluable source of information on an area which never pretended to vie as a second Detroit, but which did exceedingly well in its own right. The coverage is, of course, restricted to the makes themselves, and not assembly plants for other makes whose headquarters were in another state, such as Chevrolet's assembly plant in Tarrytown (which wouldn't have been included in any case as it is located in Westchester County which isn't covered here).

Some of the names – Cunningham, Franklin and Pierce-Arrow – will be familiar to all. So will American Fiat of Poughkeepsie for, despite its foreign parentage, it did manage to build one exclusive model never manufactured in Turin. Another 'furriner' is the C.G.V., built in Rome, N.Y. in 1902 and 1903, a subsidiary of the French marque, Charron, Girardot & Voight.

This is one of the truly worthwhile books of the year and it should not be overlooked by anyone even remotely interested in the automobile and its history.

– Keith Marvin

**A-Z OF CARS OF THE 1930s**, by Michael Sedgwick and Mark Gillies. 216 pages. Profusely illustrated. Hardbound, 7½" x 10½". ISBN 1-870979-02-8. Bayview Books, Ltd., Devon, England, and distributed in the US by Motorbooks International, P.O. Box 2, Osceola, Wisconsin 54020 (1-800-826-6600). \$39.95.

This book is a compilation of material first written by the late Michael Sedgwick for a serial feature in the British magazine *Classic and Sportscar*. The series was completed by Mark Gillies and now appears in a handsome volume, a companion to Michael's earlier series *A-Z of Cars of 1945-70*, also issued in hardcover book form.

Some 152 different makes of different models of the 1930s are represented here by examples comprising a cross-section from Austria, Belgium, France, Germany, Italy, Spain, the U.K. and the United States, each different make receives a brief history, various illustrations of different models and years of production as well as production statistics where they are known plus available body styles, engine position and driven wheels, cubic capacity of the engine configuration, number of cylinders and valve gear.

Taken by and large, one gets a good deal for a modest sum in this one. It doesn't pretend to be a complete picture, but rather to give the reader a pretty good idea of what was available and running on the roads during the 1930s and I think that the choices included do the job admirably.

– Keith Marvin

**FERRY PORSCHE: CARS ARE MY LIFE**, by Prof. Dr. Ing. h. c. Ferry Porsche with Gunther Molter. 273 pages. 174 B&W illustrations. Hard covers, 7" x 9 3/4". ISBN 1-85260-259-7. Patrick Stephens, Ltd., Wellingborough, England, and distributed in the US by Motorbooks International. \$24.95.

This is the autobiography (with collaborator Gunther Molter) of one of today's most distinguished automobile designers. He, being son of the famed Dr. Ferdinand Porsche, was literally born into the automobile milieu, and still, at 80-plus years of age, goes daily to his office. He is perhaps not as generally well known as his father (who had his hand at various times in Austro-Daimler, Mercedes, Steyr and the design of the Volkswagen Beetle) but it was Ferry Porsche who was responsible for the first car to carry the family name, the "356." That first Porsche, completed in June, 1948, managed to come in first at an Innsbruck race barely a month later.

Ferry Porsche learned to drive as a child (naturally) and was given his first car at Christmas when he was 11 years old. He worked with his father in designing the Volkswagen, and with the advent of World War II turned to the design of tanks and other military equipment for the Third Reich, including the Kübelwagen. Following the war he concentrated on designing sports cars and then a passenger-car, many series of which have proven their worth both in racing circles and as personal sports cars for general transportation.

*Ferry Porsche: Cars are my Life* is both well-written and revealing, the story of one who made automobiles his life work and interest from childhood and who still serves in the field of quality automobile production.

- Keith Marvin

**THE SCOTTISH MOTOR INDUSTRY, Shire Album 238**, by Michael Worthington-Williams, 32 pp., 45 black and white photographs, softbound, 6 x 8 1/4 inches, ISBN 0-7478-0038-3. Shire Publications Ltd., Cromwell House, Church Street, Princes Risborough, Aylesbury, Buckinghamshire, HP17 9AJ, ENGLAND £1.75.

Shire Albums have acquired a reputation in their native land for uncommonly good value in a wide field of historic specialties. The volumes are deceptively modest in appearance, and might be mistaken for "potboiler" gift items written by unknowledgeable generalists for an uncaring public which wouldn't know the difference. Nothing could be further from the truth, for Shire Publications take care to employ authors with genuine credentials and select their topics such that a substantial depth is possible in 32 pages. We were therefore interested to see this latest offering devoted to a most unsung regional industry by SAH member Michael Worthington-Williams.

The industry is treated in two sections: an in-depth look at each of the three principal manufacturers (Argyll, Albion, and the Arrol-Johnston/Galloway/Arrol-Aster group), and an alphabetical synopsis of the 66 other manufacturers who have built motor vehicles north of the Scottish border in the last century. Therein we learn that the Scots were in on the beginning of the industry, as George Johnston built his first car in 1895, and that there is still a minor presence in

the form of the Argyll Turbo GT, built in limited quantities in Lanark. Along the way, we discover such oddities as the Cotton, built in Scotland for sale in the Australian outback. Advertised as "The Only Practical Motor Car for a Practical Bushman," the Cotton featured a 15 inch ground clearance and a winch as standard equipment. About 15 were built.

This is a nicely researched and written treatise on a normally overlooked segment of the automobile industry. It is concise but not stilted, and I would recommend it for all.

While Shire Publications are found in nearly every British bookshop, their wholesale distribution does not extend outside the United Kingdom. However, books may be ordered by mail from anywhere in the world, and the publishers advise that orders from the USA may be filled upon receipt of dollar checks for the total amount for books ordered at the then-current rate of exchange (at time of writing £1.00 = \$1.60) plus 50 cents per order for surface postage. Values like that are rare in this day and age.

Other recent Shire Album titles of interest include *The London Taxi* by Nick Georgano, *Four Wheel Drive and Land Rover and Old Delivery Vans* by Nick Baldwin, *Early Vehicle Lighting* by Peter Card, and *The Rolls-Royce and The Volkswagen Beetle* by Jonathan Wood. Observant readers will have noticed that most of the foregoing titles are offered in the 1990 Classic Motorbooks catalog at \$6.95 each plus \$3.95 per order shipping and handling. Impatience has its price.

- Kit Foster



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: Books by Victor W. Pagé, including the soft-cover booklets published by the New England Automobile Journal (ABC of Motor Car Operation, Motor Car Overhauling, etc.). Interested in sales brochures issued by the Victor Pagé Motors Corporation. Please contact me if you have information on Pagé or his other companies (Page Motor Vehicle Co., Autocyclette Corp., or Automotive Development Corp.). **Frank Derato, P.O. Box 2260, Norwalk, CT 06852, (203) 847-8029.**

WANTED: Original Cadillac-LaSalle factory photographs of production models, mock-ups, styling models, etc. Also, any other manufacturer's photos of Cadillac-LaSalle cars. Am updating a collection which dates from 1902-70 inclusive. Have some duplicates for trading. Also want 24" x 36" color transparencies (as used in dealer showrooms) of Cadillacs from 1953-64 inclusive. **Grayson Nichols, 717 West Glenoaks Blvd., Glendale, CA 91202. (818) 242-6615.**

WANTED: *By Jupiter*, the biography of Sir Roy Fedden, Chief Engineer of the Bristol Aircraft Company who made the single sleeve valve engine such a success. *The Life of Sir Henry Royce* by Sir Max Pemberton, prefer deluxe first edition. **James D. Crank, 1621 Palm Ave., Redwood City, CA 94061, (415) 365-2005 Ans. Mach. 24 hrs.**

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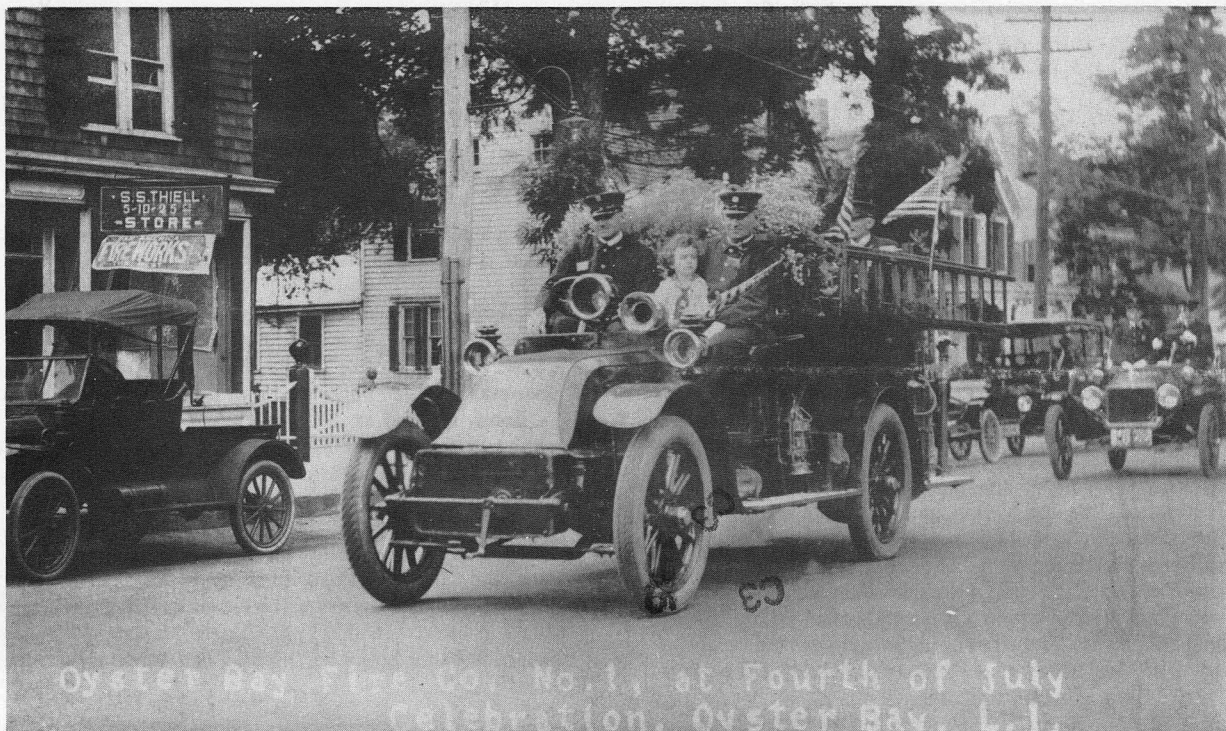
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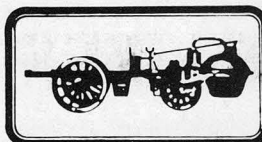
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AUSTRALIA



Oyster Bay Fire Co. No. 1, at Fourth of July celebration, Oyster Bay, L.I.

*WHAT HAVE WE HERE? It's the Fourth of July parade in Oyster Bay, New York. Ford fanciers will be able to discern the year from the appearance of the Model Ts in the background, certainly. But the fire engine is a bit of an enigma. It's identified on the photo as a circa 1905 CGV. CGV was, of course, the product of Charron, Girardot, and Voigt of Seine, France, and was manufactured from 1901-1906. There was an American version assembled under license by the Rome (New York) Locomotive Works in 1902 and 1903, but we find no mention of commercial vehicles from either firm. The front of the vehicle certainly resembles a CGV automobile. Does anyone have any other ideas? Henry Austin Clark, Jr. Collection.*



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