

# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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Issue Number 126

## EDITORIAL COMMENT

In the last issue of *SAH Journal*, president Matt Joseph made note of the increasing regularity with which our brand of history is gaining exposure in the popular media. The number of recent books and movies which have captured some facet of automotive history as their central theme is quite remarkable. And Matt is right: much of what is given to this general public is at best inaccurate; often it is just plain wrong.

Just a few weeks ago I was scanning the latest issue of *Federal Computer Week*, one of the increasing number of "free" organs having some relevance to my job in "real life." A graphic at the top of one page caught my eye: here were four gents in a horseless carriage. What were they doing in a computer newsweekly? The article being illustrated had nothing to do with the automobile; it described an economic theory promoted by a professor at Stanford University who feels that successful technological developments often owe their success to chance events rather than to their own technical merit. He offered as substantiation the "fact" that the steam automobile, actually a superior technology to internal combustion, he claims, was scuttled by the hoof-and-mouth disease epidemic of 1914. Why? Because all the watering troughs were taken in and the owners of Stanleys had nowhere to refill their water tanks!

I responded quickly with a brief but clever (*I thought so anyway*) treatise on steam cars, Stanleys, Whites, Locomobiles, and even Abner Doble, and how steam had become passé long before 1914, for reasons that even Doble couldn't overcome. My letter was printed this week, and I achieved some satisfaction that I had managed a bit of redress; *FCW* even mentioned that I was a member of SAH (I had used our letterhead), thereby acknowledging that there are some of us to whom automotive history is not just a clever headline.

But I wonder if it really had any impact. Do readers of computer weeklies care about correct automotive history? I suspect that most who saw the original story took it at face value and never noticed my rebuttal. The perpetrator of misinformation does seem to have an advantage. React we should, to historical malfeasance, but if all we ever do is write querulous letters to authors, publishers, and producers of automotive science fiction we risk losing much of our impact. At best we become "those historical automobile cranks," at worst the "history police."

Maybe we need to take the offensive with the mainstream media, though, for lack of a better term, I would call it, instead, evangelism. There are countless opportunities for bringing correct automotive history to Jane and John Q. Public. All we need do is recognize them. Automotive history, if written in an engaging style, can be attractive fodder to even the most trendy editor. Some of us are doing this already. I can point to Keith Marvin's article on the Wasp in *Yankee* magazine and Beverly Rae Kimes' treatise on beach racing in *American Heritage* as examples of well-written automotive history that will "sell" in the popular market. I'm sure there are others among us who have done the same thing.

Many of the stories which surround our favorite marques and regions can be captivating for a wide readership if we take care to make them so. The popular press will not rhapsodize to tabulations of every wheelbase Henry Leland ever built. David Halberstam may be faulted for much of the automotive history in *The Reckoning*. One cannot, however, call the book boring. When was the last time, honestly, that you read a gripping marque history?

There is much more of import (and interest) in automotive history than a kiss-and-tell treatment of Henry Ford II's second marriage. Some of the tales we collectively know are indeed stranger than fiction, and many of the figures who feature in the history are *much* larger

than life. The general populus know a lot about HFII and Preston Tucker (some of it correct); why shouldn't they have an appreciation for the works and character of Billy Durant, E.L. Cord, and Samuel Pandolfo?

The next time you feel a steadfast duty to write an angry letter to an author, editor, or publisher about some misbegotten aspect of automotive history, do it, but stop and think. Will your efforts have their greatest impact? Can we really keep the scribblers honest? Or should we be beating them at their own game - making *correct* automotive history fascinating.

- Kit Foster

## CUGNOT, BENZ, & BRIGHAM AWARD NOMINATIONS

Members are invited to nominate books, magazines, and articles for the Society's annual publications awards. The Cugnot Award is given to the best book in the field of automotive history published during the previous calendar year. The Carl Benz Award recognizes the best periodical article or series on the subject of automotive history for the same period. New this year is the Brigham Award, named for the Society's founder members Dick and Grace Brigham, which recognizes the best overall treatment of automotive history by a periodical publication over all issues in the previous calendar year. In addition to the Cugnot and Benz Awards, several Awards of Distinction may be granted to works of especial merit which do not win the top prize.

Works are judged on several criteria, including quality and originality of research, accuracy, clarity, significance of topic, and presentation.

To be eligible for awards, works must have been published in calendar 1989 (carry a 1989 copyright date) and must be nominated by August 6, 1990. A serial article appearing in parts of two years may be nominated for either year, but shall in no case have more than one year of eligibility. Brigham Award nominations will be for a publication's issues (cover date) for all of 1989. If possible, a copy of the work or a good photocopy should be submitted with the nomination. This is particularly important for works which may have appeared in journals not readily available or well-known to the committee.

The awards will be presented at the annual banquet in Hershey, Pennsylvania, on October 12th. Award winners will be notified in advance.

Member nominations are the most important input the Awards Committee can get. Duplicate nominations do no harm; there is always the danger a significant work may be overlooked. Submit all nominations by the August 6th deadline to chairman Howard Applegate, P.O. Box 514, Mount Gretna, PA 17064 USA.

## DIRECTOR NOMINATIONS

This year, the Society will elect three directors to three-year terms. The offices of president, vice president, secretary, and treasurer now carry two-year terms, and will next be elected in 1991.

The Nominating Committee, chaired by George Ward, is currently assembling a slate of candidates for the three director vacancies. As the by-laws provide, any member has the right to petition for nomination. Petitions must be signed by at least ten members in current standing, and must be submitted to the secretary for inclusion on the ballot at least 90 days prior to the date of the annual meeting. This year's annual meeting will be held October 12th, so, to allow time for the committee to submit the slate to the secretary, petitions must be received by June 30th. Submit petitions to George B.P. Ward, Jr., Maryland National Bank (MS 020330), P.O. Box 987, Baltimore, MD 21203.



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Membership inquiries and renewals should be sent to the Secretary at P.O. Box 339, Matamoras, PA 18336.

## PRESIDENT'S MESSAGE

### ROOM FOR MANY KINDS OF AUTOMOTIVE HISTORY

When I was a graduate student, pursuing a degree in U.S. History with a specialty in "Recent U.S. History," I was required to take the full gamut of seminars and proseminars from pre-Colonial U.S. history through the last "sequence" proseminar in the curriculum, "U.S. History; 1945-Present." The "Present" encompassed in that title was roughly the middle of the Vietnam War. Since then, many history curricula have been modified to include a segment covering "1960-Present," or even "1968-Present."

One thing that I remember clearly is the contempt that many of the people teaching the pre-World War I specialty courses had for anyone who "claimed" to study the periods that came after that. I say "claimed," because the study of recent U.S. History was seen by these folks as an exercise in "social studies," or "current events," as they often derisively referred to it. I remember one old codger, who was a well established scholar in one aspect of American colonial history, took me aside one day and questioned me intensely about my specialty in "Recent U.S." As we talked, he became exasperated with the whole idea that his department offered such a specialty, and the course work or seminars to support it.

Finally he turned to me in great disgust and frustration and said, "That isn't history, you can't get documents for it, nothing can be proven, we'll never know what happened, anyway." What this gentleman was saying was not as incredible as it sounds. Consider for a moment the kind of history that he studied. He could, for example, with a few years investment of effort, determine and read every book that Thomas Jefferson or George Washington ever read. In colonial and revolutionary times prominent Americans kept records of what they read, and the amount wasn't that great, in any case. If an historian wanted to study, say, the finances of the early republic, the two hundred or so volumes of Treasury Department records pertinent to the period of the first Federal Congress would be completely read and studied in about a decade. In fact, one historian did just that.

The main figures in the American Revolutionary period usually kept the letters that they received, and it is possible to read the great bulk of the letters that they ever wrote by visiting the couple of dozen archives where they are now housed. In short, it is possible to immerse oneself in the environment that many historical characters inhabited. In doing so, an historian is likely to acquire a comprehensive level of exposure that is not possible for the study of more contemporary history.

Consider, for example, that to read all of the public documents of just the Department of Agriculture from 1950 to 1960 would probably take more than the lifetime of any historian. Consider that written documents, which once included evidence of virtually everything of importance that public figures did, have largely been replaced by telephone conversations that generally leave no lasting record. How many dedicated diarists are there today? In the centuries that preceded the one that we live in, keeping a diary was often considered an obligation of a civilized life. The material in diaries can be a terrifically important resource for historians, yet it is a diminishing source, after the early 20th Century, when fewer people chose to keep detailed diaries.

We don't write the same kind of history about people and events in the last part of the 20th Century that was written for the 18th, 19th, or early 20th Centuries. We use different approaches and tools to write more contemporary history. In some cases, abundant resources for the writing of social and cultural history have replaced those that were once available for detailed biographical and political history. Economic history is written differently today than it was seventy-five years ago, because the scope and nature of enterprise has changed, as has the kind of historical footprint that it leaves.

In some cases, the new approaches and tools have utility in the study of many different periods of history. New statistical techniques, applied to old demographic data, and computer studies of voting records and behavior, are examples of approaches that may be extremely useful in the study of any era of history. Often, new techniques and methodologies are first applied to recent history. Later they are applied to earlier history that has more usually been the subject of traditional approaches.

All of this has a great deal to do with the study of automobile history. This past summer, our Society's *Automotive History Review* featured one of its first articles on a 1960's car; in this case, "The 1962 and 1963 Thunderbird Sports Roadsters" was the topic. It was an exemplary article on the development of a model of car. In fact, the author's methodology was so convincing that the article didn't even seem mildly out of place, sandwiched, as it was, in the *AHR*, between an article on "AC: The Cyclecar Years," and "Trucks on the Western Front During the First World War." In the months since the Thunderbird article appeared, I have heard nothing but favorable comments about the broadened scope of *AHR*'s content.

Writing about the development of a model of 1960's car is an inherently different proposition than writing about the early efforts of the Duryea brothers, or about the speculations of Hiram Percy Maxim. As topics of historical inquiry, these things are only different — they cannot be ranked in some general scale of validity or desirability.

History has always somewhat adjusted to the present in which it is written, to accommodate contemporary interests and emphases. When it goes too far in this tendency, senior historians will often complain about the contemporary writing of history being too "present-minded."

The subject selection of automotive history will make considerable accommodation to the interests of contemporary car collectors and restorers. These interests are changing rapidly to favor post-World War II cars, and particularly automobiles from the 1950's through 1970's. I think that we will soon see more SAH members researching cars, builders, industry economics, and other topics in this recent era. I also think that the changed emphasis will supplement and reinforce work that was done in the past, and continues to be done, regarding earlier eras of automotive history. In the end, the broader study of automotive history will enrich the whole entity, and we will all benefit. Our field promises some exciting times.

*Matt Joseph*

## AT THE MUSEUMS

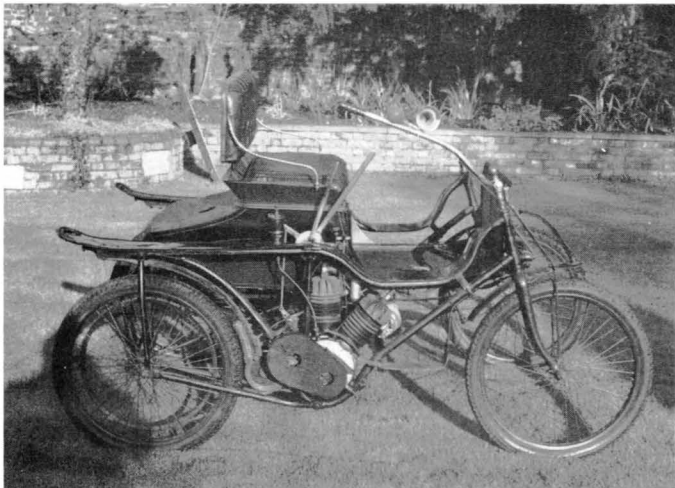
### STUDEBAKER NATIONAL MUSEUM

The Studebaker National Museum, of South Bend, Indiana, is a non-profit corporation dedicated to preserving and displaying the automotive collection and archives of the former Studebaker Corporation. The museum has over one hundred vehicles, examples of most every type of transport produced by Studebaker during the 114 years over which the firm built wagons, electric, and gasoline-powered automobiles. In addition to the Studebaker vehicles, the collection includes four Packards, from the Studebaker-Packard era, and the 1934 Bendix prototype automobile. Most of these vehicles are on permanent display at the museum's two South Bend locations.

In addition to the vehicle collection, the museum maintains an archives center which contains the corporate presidential files, ledgers, legal documents, photographs, films, and advertising materials of the former corporation. The archives center is open to researchers by appointment.

The Studebaker National Museum is located at 525 South Main Street in South Bend. A special exhibit hall is located at Century Center, 120 South St. Joseph Street. For further information about the museum, call (219) 284-9714.

### MAY MYSTERY



This intriguing photo was sent by Mike Worthington-Williams, who advises that the vehicle was acquired in the USA by a British collector, and has since been imported into the UK. At one time it was the property of a US museum which billed it as a Metz, which seems pretty far afield, both in period and design. Mike feels it is much more closely akin to the Hertel auto built from 1895 to 1900 by the Oakman Motor Vehicle Company of Greenfield, Massachusetts. While sharing the Hertel's twin-bicycle-frame design and ganged-tiller steering, there are differences in fender, seat, and body design. The car has a v-twin air-cooled engine, chain drive to a layshaft, and belt drive to each rear wheel. What do our readers think?

### THE MYSTERY BUS

We didn't expect many correct answers to Hayden Shepley's bus mystery in *SAH Journal* No. 125, and to date we haven't had any. In fact, at press time we had received only one guess (circa 1905 Packard) which was not even warm. As it happens, Hayden does know what it is, having been given the picture by a Japanese automotive journalist he met while in Tokyo in 1987. It is a 1907 Takuri, built by Takuri Jishoda Seisakusho in Tokyo. The firm and its products are described more fully in Georgano's *New Encyclopedia of Motorcars, 1885 to the Present*. Takuri, having reportedly built the first motor vehicle in Japan, built a number of cars in subsequent years, called also "Yoshida" after the company president. And you thought the Japanese motor industry was a recent phenomenon.

## THE NYBERG AUTOMOBILE AND THE HENRY NYBERG SOCIETY

Henry Nyberg was born in 1872, in Hellvi on Gotland, an island province of Sweden in the Baltic Sea. He graduated from the technical school at Malmo, and came to the United States when he was 24 and became involved with the automobile industry. In 1903, he settled in Chicago, and introduced a gasoline car on East 18th Street. The following year, with a Mr. Waller, he moved to a bigger building on South Michigan Avenue, then known as "Automobile Row." The car didn't stay in production long; by 1907 Nyberg and Waller had moved to another building on South Michigan and were repairing and selling used cars.

Henry Nyberg moved to Anderson, Indiana, just northeast of Indianapolis, in 1911. During the next two years, he designed and produced many models of automobiles, two different trucks, a fire engine, and even a race car which ran in the 1913 Indianapolis 500. He also opened a southern factory in Chattanooga, Tennessee. Henry Nyberg was a founder of the Swedish Engineers Society in Chicago in 1908, and became its first president.

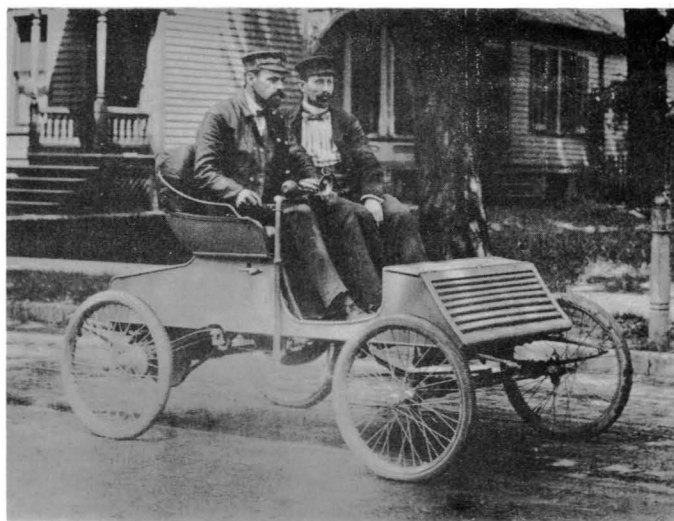
The Henry Nyberg Society was founded in 1988 in Gotland, Sweden, when the Göran Wärfff family dreamed of acquiring a Nyberg automobile. Henry Nyberg was Wärfff's mother's uncle.

Göran placed an ad in *Old Cars Weekly*, asking for information or memorabilia relating to the Nyberg; the only respondent was Bob Youngberg of Arlington Heights, Illinois. Being of Swedish ancestry, Youngberg volunteered to help with the search for Nyberg material, and was made a charter member of the Henry Nyberg Society. The Society has no dues; it consists entirely of those who care to donate to its operating funds, or contribute literature or information.

Göran Wärfff visited the Swedish American Museum in Chicago on July 27, 1989, to view the opening of the Nyberg literature and memorabilia exhibit put together by Bob Youngberg.

It is Göran Wärfff's dream to find a Nyberg and to bring it to Nyberg's home island of Gotland and form a Henry Nyberg Museum. Two Nybergs have been located so far, according to Bob Youngberg, one on display at the Coker Tire Company in Chattanooga, and another at the Forney Transportation Museum in Denver, Colorado, but none has been located for sale.

For further information on the Henry Nyberg Society, contact Bob Youngberg, 35 Fourth Avenue, Arlington Heights, IL 60005 USA, telephone (708) 956-8595, or Göran Wärfff, Box 38, 360 52 Kosta, SWEDEN, telephone 0478 501 09. Needless to say, Youngberg and Wärfff also welcome any information, documents, or memorabilia surrounding the Nyberg car.



Henry Nyberg in one of his first automobiles. Photo courtesy of Bob Youngberg.

## LETTERS

### RIGHT HAND STEERING

Keith Marvin's article in the Summer 1989 issue of *Automotive History Review* was of special interest to me. I was born in 1905 and lived in Seattle, Washington until 1948. By 1909 I had become deeply interested in automobiles. My father worked in the Seattle Fire Department, and as an "engineer" he maintained and operated one of the horse-drawn steam pumpers which boosted the pressure from the city water mains when necessary, or, if needed, sucked water up from any nearby lake or stream.

As time went on, the city began to buy gasoline-powered pumpers, and horses were phased out. Salesmen for Seagrave, American LaFrance, and Ahrens Fox were always leaving sales literature with my father and I devoured all of it. He was bitterly opposed to gasoline pumpers as compared with steam, but did believe that Ahrens Fox had the best equipment. This, I believe, was because the reciprocating Ahrens Fox pumps were closer to the steam pumps with which he was familiar.

I asked him about the right-hand steering and his answer was the same "targeting-in-on-the-hydrant" story. Of course, the steam pumpers were also designed with right-hand hydrant connections.

My interest in right-hand steering went a bit beyond fire apparatus. I had become a Stutz lover, and both the Stutz and Pierce-Arrow agencies were close to the high school I attended. I was greatly concerned in my own mind as to why these prestigious automobiles retained right-hand steering. It seemed there must be some virtue which was not apparent to the somewhat more lowly Packard and Cadillac designers.

When the last horses were retired from the Seattle Fire Department, the steamer that my father manned was converted to gasoline propulsion by means of a two-wheeled tractor that put the driver in just about the same position that he had occupied when driving horses. This was a pretty awful vehicle and it was thrown out. My father continued as an "engineer," with no engine, until his retirement in 1957. **Frank W. King, 2836 Chapel Hill Road, Apt. 26D, Durham, NC 27707.**

### EXECUTIVE ENDORSEMENT

We are in that wonderful time that comes every four years in the United States, NO presidential politics. Serious talk about who will be running in 1992, etc. won't begin for about another year. Now is the time for us in the SAH to look up all the presidential history and/or trivia pertaining to automobiles. By the time the 1992 election is on everyone's lips we in the SAH will have shared a multitude of information with each other.

Who knows the answer to this one: Which man who later became the President of the United States once let his name be used as an endorsement of an automobile in a magazine ad? HINTS: It is someone who is no longer living which rules out Nixon, Ford, Carter, Reagan, and Bush. The magazine was very well respected at the time and could be found in thousands of homes in every part of the United States. The name of the magazine is not important and neither is the name of the car. Whether either or both are still in business is not important. Since there was no automobile industry as such in the United States prior to the mid 1890's, the presidents before McKinley can be excluded. McKinley was elected in 1896, re-elected in 1900, died in September, 1901, then Theodore Roosevelt took over. T.R. was re-elected in 1904. Taft was elected in 1908. Wilson was elected in 1912 and re-elected in 1916. Harding was elected in 1920, died in 1923, then Coolidge took over. Coolidge was re-elected in 1924. Hoover was elected in 1928. Franklin D. Roosevelt was elected in 1932, re-elected in 1936, re-elected again in 1940, re-elected again in 1944 and died in April, 1945; then Truman took over. Truman was re-elected in 1948. Eisenhower was elected in 1952 and re-elected in 1956. Kennedy was elected in 1960 and died in November, 1963; then Johnson took over. Johnson was re-elected in 1964. It was one of those twelve men. It was someone well enough known to all sections

of the country before he became President to make his endorsement worthwhile to the car company.

The object of this teaser is to encourage SAH members to share with the rest of us any and all information pertaining to presidents and automobiles they had before, during, and after they served as president.

Example: Was any president, other than Gerald Ford, ever riding in a White House car when it was involved in an accident? Another example: Can anyone add to what Floyd Clymer has to say about the 1913 Stafford and Harry S. Truman in Scrapbook #7?

Wasn't it during the mid 1930's when special tires and glass and armor plating became available that White House cars were built with these features? Except for the few in the Ford Museum in Dearborn, and without divulging information that the Secret Service doesn't want made public, what happens to White House cars after they are finally retired from government service? Example: Where is the car which Mr. Reagan was about to enter when he was shot in 1981 and which then took him to the hospital? It was a Lincoln with the old style body with suicide back doors which Lincoln had not produced since 1969. In 1971 or 1972 a car with that body style was delivered to the Nixon White House with 1972 outer trim indicating that the car was under construction for three or four years.

Until the era of bullet proofing, were any cars custom built especially for White House service? From outward appearances, except for the presidential seal on each rear door, all appear to be basic production luxury cars that anyone with enough money could order. Does anyone have information to elaborate on this? When did the government begin leasing White House cars instead of buying them? Was this around the time Woodrow Wilson took office in 1913? Can anyone give more details on this?

All the pictures I have seen of the 1939 Lincoln phaeton "Sunshine Special" show it with 1942 front fenders, grille, hood lights, etc. after it was updated during World War II. Does anyone have a picture they can share with the rest of the SAH members showing this car with the original 1939 front sheet metal?

We would also like to hear from SAH members living outside the U.S.A. to share information they have on cars the leaders of their countries had or used while in office. **Nelson Bolan, 2131 NE 41st St., Lighthouse Point, FL 33064.**

### THE AACA LIBRARY

After attending the board meeting at the AACA Library & Research Center last October, I spent some time browsing around the library. I was amazed at the wealth of information set up for easy access, and the offer of assistance should I need something. I'm aware other libraries offer similar services, however, as a member of both the AACA Library and the SAH boards, I got to wondering just how many other SAH members were unaware of the tremendous resources available through the AACA Library.

The thought came to me that it could be a reciprocal thing if we attempted to develop a closer relationship. Learning more about automotive history and the cars we own is ongoing and challenging. With the tide turning up new information right along, what better place to go for answers than a depository which seeks and preserves one of the larger collections of automobile reference. Answers that weren't here yesterday could be today. The Oldsmobile History Center uses the AACA Library & Research Center for answers we don't have at Oldsmobile, and we've gotten good feedback when we've referred inquirers to the AACA Library.

It would seem that working together we could develop a stature that could be beneficial to both groups. I see a number of opportunities for members to exchange information and to draw from additional resources, among other significant benefits. First, I think both groups must be made more aware of what the other has to offer.

Kit, I wanted to pass these thoughts on to you to get your thinking and that of other members of the SAH. **Helen J. Earley, Oldsmobile History Center, Mail Stop 1040, 920 Townsend, Lansing, MI 48921.**

## SPRAGUE REGISTER OF STANLEY CARS

A new edition of Bob Sprague's *Stanley Register* is currently in the works. I am producing a fourth edition, in cooperation with the Stanley Museum, to be ready for distribution sometime in 1990.

The new edition will be entitled *The Sprague Register Of Stanley Steam Cars (Including Mobile and Locomobile Steamers)*, in honor of the late Robert C. Sprague, Jr. Geri Sprague, Bob's wife, turned the project over to me in August of 1989. I sent out the first mailing to well over 600 possible owners. The response has been quite good.

Previous editions proved to be a valuable resource for steam car owners. I now have the benefit of a specialized computer to organize, store and reproduce the information sent in. The new edition will follow the general format set up by Sprague. It will include a registry of existing Stanleys and a listing of addresses and telephone numbers of the owners. The style, however, has been made "user friendly" compared to earlier editions.

The only way to make this *Sprague Register* attain its full potential is to accurately include as many automobiles as possible. Registration is open to all Stanley, Mobile and Locomobile steam car owners. There will be no charge to register an automobile. A small charge for the finished product will be necessary to defray the cost of printing. Any help tracking down Stanley owners will be greatly appreciated. To have your car(s) included, send your name and address to: **The Sprague Register % Mark S. Herman, P.O. Box 42, West Redding, CT 06896.**

## BOSLEY NUMBER ONE DISCOVERED



Having recently seen the article on automobile constructor Richard Bosley ("One Who Got Away" by Robert Cumberland, *Automobile Magazine*, March 1990), I thought that fellow SAH members might be interested in knowing where Bosley's first car might be. I have owned the car for several years, and have, for the last year and a half, been going through a complete restoration (see photo). I hope it's finished this year. **Ron Kellogg, 6265 Roundhill Drive, Whittier, CA 90601.**

## THE DISAPPEARING BARTHOLOMEW

by Fred Roe

This is a story about another very early one-of-a-kind car, but in this case the narrative is less concerned with the car itself than with the way in which it has escaped the notice of historians and the way it finally came to my attention.

A man named George Bartholomew built himself a car in 1902 in the hamlet of Russell, New York, way up in St. Lawrence county near the Canadian border, after having seen a car in operation in a town about thirty miles away. It was a small runabout, but not quite like any other, probably built from some mail order parts and other purchased pieces as well as original components produced by Mr. Bartholomew. It was apparently laid up in 1906 and remained in the family until it was sold in 1949. The buyers were local men

who were aware of the background of the car and who knew about antique cars and clubs. The car was restored and displayed at the New York State Fair in 1951. It was even listed in the 1957 Roster of Automobiles published by the AACA. That publication was re-issued in 1961 and I believe that this is where the one-of-a-kind Bartholomew lost its identity and was henceforth attributed to the company of that name in Peoria, Illinois which made the car named Glide. The addition of the words "Peoria, Ill." to the listing for this vehicle effectively cut it off from the investigations of historians. It was later owned in Canada and then found its way in 1971 into a collection in Port Huron, Michigan. Now it is owned by Tim Amyes in Stirling, Scotland!

The fact that the car is now in Great Britain is responsible for its being brought to my attention. Early in 1988 I was assembling some bits of information to forward to Beverly Rae Kimes for the latest revision of *The Standard Catalog of American Cars 1805-1942*, and in my notes I brought up the subject of a car named Kitto which, although marketed in Great Britain, was alleged to be of American origin. To resolve this question I wrote a note to Michael Worthington-Williams asking if he could shed any light on the subject of the Kitto. Mike did what he could to help, and also passed my inquiry on to Malcolm Jeal, the editor of the *Gazette*, publication of the Veteran Car Club of Great Britain, who kindly inserted a notice in the magazine regarding my request for information. In addition, he did some digging himself on the Kitto subject which was of considerable value. When he forwarded the fruits of his labors to me he included six xeroxed pages containing two articles relating to this Bartholomew car with the comment that he could find no mention of it in *The Standard Catalog* or any other reference.

The longer of these articles is a quite thorough and complete history of this Bartholomew car, its maker and his family, and is well illustrated. It was published in July 1985 in a quarterly magazine that I have not identified except that there are reasons to believe that it is published by the St. Lawrence Valley Genealogical Society or a historical society in the area. The author, Donna Earle Seymour of Potsdam, New York, has collector cars in the family and after writing this article she was sufficiently curious about the current whereabouts of the Bartholomew to submit information and a photo of the car to *Hemmings Motor News*. It appeared on the cover of their June 1985 issue, and three weeks later she heard from the owner in Port Huron. The second article sent to me by Mr. Jeal is her subsequent follow up revealing this information to the readers of the historical quarterly.

The first edition of the *Standard Catalog* had just been published when the Bartholomew photo appeared in 1985. But the significance appears to have escaped all of us. The second edition of the *Standard Catalog* had gone to press when the information reached me, so the Bartholomew entry will be one of the first in Beverly's files of additions for the third edition.

The lesson here for all of us, I suppose, is to question everything, to assume nothing, to look skeptically at every printed word where historical material is concerned, and above all to compare photos. A quick look at photos of early Glides would suggest that neither they nor any predecessor bearing the Bartholomew name had any relationship to the disappearing Bartholomew.



*The disappearing Bartholomew has reappeared in Scotland. Tim Amyes photo.*



**JAGUAR E-TYPE: THE DEFINITIVE HISTORY**, by Philip Porter with foreword by Briggs Cunningham. 712 pages. 675 illustrations, 120 in color. Hardbound, 8½ x 11 inches, ISBN 0-85429-580-1. Haynes Publishing Group, Sparkford, Somerset, ENGLAND, and Newbury Park, CA. £49.95. Available in USA from *Classic Motorbooks and Automobile Quarterly*, \$100.00.

This car was launched in America at New York's International Automobile Show – as the XK-E – on 1st April 1961, but the price was no April Fool – just \$6000.

*Jaguar Journal* described the car as “like something out of George Orwell’s 1984, and a typical comment on press day was “the motor-car sensation of the decade.” The E-Type epitomized the spirit of the sixties, and for many it remains the quintessence of automotive desire. Jackie Stewart (winner of 27 Grands Prix and three-times World Champion): “It was a representation of the Swinging Sixties. It was a totally intoxicating car with elegance, and daring, and speed, and smoothness.” Philip Porter, a lifelong devotee of Jaguar, has set out to capture and analyze this spirit.

The sub-title gives the clue, and ultimately “definitive” is not the usual hollow claim. In 712 pages Porter has organized and distilled a mass of research, scoring over the run-of-the-mill marque history by using much original information. This includes interviews with virtually everyone involved, internal company documentation (memos, development test reports, race reports), previously unpublished photographs, and contemporary press coverage. In addition, many fresh photographs have been taken, illustrating current pride in ownership.

The book is well produced, with a comprehensive index and five pages of acknowledgements, reading like a who’s who. Some may find the layout unsettling, as no two pages are alike, owing to the varied use of pictures, diagrams and box information. It does, however, have the effect of breaking up large chunks of text, and the eye is always drawn to a focal point on the page. Eight appendices cover specifications, competition modifications and results, production changes, exports – even toy versions; almost an *embarras de richesses*.

Although £50/\$100.00 would generally be considered expensive, the enthusiast’s dollars here are well-spent: Porter, like Jaguar, gives value for money.

– Chris Leftley

Chris Leftley is librarian of the Royal Automobile Club, London.

– Editor

**ALFA ROMEO – THE LEGEND REVIVED**, by David G. Styles, 360 pp., over 700 illustrations, 32 in color. Hardbound, 8½ x 9½ inches, ISBN 0-901564-75-3, published by Dalton Watson, London, £39.95. Distributed in North America by *Automobile Quarterly* at \$84.95.

SAH member David Styles is familiar to most readers as an authority on Riley and author of two award winning books on the marque. (*As Old as the Industry*, Cugnot Award winner for 1982, and *Sporting Rileys: The Forgotten Champions*, given an Award of Distinction for 1988). It will be of interest, then, to learn that Styles has shifted his attention southward for a book on Alfa Romeo.

This is not the definitive “everything you wished to know about Alfa” book, nor does it pretend to be (it is, after all, the legend revived). Styles concentrates on the postwar period, disposing of the years prior to 1945 in two introductory chapters. After the war, however, Styles gives particular attention to Alfa’s competition efforts,

the road cars, the oneoffs and prototypes that never made it, the firm’s exploits with aircraft, and even their venture into producing kitchen stoves. Each of these sections is written in Styles’ no-nonsense style and profusely illustrated, mostly with factory photographs.

There are two things about this work that I found less than satisfying. The first, probably attributable to the publisher’s layout guru, is the separation of photographs and text, requiring the non-*Alfisto* to keep one finger in the photographic pages and a thumb in the text and to alternate back and forth between the two. The second is more endemic to the work itself, and is the result of what some will applaud: the organization into subject chapters rather than mere chronological eras. While it makes a great deal of sense to consider Alfa’s competition efforts quite apart from their production cars, the condensation of the “corporate” history and, more particularly, the people, into one final chapter makes it all but impossible to assess the effects that each of those people had upon the cars. That, to historians certainly, is the crux of the matter, for we long to know not only what cars were built and when, but why and by whom.

Styles’ groupies crave his excellent line art, profusely appearing in his Riley works. Alas, though *The Legend Revived* has plenty of such, I found none with a recognizable Styles signature; most seem to be from company archives.

That apart, it’s a fine effort, but at the price perhaps not the ideal starting point for casual, entry-level *Alfisti*. Confirmed followers of the marque, however, will want to have it on their shelves.

– Kit Foster

**BERTA BENZ AND THE MOTORWAGEN**, by Mindy Bingham. 46 pages. 43 illustrations in watercolor by Itoko Maeno. Hardbound, 9” x 12”. ISBN 0-911655-38-7. Advocacy Press, P.O. Box 236, Santa Barbara, Calif., 93102. \$14.95.

Most of us are aware of the first transcontinental automobile trip by a woman in this country when, in 1909, the late Alice Huyler Ramsey and three companions made their monumental trip from Hell’s Gate in New York City to the Golden Gate in San Francisco. But I wonder how many are familiar with the 60-mile trip of Berta Benz, accompanied by her two teen-age sons, in August of 1888? It has been chronicled, yes, but largely confined to books involving Mercedes-Benz history.

This is a children’s book, but an outstanding one, both in accuracy and style of writing. The outstanding illustrations of absolute accuracy have been completely authenticated by both the Daimler-Benz Museum in Stuttgart and W. Robert Nitske, author of “The Complete Mercedes Story.” (The Benz and Mercedes cars became the Mercedes-Benz in 1926).

The story surrounds Frau Benz whose husband, Carl, had completed his first three-wheeled, self-propelled motor carriage in 1885, but could not convince the public that he’d hit on a practical idea which could revolutionize road travel. What he did not know was that in 1888 his wife and two sons decided to visit her mother in Pforzheim, some 60 miles from their home in Mannheim. Thus, he was still asleep when the trio departed at dawn.

The trip was an adventure every mile of the way. Water to cool the engine had to be added every 12 miles or so, as it boiled off on the radiatorless motor wagon, and frequent stops had to be made at pharmacies to replenish the fuel supply with ligroin, the dry-cleaning liquid which propelled the car. The brake wore out and was repaired by a shoemaker, Frau Benz’s hatpin cleared a plugged fuel line and, when a spring cable snapped, her garter belt took care of the problem.

This amazing feat was accomplished in one day, a miracle at the time and for some years to follow, but the tired, happy trio arrived at Pforzheim as darkness fell, and were escorted into the village by residents, who had received word of the trip, and lit the final stretch by lanterns.

The book is doubly useful. It not only chronicles the earliest automobile history, it will delight child and adult alike.

– Keith Marvin



SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustrations, memorabilia, information; for sale, wanted, to trade. Ads for vehicles or parts are not accepted.

WANTED: *Master of Precision: Henry Leland*, by Mrs. W. Leland/Millbrook. *On a Clear Day You Can See General Motors*, by J. Patrick Wright. Good, hardbound editions. **Eric M. Vest, 1730-C Brownstone Blvd., Toledo, OH 43614, (419) 865-4361.**

FOR SALE: Eagle-Macomber catalog for 1915, \$75 US, Reo Speedwagon catalog, early 1920s, \$25 US. **Gilbert Bureau, 2347 Madison, NDG Montréal, Québec H4B 2T5, CANADA.**

WANTED: The following Canadian publications, 1900 to 1930: *MoToR, Canadian Automotive News, Motor Age, Motor Trade, Motor Book, Canadian Automobile*. Any motor show programs from the 1920-27 era. *MoToR* (US): show issues 1900-1904, 1906-1913 incl., 1915, 1918, 1919, and 1921; regular issues 1900 to 1929 (please send listing of what's available). *Motor Life, Automobile Trade Journal, Motor Print, Automobile Topics, Horseless Age, Motor Age, Motor World, The Automobile*, from the 1920-1929 era. 1926 Cadillac literature. *L'Illustration* (French), show issues only 1900-1926, 1928, 1931, and 1933. NICE magazines from the 1920s: *Vogue, Spur, Country Gentlemen, Studio, Shadowland*, etc. Any Canadian car documentation from 1900-1930 era (French or English). Originals only. **Gilbert Bureau, 2347 Madison, NDG Montréal, Québec H4B 2T5, CANADA.**

WANTED: Book, *Snow Cruiser* published by Goodyear Tire and Rubber in 1939. Also magazine, newspaper articles, photos, literature, etc. of Byrd's 1939 Antarctic Expedition and the Snow Cruiser. **Bob Lichty, 1000 Bryn Mawr Road, Carlisle, PA 17013-1588. Phone: (717) 243-7974 days, 349-7347 eve.**

WANTED: for a friend of the Ross family, information relating to any existing Ross steamers. **Richard Friedman, Museum of Transportation, 15 Newton Street, Brookline, MA 02146.**

WANTED: Anything concerning Cadillac flathead engine in odd or unusual usage; Cadillac in World War II; Fleetwood; 1941-49 Series 75. Seeking any snapshots, papers, articles, correspondence, engineering/design records, oddments of any kind. ALSO, any information of any kind concerning Graham's iridescent ("fish scale") paints of the '30's. All offers responded to - recollections appreciated, in absence of memorabilia. **Bob Snyder, P.O. Drawer 821, Yonkers, NY 10702, (914) 476-8500.**

WANTED: Volumes or single issues of *Automobile, Automobile Topics, (Cycle and) Automobile Trade Journal, Motor Age, Horseless Age, etc.*, pre-1920. Also any foreign automobile periodicals. **Peter Richley, 14 Queens Rd., Ashford, Kent TN24 8HF ENGLAND. Telephone (44) 233-620552.**

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, 10114 Mt. Gleason Ave., Tujunga, CA 91042, (818) 353-8699.**

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.**

## LAST CALL FOR SILENT AUCTION CONTRIBUTIONS

The 1990 Silent Auction, announced in the last issue, promises to be as big a fund raiser as in the past. In order to prepare the auction catalog for printing, coordinator Tom Deptulski needs to receive all contributed material by June 30th. Please check through your own library for any duplicate items you might be willing to donate, and send them to:

Tom Deptulski  
18745 Coddling  
Detroit, MI 48219

The Society welcomes gifts of automotive books, literature, photographs, artwork, and most any kind of (small) automobilia. The catalog and bid sheet will be sent to each member in August, and bidding will close on or before the first day of Hershey. Auction results will be posted at the Society tent at Hershey and at the annual banquet on Friday, October 12th.

## BACK ISSUES OF SAH PUBLICATIONS

### AUTOMOTIVE HISTORY REVIEW

Through 1989 there have been 24 issues. Numbers 2, 19 and 21 are out of print, and the stock of 9, 17, 18 and 20 is so small that we are holding these issues to sell only with full sets of the available issues.

Sets: Numbers 1 thru 24 except 2, 19, 21; 21 issue set \$70.00  
Single issues except 2, 9, 17, 18, 19, 20, 21; each \$ 4.00  
All prices postpaid in USA.

### NEWSLETTER AND JOURNAL

Through 1989 there have been 123 issues. Numbers 2 thru 7, 23, 33, 34, 39, 43, 62, 63, 100, 101 and 118 are out of print. There are only one or two copies each of 7, 20, 25, 65, 94 and 99 remaining, so please inquire before you send payment for these numbers.

Otherwise, all numbers are \$1.25 postpaid per single copy, or \$1.10 each for more than ten.

Special price for all available numbers through 123, which will be about 100 issues or a few more as supplies hold out: \$100.00 postpaid in USA.

Make check payable to Society of Automotive Historians, Inc. and send to Fred Roe, 837 Winter Street, Holliston, MA 01746.

## NEW HERSHEY LOCATION FOR SAH

The Society has received the space assignments for the 1990 Hershey hospitality tent. This year we will be located in the Green Field, at spaces **GM 59-64.**

## DIRECTORY UPDATE

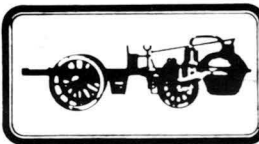
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*DEBONAIR CORVAIR: Not your ordinary Monza, but a Sprint by Fitch. The Sprint package, which consisted of uprated suspension and brakes, radial tires, shortened steering arms for faster ratio, and four carbs with a free-breathing exhaust, in addition to the appearance items seen here, was the creation of championship racing driver John Fitch. Cars could be converted by selected Chevrolet dealers, or ordered direct from John Fitch & Co. of Lime Rock, Connecticut. This is a 1964 model. John Fitch photo.*



# SAH JOURNAL

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