

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1990

Issue Number 129

EDITORIAL COMMENT

The more things change, the more they stay the same. If you've looked at the back of this issue of *SAH Journal*, you've noticed that it came from a different place than the last. We're happy to tell you, though, that it is the same *Journal* that you've grown accustomed to, looks about the same, feels the same, and is still printed and published by the Brigham family.

Back in August, we learned that Brigham Press, the Marietta, Georgia printery founded by Dick Brigham and more recently run by his grandson John Gruesen, would soon be changing ownership. This would mean, at the very least, a significant disruption in our established "routine" for SAH publications. Our president and I explored a number of alternatives and, in the midst of our quandary, Dick and Grace Brigham came to our rescue. Printing, it seems, runs in the Brigham family, and their son Harry runs a similar business in Boone, North Carolina. We found a good "match" between our needs and Harry's capabilities, and, starting with the 1990-91 Membership Directory, his firm - PrintCraft of Boone, North Carolina - has become the new printer and publisher of SAH publications.

So with this issue we're pleased to welcome Harry Brigham and PrintCraft to SAH and to announce that, yet again, it's all in the family.

- Kit Foster

WHERE DO YOU LIVE?

In contrast to most other organizations, SAH has always been quite liberal about seeing that publications and other mailings are sent to members wherever they might be. Some of us have lifestyles that vary geographically with the season, occasioning at least two address changes per year. Enough!

Be advised, then, that things are tough all over. At its October meeting, your board of directors voted that the Society will no longer regularly track members around the world; henceforth only one address change will be allowed annually. If you move regularly, you must take it upon yourself to have your publications held for you or forwarded. *SAH Journal* is sent first class, so a simple forwarding order at your "old" post office should suffice. For *Automotive History Review*, which is mailed bulk rate, you may have to pay the forwarding postage.

NEWS

VINSON, STACEY HANLEY ELECTED TO SAH BOARD MACMINN RE-ELECTED TO SECOND TERM

Z. Taylor Vinson of Alexandria, Virginia and Stacey P. Hanley of Rochester Hills, Michigan, were recently elected to three-year terms on the Society's board of directors. Director Strother MacMinn of Pasadena, California was re-elected to a second three-year term.

Vinson, chair of the Society's Archives Committee, served on the board from 1987 to 1989. He is a senior attorney with the National Highway and Traffic Safety Administration in Washington, D.C. MacMinn, for many years on the faculty of the Art Center College of Design in Pasadena, is an authority on the history of the Walter M. Murphy coachbuilding firm. His first term on the board concluded in October 1990. Stacey Hanley is the co-author of the 1986 Cugnot Award winner, *The Marmon Heritage*. This is her first term on the board.

The new directors join six other members-at-large and the four Society officers who were elected to two-year terms in 1989. They took office at the conclusion of the annual meeting held October 12 in Hershey, Pennsylvania.

MEYER TO EDIT HORSELESS CARRIAGE GAZETTE

SAH member John C. Meyer III of West Hills, California, has been named by the Horseless Carriage Club of America to edit their bimonthly magazine, *Horseless Carriage Gazette*. A well-known specialist on the Pierce-Arrow marque, Meyer has an extensive background in journalism, having edited three automotive books and a number of regional club publications. He is also author of *The Forest Domain of the Pierce-Arrow*.

Meyer's appointment was announced by Dr. Gerald Hosterman, chairman of the club's publications committee. He assumes his new post effective with the November-December 1990 issue.

HALL CURATES FOR NATIONAL GEOGRAPHIC

SAH publications chairman Bob Hall has been retained by the National Geographic Society as curator of their new exhibit, "Automobilia: Fact, Fun, and Fantasy." The two month exhibit features large- and small-scale models, toys, maps, license plates, jewelry, music, and everyday objects which illustrate the country's infatuation with the automobile. It examines social and cultural spinoffs, looks into car collecting, and considers the future of our affair with motoring.

"Automobilia: Fact, Fun, and Fantasy" opened to the public on November ninth at Explorers Hall, 17th and M Streets, NW, in Washington, DC. It runs through mid-January.

GRANTS FOUNDATION OFFERS INFORMATION

Responding to our earlier appeal for sources of grants for research into automotive history, member Kevin Tikker reports that the Grants Foundation publishes an index to grantors. Those interested in applying for a grant would do well to consult this index, which Kevin advises is held by major libraries in each state. He cautions, however, that grants are usually made to organizations, not individuals, and this might best be taken up by chapters of the Society.

LAST CHANCE FOR MISFORTUNE?

SAH member Jonathan Wood, author of the 1989 Cugnot Award winner *Wheels of Misfortune: The Rise and Fall of the British Motor Industry*, advises that while sales of the first printing have been quite successful, the publishers Sidgwick and Jackson have opted not to produce a second edition.

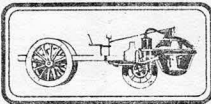
Jonathan has been able to acquire some of the remaining stocks, and is pleased to be able to offer autographed copies to SAH members at the very attractive price of \$35 US, postpaid airmail. Ideally, payment should be made by international money order, payable to Jonathan, at the current sterling equivalent of \$35. Dollar checks can be accepted if the customer adds the dollar equivalent of £6.50 to the check, to cover bank charges. Send orders to Jonathan Wood, Bankside, Hollybush Lane, Frensham, Farnham, Surrey GU10 3BN ENGLAND.

AUTOMOTIVE AND TRUCK TRANSPORT HISTORY

SAH members with ephemeral interests will be intrigued to learn of two periodicals published by the Society of Freight Car Historians. *Motor Carrier and Truck-Transport Journal* is published twice a year, and contains articles on vehicles used in the transport of motor freight. The June 1990 issue features an article entitled "Freightliner, the Fleet Tractor," by Robert B. Rogers.

Autotransporter History, subtitled "Automotive Transport Studies," is a learned journal about the transportation of automobiles, the September 1990 issue covering transport of autos by rail and ship.

Both publications are edited by SAH member David G. Casdorff. David advises that SAH members may subscribe at the special rates of \$10.00 and \$5.00 respectively. For further information, contact David at P.O. Box 2480, Monrovia, CA 91017.



SAH JOURNAL

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Chairman of Publications

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William J. Lewis	Walter E. Gosden	Strother MacMinn
James K. Wagner	James A. Wren	Z. Taylor Vinson

Subscription to SAH Journal is by membership in The Society of Automotive Historians. Dues \$20.00 per year.

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

PRESIDENT'S MESSAGE

Elegance and Good Cheer in the Chaos of Hershey '90

If you haven't heard, the 1990 Hershey car show was favored with three and a half days of unremitting rain. If you were there, you will certainly need no reminder of this unfortunate weather. The result of so much rain was a visitation of the infamous "Hershey mud" that had afflicted some of the AACA Fall National Meets in the mid 1970's. This year, the general chaos that can attend humankind's most ambitious and carefully planned events, when nature chooses not to cooperate with the plans, was at levels that approached disaster.

In the midst of this chaos of Hershey '90, over 100 SAH members managed to make themselves presentable and join our first banquet at the Hershey Country Club. It was our most elegant annual meeting and banquet to date and, in many ways, the most satisfying that I have attended.

When you take a great group of people who share a common interest and bring them together in a lovely setting, you have all of the elements of a very successful meeting. Add a great meal, and several articulate, succinct awards presentations, and you have the makings of a truly memorable evening.

I wish that I could take credit for the success of our 1990 annual meeting and banquet, but that credit should go mostly to Howard Applegate. It was his idea to move our banquet to the Hershey Country Club, and he shepherded most of the arrangements for the evening. Of course, he can't take credit for the marvelous people who attended the banquet; that accomplishment belongs to all of us.

It was a particular personal pleasure for me to recognize and introduce Charlie Betts to the assembled SAH members. Charlie needed no introduction from me, as his efforts as our Secretary for many years are one of the major reasons that we exist as a robust Society today.

Several members who attended the banquet have written to me to express their satisfaction with this event. I greatly appreciate those letters, as well as the efforts of the people who worked to make the banquet such a success.

There was a small glitch in the administration of our silent auction this year, and there has been some delay in mailing out the bills, and then the auction items. It had been our hope to distribute auction items to successful bidders at the SAH hospitality tent and banquet at Hershey. Unfortunately,

this was not possible. I want to thank Jack and Nan Martin, Bob Hall and Jim Wagner for their work at Hershey on the silent auction. On very short notice, they volunteered to help sort items and tabulate bills. They did yeoman service trying to get this task completed, so that we could distribute auction items at the Hershey banquet. This involved giving up the joys of the Hershey fields for much of the day of the banquet, and working on sorting and tabulating the auction items in a motel room.

They weren't able to complete the job in time for the banquet, but they continued to work on the auction after they left Hershey. By the time you read this, the bills to successful bidders should have gone out, and many of the auction items will have been paid for and mailed. The problem that caused the delay in processing the auction results and in distributing the auction items has been located and solved. This important SAH function will run much more smoothly next year.

The silent auction is something that is well worth continuing. It serves two important functions. It produces some of the revenue necessary to keep us solvent, and thus obviates the need for imposing a dues increase (or other unpleasant revenue raising measure). Just as important, the silent auction serves to distribute many interesting and significant books and historical documents to members who collect them, or use them for research purposes. Both of these are worthy objectives for SAH, and it is important that we continue our silent auction tradition.

One of the goals that I have had for SAH has been to emphasize our chapters. This emphasis has involved trying to help weak chapters revitalize, and to start new chapters where interest and enthusiasm can support them. I did a very smart thing to realize the goal of emphasizing our chapters — I gave the job to our very capable vice president, Jack Martin. Jack is attacking this job on many fronts. He has been looking at our by-laws to see if they effectively relate to chapter formation and progress. He is also working on creating model by-laws for new chapters. This will aid in their formation.

I had the enormous pleasure of seeing one result of Jack's efforts with chapters. The week after Hershey, I attended the founding meeting of our new Indiana Chapter. It was a very cordial and well run meeting, with a dozen very committed automotive historians in attendance. The result of that meeting was the creation of a new Indiana Chapter of SAH. The formality of board recognition of the Indiana Chapter will occur shortly. Given the incredible richness of Indiana automotive history, and the strong commitment of the people at the founding Indiana Chapter meeting, we can expect great things from the Hoosier Heritage Chapter of SAH.

The membership of the Cugnot/Benz/Brigham Committee is changing in 1991. Walter MacIlvain is leaving the committee this year. His great knowledge and good counsel will be missed. Committee member Keith Marvin suggested that John Peckham of Troy, New York be appointed as Walt's replacement. Committee chair Howard Applegate and I have concurred in this appointment, and John has agreed to serve on the committee. This is not to say that anyone could replace Walt, because his levelheaded judgment, backed by enormous detailed knowledge of the history of automobiles, has been a great asset to the Cugnot/Benz/Brigham Committee for many years. John Peckham brings similar assets to the committee, and will help to continue the tradition of the most credible and prestigious awards in the field of automotive historical publications.

Keith Marvin, Bill Cameron and I will continue as members of the Cugnot/Benz/Brigham committee, and Howard Applegate will continue as committee chair.

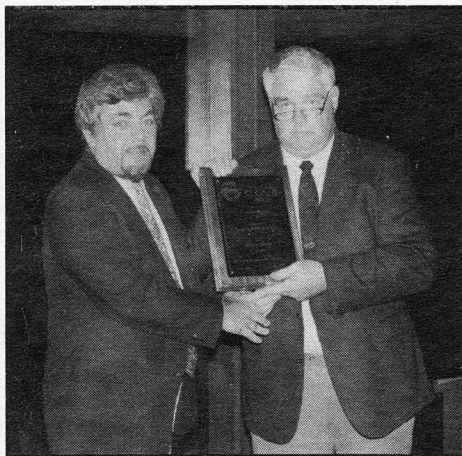
I receive a lot of interesting mail that relates to SAH, from all over the world. One particularly interesting letter arrived recently from a member in Czechoslovakia, Karel Jičinský. Karel was recently elected president of the "newly formed, independent" Československý Klub Historických Vozidel (Czechoslovak Club of Historical Vehicles). In part he writes:

"In case you/ and SAH Journal readers/ might be interested in getting a bit of information about our activities and/or about Czechoslovak cars and bikes /old-timers, of course/, please let me know and I will send an article or a report — whatever you think may be of interest."

My answer to Karel was an enthusiastic "yes," to both of the particulars in his offer. I can hardly wait to see what he sends!

— Matt Joseph

AWARDS PRESENTED AT ANNUAL BANQUET



Left to right: Johathan Stein (left) accepts Brigham Award for *Automobile Quarterly* from Awards Chair Howard Applegate; Jeff Godshall accepts Cugnot Award for author Brian Purves; SAH editor Kit Foster receives Carl Benz Award on behalf of author Jim Petrik and *Automotive History Review*.

BRIGHAM AWARD TO *AQ* PURVES WINS CUGNOT, PETRIK TAKES BENZ

The Society's new Brigham Award was presented to *Automobile Quarterly* at the annual meeting held on October 12, 1990 at the Hershey Country Club in Hershey, Pennsylvania. Named for founding members Dick and Grace Brigham, the award recognizes the best overall treatment of automotive history by a periodical over all issues in the previous calendar year. The award was accepted by *AQ* editor Jonathan Stein.

The Cugnot Award for the best book in the field of automotive history published during 1989 was awarded to the *Austin Seven Sourcebook* by Brian Purves. The book was published by G.T. Foulis/Haynes publishing of Sparkford, Somerset, England and Newport Beach, California. Jeff Godshall accepted the award for the author and publisher.

The Carl Benz Award for the best periodical article on automotive history published in 1989 was presented for "The 1962 and 1963 Thunderbird Sports Roadsters," by James F. Petrik. The article appeared in the Summer 1989 issue of *Automotive History Review*, published by SAH. The award was accepted by *AHR* editor Kit Foster.

Several Awards of Distinction were presented to nominated books and articles found to be of particular merit. Cugnot Awards of Distinction went to *Alvis; The Story of the Red Triangle* by Kenneth Day and published by G.T. Foulis/Haynes; *Soaring Spirit; Thirty-Five Years of the Ford Thunderbird*, by John F. Katz and published by *Automobile Quarterly*; *The Automobile Industry 1920-1980*, edited by George S. May and published by Facts on File, Inc. of New York City; *Jaguar E-Type: The Definitive History* by Philip Porter and published by G.T. Foulis/Haynes; and *Tangled Web: The Legacy of Auto Pioneer John F. Dodge* by Jean M. Pitrone and published by Avenue Publishing Company. A Benz Award of Distinction was presented for "Marmon's Masterpieces" by Griffith Borgeson which appeared in *Automobile Quarterly*.

BISCARETTI MUSEUM NAMED BRADLEY AWARD RECIPIENT

The 1990 James J. Bradley Distinguished Service Award for outstanding contributions to the preservation of historic materials pertaining to the motor vehicles of the world was presented to the Museo dell'Automobile Carlo Biscaretti di Ruffia of Turin, Italy.

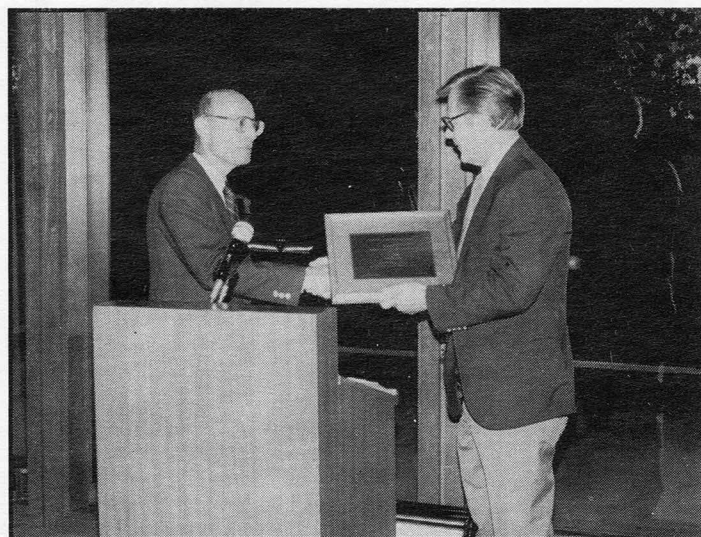
Described by one writer as "the most magnificent automobile museum in the world," the Biscaretti Museum opened in 1938 in facilities constructed under the steps of the Turin town stadium. Its name is taken from its first director, Count Carlo Biscaretti di Ruffia, son of a FIAT founder, artist, historian, designer, pioneer motorist and competitor, and long-time employee of the Itala firm. He died in 1959.

The present museum facility, opened in 1960 and underwritten by the Agnelli family of Fiat, contains a display collection of 130 motorcars, primarily Italian, and an extensive restoration facility. Also included are an auditorium, conference facilities, a library, reading room, and a research center which is international in scope. Carlo Biscaretti's son Rodolpho heads the museum's board of directors.

LAMM NAMED FRIEND OF AUTOMOTIVE HISTORY

Michael Lamm of Stockton, California, was honored as the Society's 1990 Friend of Automotive History. A former Cugnot Award winner, Society president and vice president, Lamm was the founder and co-owner of *Special Interest Autos* magazine in 1970. He has served as managing editor of both *Motor Life* and *Motor Trend*, and is currently chief executive officer of Lamm-Morada Publishing Company of Stockton.

In presenting the award, former Society president David Lewis recognized Lamm's "long and distinguished service to the cause of automotive history," and his insistence on "an inordinate amount of painstaking research" and an "unusual dedication to scholarship" in his work. "Like all other Award recipients," Lewis continued, "Mike has generously shared the fruits of his research. A well-rounded and skilled professional he is, in the bargain, a good and decent man."



Michael Lamm (left) receives the 1990 Friend of Automotive History Award from former Society president David Lewis.

MINUTES OF THE SAH BOARD MEETING

October 11, 1990

The autumn meeting of the board of directors of the Society of Automotive Historians was held at the Mt. Gretna (Pennsylvania) home of Howard and Shelby Applegate. Present were officers Matt L. Joseph (president), Jack L. Martin (vice president), James H. Cox (secretary), Robert J. Gary (treasurer); directors William T. Cameron, Thomas M. Deptulski, Helen J. Earley, Strother MacMinn, James K. Wagner; newly-elected directors Stacey P. Hanley, Taylor Vinson; editor Christopher G. Foster and publications chairman Robert Hall, awards chairman Howard Applegate; guests Gail Joseph, Nan Martin, George Hanley, and Harriet Foster. Absent were directors Walter E. Gosden, John A. Gunnell, Keith Marvin and James A. Wren.

The meeting was called to order at 8:50 p.m. by president Matt Joseph. The minutes of the meeting of the board on February 9, 1990 were approved.

Acknowledgement was made by Matt of two directors - William T. Cameron and Keith Marvin - who are retiring from the board. Bill, who was on hand, was thanked for his services.

Matt reported that Audi has expressed interest in paying for the costs of the SAH annual banquet in exchange for permission to display posters and to give a fifteen-minute presentation of its company history at the dinner. Matt, because of insufficient time for consideration by the full board, declined such an offer for the 1990 banquet. Further discussion on whether the directors might entertain such a proposal was tabled to the 1991 winter meeting.

A report prepared by George Cutlip of Cutlip Communications, entitled "An Approach for a Public Relations Plan for the Society of Automotive Historians," was distributed by Matt. This is to be reviewed by all directors and further discussed at the winter meeting.

Vice president Jack Martin had, prior to the board meeting, prepared and mailed to all directors a first draft of suggested by-law amendments to govern the chartering of chapters. There was a brief discussion of these. A committee was appointed to further define the suggested amendments and to report back at the winter meeting. Those appointed to the committee were Jack Martin (chairman), Taylor Vinson and Tom Deptulski. Jack also reported that overall SAH chapters are doing well, and that a meeting for the newly-formed Hoosier Heritage Chapter will be held on October 24, 1990 at 7:00 in Speedway, Indiana. An invitation to attend was extended to all present.

Treasurer Bob Gary distributed a first-to-third quarter 1990 fiscal report and commented on the financial well being of the Society. Sufficient information regarding a budgeting system not being ready, that subject was tabled for the winter meeting.

Editor Kit Foster reported that because of a change of ownership at Brigham Press, SAH publications will henceforth be handled by Printcraft of Boone, North Carolina, whose owner is Harry D. Brigham, Dick Brigham's son. Kit noted that the transition is moving along smoothly and within budget at this time.

Chairman Taylor Vinson reported on the Archives Committee's pilot projects. The three states to be surveyed are Wisconsin, Pennsylvania and Indiana. Almost forty different topics within six research categories have been identified. Pilot letters will be sent by committee members Jack Martin (Indiana), Shelby Applegate (Pennsylvania) and Bob Gary (Wisconsin). A further report will be given at the winter meeting.

Chairman Howard Applegate reported on the publication awards to be presented at the annual meeting of members. They are the following: Cugnot Award: Brian Purves, *Austin Seven Source Book*, Haynes G. T. Foulis. Cugnot Awards of Distinction: Kenneth Day, *Alvis: The Story of the Red Triangle*; Hannes/G. T. Foulis, *Soaring Spirit: Thirty-Five Years of the Ford Thunderbird*, *Automobile Quarterly*; George S. May, ed., *The Automobile Industry 1920 - 1980*, Facts on File; Jean M. Pitrone, *The Tangled Web*, Avenue; Phillip Porter, *Jaguar E-Type: The Definitive History*, Haynes/G. T. Foulis. Benz Award: James F. Petrik, "The 1962 and 1963 Thunderbird Sports Roadsters," *Automotive History Review*, Number 24. Benz Awards of Distinction: Griffith Borgeson, "Marmon's Masterpieces," *Automobile Quarterly*, Volume 27, Number 2. Brigham Award: *Automobile Quarterly* (Automobile Quarterly Publications).

Mention was made of the two further awards to be presented at the annual meeting of members: the Bradley Award to the Museo dell'Automobile Carlo Biscaretti in Turin, Italy and the Friends of Automotive History Award to Michael Lamm.

Following a discussion on the 1992 SAH Automotive History Conference, a motion was made, seconded and passed to proceed with planning. Matt Joseph asked Tom Deptulski for a preliminary report for the winter board meeting in Indianapolis.

Kit reported that the membership directory now in final preparation will be alphabetical by member without cross-referencing. Due to the smaller size of the directory, publication costs will be markedly less than for previous editions. The subject of frequency of directory publication was tabled until the winter meeting.

Matt reported that the results to date of the SAH brochure distribution by the Eastwood Company have not been as successful as anticipated. It is impossible to determine if any new memberships were generated by the distribution, and no other such mailings are in place at this time.

A discussion of the 1990 silent auction followed. A final dollar tally of the proceeds was not available. It was decided that winner notification and fulfillment would take place after Hershey weekend.

Asked for clarification of the director non-attendance clause, Taylor stated that the by-laws stipulate that any director who does not attend one meeting in a year is automatically removed from the board, no further action being necessary. A "year" begins at the conclusion of the annual meeting of members and ends at the next annual meeting. The board of directors appoints the successor to any vacated position on the board.

At this time Matt Joseph announced two vacancies, the directorships of John Gunnell and James Wren, due to non-attendance. After discussion, a motion was made by Jim Wagner, duly seconded, that Jim Wren be reappointed to the board, succeeding himself. The motion was adopted unanimously. Strother MacMinn made a motion that future vacancies on the board, including that resulting from the termination of John Gunnell's directorship, be filled by the highest non-winning candidate in the most recent board election. The motion was adopted unanimously.

Matt suggested that the Society should affiliate with the Research Library of the Antique Automobile Club of America. Following discussion the word "affiliate" was dropped to assure that there will be no misunderstanding on the matter. The AACA Research Library will serve as the official mailing address for the Society, as the National Automotive History Collection has heretofore. A motion was made, duly seconded and unanimously passed changing the SAH address to the AACA Research Library. Article I, Section 2 of the by-laws was amended to reflect this change.

Jim Wagner made a motion to change the by-laws relating to dues-paying members. As amended, the relevant article would read that only active members pay annual dues. After being seconded, a motion to this effect was adopted unanimously by the board. This change has the effect of releasing founder members from the requirement to pay dues.

A motion was made by Jim Cox, and duly seconded, that only one address change per year be allowed members. It was passed unanimously. Kit will publish a notice in the *Journal* indicating that summer and winter mailing addresses will not be allowed.

The issue of whether to continue making stationery available for sale to members was discussed. Current supplies are nearly exhausted. Howard Applegate reported on the costs to order various quantities of the present style. Since sales of stationery seem to have resulted in a net loss to the Society, a motion was made, duly seconded, and passed that the sale of stationery be discontinued.

Jack Martin confirmed that arrangements are proceeding for the next board meeting in Indianapolis on April 5, 1991. No action was taken regarding the location for the winter/spring 1992 board meeting.

There being no further business, a motion to adjourn was made by Jack Martin, duly seconded, and passed by the board.

The meeting was adjourned at 11:35 p.m.

Respectfully submitted,
James H. Cox, secretary

THE AUTOMOBILE IN MILAN

L'AUTOMOBILE, produzione e design a MILANO, 1879-1949 is the title of an exhibition presented during 1990 by the City of Milan in collaboration with the Friends of the Triennale and the Italian Association of Automobile History (AISA). It is well worth a visit by anyone interested in automotive history and, for that matter, anyone interested in exhibition technique in general. The present exhibition is a tentative preview of more elaborate facilities proposed for the future. Architect's models and plans explain the long-range goals. The concept is impressive and certainly appropriate as a potential presentation of this important aspect of the contribution of Milan to the industrial success of Italy.

Visitors will, however, find nothing *tentative* about the current exhibition, which is clearly very well organized. A central hall presents over 20 specimen automobiles borrowed from private and corporate collections. Along the walls are displayed appropriate related engineering drawings with island displays of engines and original promotional material. Adjacent are six smaller galleries containing detailed exhibits of more specialized interest, such as: an exhibit devoted to Alfa Romeo Grand Prix cars which displays the prototype, mid-engined tipo 512 of 1941 (never raced) and a tipo 159 of 1951 with some of its body work removed to show the innards; another side gallery presents original drawings from the Carrozzeria Touring design studio; while a third gallery presents a fascinating display of the very avant-garde San Guisto of the early 1920s. There is also a well stocked bookstore and a convenient cafeteria.

For this writer, with more than a little experience in exhibition design, a most adventurous offering was a library overlooking the main hall from a mezzanine. This offers the visitor an opportunity to browse through an organized collection of pertinent books and a selection of video tapes which can be viewed on monitors. This area seemed particularly successful. During our visit late on a Sunday afternoon it appeared that half the visitors to the entire exhibition were engrossed in this unique facility.

An authoritative catalog of this worthwhile exhibition is available. The exhibition has run from May 31 to December 30, 1990 at Area Ansaldo, via Stendhal, Milano, Italy.

— Frederick A. Usher

MYSTERY ROUNDUP

Members made short work of the mystery motorcar in *SAH Journal* No. 128. No sooner had the issue appeared than we heard from Dick Stout, Ed Clarke, and Robert Myers, all identifying it as a 1928-29 Dodge Victory Six. Telltale characteristic is the distinctive hood with louvers in a 4-4-4-2 pattern. The car had suffered some disfiguring modifications during its life, most noticeably the huge tires, making instant recognition more difficult. Mike Worthington-Williams, who submitted the photos via Keith Marvin, reports that he believes the photos were taken in South America.

Alas, we did not do so well with the mystery in *SAH Journal* no. 126. The car that Mike W-W thought might be a Hertel remains substantially unidentified. Hayden Shepley remembered seeing it offered for sale at Hershey, but could not name it more precisely. Elliott Kahn sent a photo of an authenticated Hertel in a Florida museum, a car which exactly matches the photo in the *Standard Catalog of American Cars 1805-1942*, but which exhibits the same variance from the mystery car that we pointed out before.

Mike advises, however, that the owner of the car has made some headway in researching it. Contact with Hertel's grandson has convinced him that the car was built by Charles Metz, who supplied the cycle parts, and by Hertel, who offered the engine know-how. Metz, after all, was associated with the Waltham Manufacturing Company, builders of Orient bicycles, before he went on to build the car bearing his own name, so there may be something to this line of reasoning. And there were Orient cars other than the familiar buckboard, and something called the Autogo in 1900, though we have not seen illustrations of any of these. The car apparently lived at the Sturbridge (Massachusetts) Auto Museum for over forty years. Does any of this additional information ring a bell with anyone?

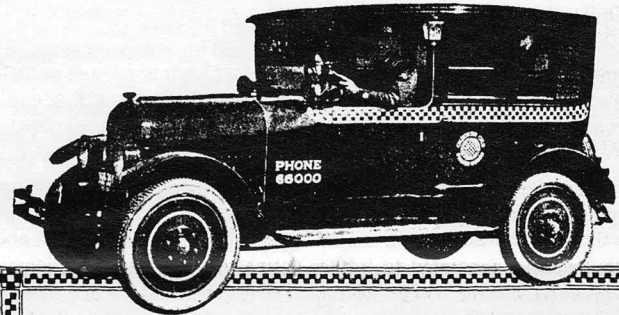
THE CHECKER ROADSTER

by J. H. Valentine

Checker production during the 1920s seems to have included some roadsters. An advertisement by the Checker Cab Manufacturing Corporation appeared in an *Automobile Blue Book* in 1925. This had a photograph at the top of a page of a circa 1924 Checker Model E limousine which had the straight hood and six-bolt wheel hubs. At the bottom of the page was a photograph of a roadster, with an insert showing a blown-up view of the lettering on the door. This read: "AUTOMOBILE BLUE BOOKS . . . OFFICIAL CAR . . . BUILT BY . . . CHECKER CAB MFG CORP . . . KALAMAZOO, U.S.A."

The text of the advertisement mentioned that "A car must be sturdy, long-lived, economical on upkeep and performance, also easy riding to do Blue Book road drafting all over the country and the Checkers are giving satisfaction. Below is an Automobile Blue Book car in front of the New Monterey Hotel at Asbury Park, N.J."

The implication of that text, with its use of the plural form of the brand name, is that a fleet of such cars was at work for this customer. We can hope there might have been several at least. The cost to produce but one with a different windshield, front doors, rear body, soft top and perhaps suspension components would not be justified. Stanley K. Yost's fine series on the make in *Car Classics* magazine during 1974 makes no mention of these cars.



Checker Cab

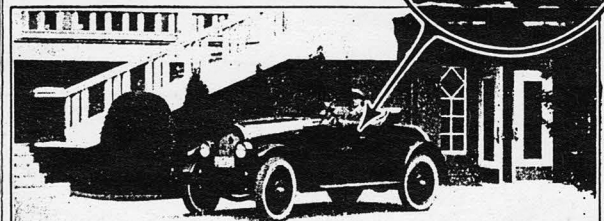
The maker of CHECKER CAB, a vehicle with over a billion miles of performance recorded, is a transportation organization in the Automobile Industry that compares to any leader in other fields of transportation.

Over 3,000 CHECKER CABS carry over 40,000,000 people annually in New York City alone.

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A car must be sturdy, long-lived, economical on upkeep and performance, also easy riding to do Blue Book road drafting all over the country and the Checkers are giving satisfaction. Below is an Automobile Blue Book car in front of the New Monterey Hotel at Asbury Park, N. J.



LETTERS

STUTZ LITERATURE SOUGHT

The Stutz Club is planning to prepare a book on Stutz: the man, the company and the vehicles. The book is a cooperative undertaking for which I have agreed to serve as author/editor. As many of you know, Stutz-related literature is scanty and scattered. We would therefore be grateful if any person who may have any, or who can provide leads, would advise me of its availability. We would subsequently arrange to purchase, photocopy, or borrow any items that may fill gaps in our files. **Raymond A. Katzell, 672 Medford Leas, Medford, NJ 08055-2260; Phone: (609) 654-3672; FAX: (609) 654-7894.**

MIDGET REVIVAL

Back in 1977 I had some correspondence with an Arthur G. Franks, president of the Alpine Trading Company of Copperas Cove, Texas. He had advertised in *Automotive News* requesting information on the King Midget, one of my favorite cars. I sent him some leads and called him some months later. He indicated that they were working on re-introducing the King Midget, but were trying to determine who the current owners were and were searching for the drawings and plans of the car in order to determine the tooling for the frame and suspension.

And that was that. I never heard from him again, and he never appeared in *Automotive News* again, which he would have had the revival been successful.

I have recently tried to find Arthur Franks and his company again, with absolutely no luck. Do any SAH members know what happened to his effort? **Patrick R. Foster, 42 Buckingham Place, Milford, CT 06460.**

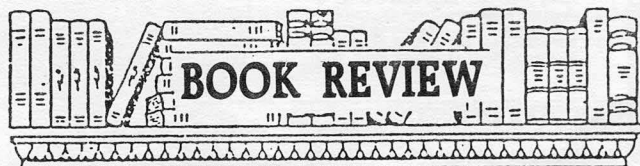
THE NAUTICAL CORNBINDER

On the back cover of *SAH Journal* No. 128 there is a pretty, though well-used, International pickup. The question asked is almost impossible to answer. The caption calling it a K-1, probably from 1941-46, is about as close as one can get without actually going over the truck, model plate and line-setting ticket. The K-1 was made during those years; the chromed-up KB series ran from 1947-50.

My memory is that the 1941 and 1946 models had chromed hubcaps, while the war years 1942-45 had painted caps. Those shown are painted, but may not be original.

However, the K-1 was called a half ton, while the similar ¾ ton K-2 looked almost identical. Tire size would be the most obvious difference, though difficult to see in the picture. Both had the 113" wheelbase with a nominal 6½ ft. pickup box (like that shown), and both had an optional 125" wheelbase carrying a nominal 7½ ft. body.

It is unlikely that Indiana was the point of origin for the pictured truck. Most, if not all, production of the light-duty line from K-1 to K-5 were built in Springfield, Ohio. The larger K-6 and up sizes were built in Fort Wayne, Indiana. During the company's downsizing and reorganization a few years ago, the light duty lines were discontinued. Light-duty parcel chassis and low-frame chassis in a 1½ ton range are the smallest units produced by the successor Navistar International Corp. **Stuart Anderson, 525 Indian Lane, Hagerstown, MD 21740**



ROY RICHTER – STRIVING FOR EXCELLENCE, by Art Bagnall. 393 pages, 658 black & white photographs. Hardbound, 9 × 11¼ inches. Art Bagnall Publishing, Los Alamitos, California. Order from Roy Richter Book, 1485 Southern Way Dept. 0, Sparks, Nevada 89431. \$40.00 plus \$4.00 shipping.

I didn't expect to like this book as, frankly, the intricacies of the early Southern California racing scene are pretty well lost on me. The more I got into it, though, the more I found myself enjoying it.

Roy Richter was one of the "young lions" who habituated George Wight's Bell Auto Parts in Bell, California. He had a natural talent for pattern making, and Vern Hillwig (another of the "lions") was soon casting up Bell speed parts from Richter's patterns. The thirties marked Richter's entry into midget auto racing, first as a driver and later as a builder of cars.

After World War II, Richter acquired Bell Auto Parts, and built the business into the largest supplier of speed equipment, most of it by mail order. Richter and his company may best be remembered for their Bell helmets and Cragar S/S custom wheels. He was an early organizer of the Speed Equipment Manufacturers Association (SEMA, now the Specialty Equipment Market Association), and became a benefactor of medical and educational institutions.

Art Bagnall, a long-time employee and associate of Richter's, has told the man's life story with completeness and with affection. And the story is complete, for Bagnall seems to have included every photograph ever in the Richter family album. He writes reasonably well, though the lack of a skillful editor shows through far too often. Nonetheless, even the uninitiated will find much to enjoy and much to learn — how Roy Richter rose from humble beginnings to become the dominant merchant of speed equipment, godfather of the Bell helmet, and a guiding light of SEMA. If racing history is your specialty, you should give this book a look.

— Kit Foster

CADILLAC: STANDARD OF THE WORLD – The Complete History, by Maurice D. Hendry; Fourth Edition Update by David Holls. 504 pages. More than 625 photographs including more than 100 in color. Hardbound, 9 × 8¼ inches. ISBN 0-915038-75-7. *Automobile Quarterly*, P.O. Box 348, Kutztown, Pennsylvania, 19530-0348 (1-800-523-0236). \$49.95 plus shipping and handling.

This is an updated version of the original run printed in 1972-73 and, although it has been subsequently reprinted, this last occurred 13 years ago and it has been out of print for some time. Its author, Maurice D. Hendry of Auckland, New Zealand, has written much on Cadillac over the years and probably needs no introduction to SAH members.

The current edition is a significant improvement on the original. For one thing, the quality of its paper is much finer and, for another, the basic text and appendices have been brought up to date. Notably a new article, "New Days, Old Values" by GM Executive Designer David Holls spans those years since 1979. This new edition is 88 pages longer, contains 37 additional color illustrations, again covering the later years since the last edition, and includes two additional chapters and two more appendices.

Cadillac: Standard of the World – The Complete History has been basically unchanged from the original edition for the first 167 pages, but thereafter changes may be readily noted, in particular the two new chapters, "The Continuing Standard" and "Engineering to the Forefront." Appendix X, "Cadillac Production 1902-1979" remains unchanged, but has been updated by a new section which covers the subsequent period through 1988.

The basic story of the car and its times are confined to the chapters, but what you can't find there, you'll be able to track down in an appendix — such material as the car's relationship with Fisher and Fleetwood coachbuilders, Cadillac heraldry replete with numerous radiator badges, Moto-meters and hood ornaments used over the years, plus a section on Cadillac's companion car, the LaSalle, which debuted in 1927 and ended with the 1940 model year.

Cadillac has not been overlooked by writers, and many histories of the make have appeared over the years. While I suppose the choice is strictly a personal one, I have always preferred Mr. Hendry's coverage and now, in its fourth edition update, there is even more to recommend the work. Cadillac has outlived most of its rivals and this appears to have rubbed off on Hendry's study of the make.

— Keith Marvin

DETROIT FIRE DEPARTMENT APPARATUS HISTORY: A Pictorial History of the Fire Department That Served Detroit, Michigan, by Matthew Lee. 272 pages, over 500 black & white photographs. Softbound, 11 × 8½ inches. Matthew Lee, P.O. Box 55, Plymouth, Michigan 48170. \$27.95 plus \$2.00 postage.

This is just about (if not) the finest book covering the apparatus history of a city fire department. It is as complete as any similar history I've seen, showing its apparatus dating back to the days of horse-drawn rigs, through its first self-propelled pumper (an Amoskeag steamer of 1874), up to the present with illustrations of its equipment over the years. Included are its favorite make — Seagrave — plus Ahrens-Fox, Mack, and equipment gracing other chassis. There are fine shots of trucks and engines in action, a section on such related vehicles as ambulances, fire boats with their land-based backup apparatus, chief's cars, plus historical information surrounding the department over the years.

Primarily a picture book, the captions accompanying the photographs show articulation and detail of research such as — and seldom included in similar volumes — when a specific piece of apparatus was initially placed in service and then the date of its retirement, assignment to semi-active service, trade-in, conversion to something else, disposal as junk, sale and, in the latter two cases, exactly what was paid for it!

Histories of the fire departments and/or their apparatus covering larger cities aren't uncommon. But coverage such as this is uncommon indeed. Fire buffs or fire bugs take notice; you won't regret it.

— Keith Marvin

THE REGISTRY OF ITALIAN ODDITIES (The Etceterini Register), by John de Boer. Fifth Edition. 128 pages, no illustrations. Softbound, 8½ × 11 inches. Riopress, Pittsburg, California. Order from John de Boer, 3305 Valley Vista Road, Walnut Creek, California 94598. \$12.00 post-paid to SAH members, \$14.00 to non-members.

SAH member John DeBoer is an inveterate student of lesser-known Italian automobiles, so what could be more natural and useful than a catalogue of all the information he's been able to assemble on such vehicles? *The Registry of Italian Oddities* is just that, although what John somewhat more elegantly describes it as "a compendium of Italian automobile manufacturers, coachbuilders, and certain accessory manufacturers organized by marque and chassis number or coachwork number and including any important historical data as well as cross-references." His subtitle, *The Etceterini Register*, says it all.

What we have here is a listing, alphabetical by manufacturer from Abarth to Züst, of model, serial and engine number, date of origin, description of car, and current owner (but not the owners' addresses, out of sensitivity to their privacy). The coachbuilder section extends from Accossato to Zanetti, and there are appendices for Borroni wheels and Italian license plates. I'm not an authority on Etceterinis, so I can't judge how complete or correct the compendium may be, but I looked up one very obscure car owned by a friend and found all the information to be accurate. I'm enough of a novice in this field, however, to admit that much of the information in the register is totally incomprehensible to me, so bear that in mind if you seek pleasurable bedtime reading. This is a reference work, pure and simple.

Complaints? Well, the computer-generated text is not the most readable, and it takes a bit of scanning to discover even what section you're in, but, those quibbles aside, our hats should be off to John for undertaking such a task and seeing it through to five increasingly complete and correct editions. If Italian oddities are your bag, this should be in it.

— Kit Foster



THE BILLBOARD

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: Biographical sketches on the lives and careers of the following early racing personalities: Ernie A. Moross, Teddy Tetzlaff, Hughie Hughes, Willie Carlson, Wilbur De Alene, "Captain" Kennedy, and Rudy Goetz. Any and all information greatly appreciated. Also any information concerning the two famous Blitzen Benz automobiles barnstorming around the country just before WWI. **Robert L. Rampton, 5430 S. Hugoton Dr., Salt Lake City, UT 84118, (801) 968-9303.**

WANTED: Anything relating to or mentioning Japanese motor industry, including non-Japanese marques sold or used in Japan; any year but especially pre-1950, any language. Also, anything concerning 1936-49 Cadillac "Special Heavy Duty" variant of Series 75. Anything showing wartime shared-production or other relationship between Cadillac and Graham-Paige, Nash, and any others. All mail answered. **Bob Snyder, P.O. Drawer 821, Yonkers, NY 10702, (914) 476-8500.**

DIRECTORY UPDATE

Note: The following changes have all been received subsequent to printing of the 1990-91 Membership Directory. Please annotate your copy.

NEW MEMBERS

BARNES, Tom 1461 5044 W. Echo Lane Glendale, AZ 85302	ZIGLIN, David 1472 710 Oakwood Lane Mukwonago, WI 53149
WILLIAMS, Thurston 1462 Box 11, Pead Hill Rd. Wilton, NH 03086	CARR, Dennis 1473 94 Hudson Ave. North Plainfield, NJ 07060
CASE, Dean 1463 34511 Calle Carmelita Capistrano Beach, CA 92624	DEPONTE, Paul 1474 76 Grant Street Fairview, NJ 07022
RHODES, James A. 1464 1741 Muirfield Glen Escondido, CA 92026	JACKSON, Melvin A. 1475 1279 Brushwood Avenue Cincinnati, OH 45224
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FRIEDLAN, Larry D. 1466 P.O. Box 7034 Charlottesville, VA 22906	KING, Harry H. Jr. 1477 P.O. Box 1112 Quechee, VT 05059
MARGOLIUS, Ivan 1467 181 Birchen Grove Stopsley Luton, Beds. LU2 7TS ENGLAND	KUNAN, Peter 1478 820 North Albert Street St. Paul, MN 55104
DAVIS, Frederic, MD 1468 1812 Center Walla Walla, WA 99362	MENTO, Robert 1479 2220 South Clarion Street Philadelphia, PA 19148
SUNDSTROM, Anthony 1469 266 Lambertville-Headquarters Rd. Stockton, NJ 08559	PROFFITT, Michael 1480 12 Peterson Road Totowa, NJ 07512
STOUT, Sammy G. 1470 RR Box 167 Chanute, KS 66720	SPRUCE, George L. 1481 33 Washington Street Sayville, NY 11782
EVERETT, Don 1471 36742 Gloucester Court Fraser, MI 48026	SULLIVAN, Roger R. 1482 58 Randolph Road Chestnut Hill, MA 02167

FRANTZ, Verne Jr. 1483 178 Chamberlin Avenue Hightstown, NJ 80520
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NEAL, Robert 1484 25403 144th Avenue SE Kent, WA 98042
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BRIGHAM, Harry D. 1485 20 Dogwood Knoll Boone, NC 28607
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KRILL, Thomas F. 1486 3624 Windfair Lane Lexington, KY 40515

McKINNEY, Scott 1487 2025 South Monroe Denver, CO 80210

MALINS, K. 1488 101 Gunns Road Hallam, Victoria 3803 AUSTRALIA
--

HEILIG, John 1489 980 Macungie Avenue Emmaus, PA 18049
--

CORRECTION

SONFIELD, Matthew C. 1009 20 Hilltop Drive Laurel Hollow Syosset, NY 11791
--

REINSTATED

ALDERMAN, Phil 243 P.O. Box 159 Perrineville, NJ 80535
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BALDWIN, James R. 768 P.O. Box 188 Marysville, OH 43040
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BELLMAN, Rando 199 P.O. Box 141 Somerville, MA 02143
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BETTS, William Lucas 825 1750 Whittier Avenue, 67 Costa Mesa, CA 92627
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BRIERLEY, Brooks T. 1007 P.O. Box 330677 Coconut Grove, FL 33233-0677
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BRIGGS, James P. III 1283 1602 Brethour Court - Apt. 4 Sterling, VA 22170

CARD, Peter W. 1350 54 William Way Letchworth, Herts. SG6 2HL ENGLAND

CASDORPH, David G. 779 P.O. Box 2480 Monrovia, CA 91017
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NEWELL, David 509 P.O. Box 588 Orinda, CA 94563

SCULLY, David F. 1252 421 Scholl Drive Glendale, CA 91206
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VERRASTRO, Joseph E. Jr. 818 1521 Clay Avenue Scranton, PA 18509

WATSON, Lois Ann 772 44 Wantanopa Crescent Scarborough, ON M1H 2B4 CANADA
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CHANGE OF ADDRESS

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BONSALL, Thomas E. 530 P.O. Box 16355 Baltimore, MD 21210
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CARROCCIO, Charles S. Jr. 1220 107 West Jefferson Street Rockville, MD 20850-4205
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CROTTY, Thomas M. 994 929 East Wahalla Lane Phoenix, AZ 85024
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DUERKSEN, Menno 47 7610 Blackberry Farm Rd. Germantown, TN 38138
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FINTZELBERG, Nicholas 364 P.O. Box 60466 San Diego, CA 92166
--

JICINSKY, Karel 1212 Vaclavske namesti 23/828 110 00 Prague 1 CZECHOSLOVAKIA

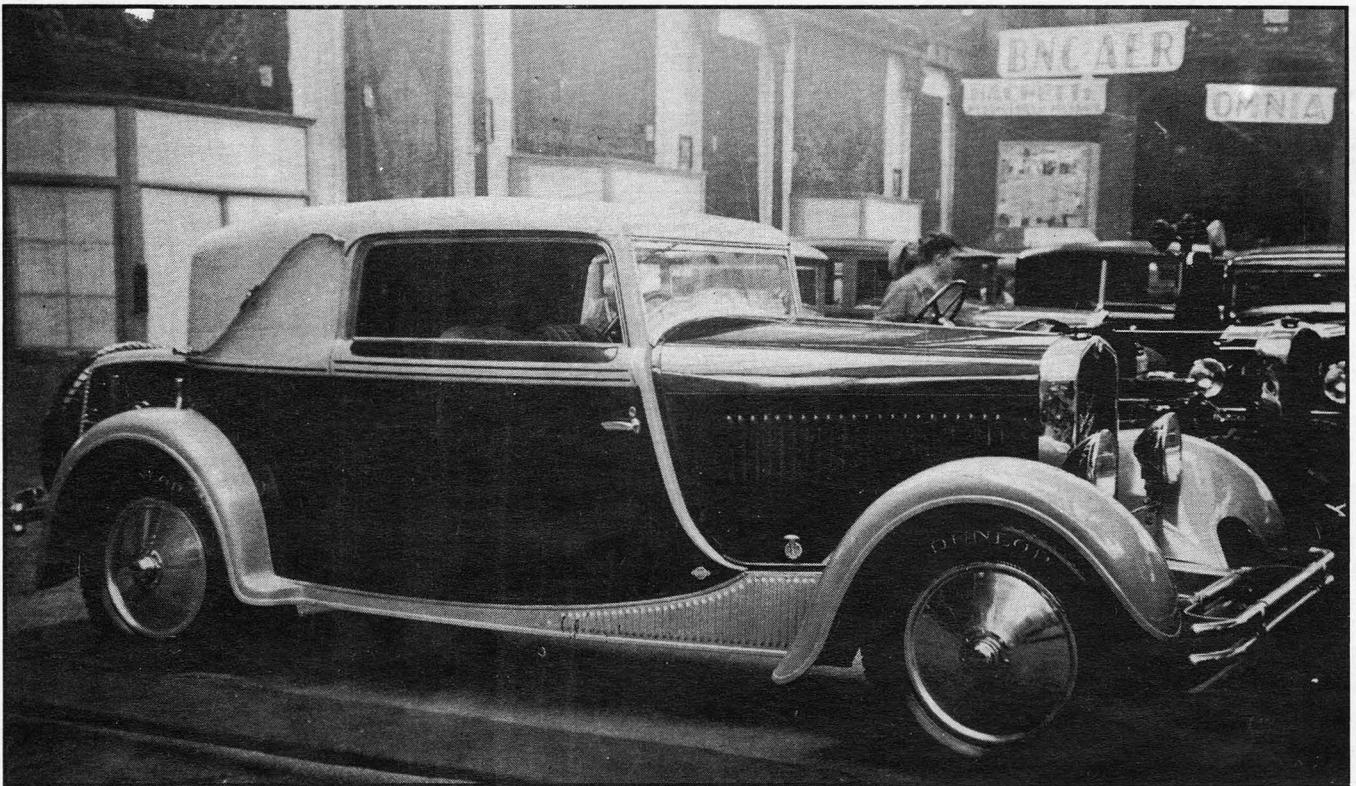
MORALES, Rebecca 1154 7306 Draper Avenue La Jolla, CA 92037-5023
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SAWRUK, John M. 1059 667 Oxhill Court Union Lake, MI 48386

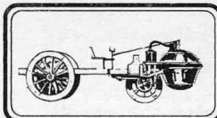
SCOTT, James E. III 1321 2374 Cypress Avenue Eureka, CA 95501-6210
--

SHEPLEY, Hayden M. 254 5467 Taylor Avenue Port Orange, FL 32127
--

VAES, Raymond 1084 Gebr. Van Raemdoncklaan, 46 B-2650 Edegem BELGIUM



FRENCH SWAN SONG: DeDion Bouton et Cie were in their penultimate year of automobile manufacture when this 1931 11CV Model A was built. Thereafter they would concentrate on commercial vehicles. Can anyone recognize the show at which this photo was taken? And who was the coachbuilder? Walter E. Gosden Collection.



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