

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March - April 1992

Issue Number 137

EDITORIAL COMMENT

"YOUR PRINT IS TOO SMALL." So begins a letter from a long-time member, who observes that *SAH Journal* is hard to read. He muses also that he suspects a large proportion of our readership is older than age sixty-five, and may be more sensitive to this condition than the general populus. His concern is valid, and one that had occurred to me, too. I have nearly two decades in which to reach my senior years, but I am sufficiently middle-aged that the focal length to whatever I am trying to see or read is invariably wrong. I have often pondered the question of type size as I have striven to achieve a balance between legibility and content.

Our *Journal* uses eight point Times Roman type, the same size and style which was in use when I took over the job of editing. My first concern was to maintain continuity, so changes in things like typography were left to the future. Perhaps the future is now.

Times Roman is, I am told, one of the most readable type faces in small sizes, so I would not propose any changes in type face. The more "arty" faces like gothic and cubic have a cloying quality that seems to constipate the eyeball early in any block of text (or so it seems to me). But a good rule of thumb, our printer tells me, is that nine point type is the smallest that should be used for material meant to be read for pleasure (you do derive pleasure from *SAH Journal*, don't you?). Our member contrasts the *Journal* to *Automotive History Review*, which uses ten point type (and a narrower column width) and which each of us would probably agree is much more legible.

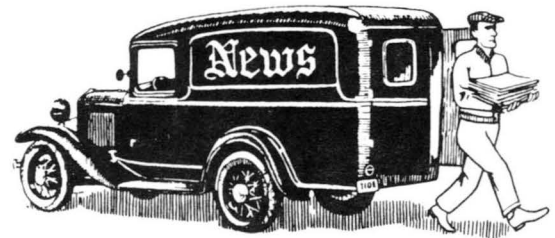
At this point I should admit to a couple of legibility problems in recent issues that compounded the effect of the small type size. In *SAH Journal* No. 135 the type was set with too little line spacing, or leading, which made it harder to read. We corrected this in issue number 136, but experienced a curious degeneration of type on two pages. This seems to have come from a malfunction of the laser printer used to produce the typeset output. We think we've corrected that problem, too, but will be vigilant for any recurrence in the future.

We could increase the type size of *SAH Journal*, but at some cost. To keep the same amount of content, we'd have to add pages to each issue (and hence make it more costly). Conversely, we could keep each issue the same size, and include less material in each one (about one eighth less, if my math is accurate).

The problem with the bigger-is-better approach is that we are currently keeping the *Journal* at the hairy edge of its "bracket": each eight page issue weighs just under one ounce so that it can be mailed economically at first class. We use first class so that we can reach you with the news of the Society while it's still news, before it becomes history. Any increase in the size of the *Journal* no matter how slight, will result in major increases in cost, which would probably translate to higher dues. The implication of a ten-page *Journal* (we have to grow in multiples of two, after all) would be at least two dollars a year per member. With regard to the idea of less content per issue, I can only observe that in some issues I can barely shoehorn in the material that really should appear. This is particularly true of the November-December issue, with minutes and reports of the annual meeting, and the March-April or May-June issue, which invariably bears the minutes of the winter/spring board meeting and the financial statement. With less content we run the risk of making these "all business" issues, with no "fun" or feature articles.

So how feel you, the membership? Are you finding the *Journal* difficult to read? If so, how do you favor fixing it: more pages (at higher cost), or less content per issue? Let me know how you feel.

-Kit Foster



SOCAL CHAPTER FAIRE

The Society's Southern California Chapter will hold their ninth annual Literature Faire and Exchange on Sunday, June 28, 1992 in Pasadena, California. The faire, a literature and automobilia swap meet, will be held at Pasadena City College, the same site as in previous years.

Meet chairman Jeff Minard expects the meet to be larger than ever before, and has made more vending space available. He reports that many of last year's vendors have reserved their spaces for this event, and that prospective vendors should contact him early to ensure space availability. Contact him at 2808 Oak, Manhattan Beach, CA 90266 or call him at (310) 545-1070.

The action will start as soon as the first vendors arrive, about 6:00 AM. No non-automotive wares are allowed, nor is the sale of automobile parts. Admission and parking, as always, are free.

MARKETTI TO HEAD BEHRING MUSEUM

SAH member Skip Marketti has been named director and chief curator of the Behring Auto Museum in Danville, California. The Behring Museum, located at Blackhawk Plaza, a mercantile and cultural center east of San Francisco, is devoted to motoring history from all eras. It is operated by the Behring-Hoffman Educational Institute, affiliated with the University of California at Berkeley.

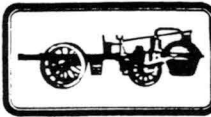
Marketti has been executive director of the Auburn-Cord-Duesenberg Museum in Auburn, Indiana, since 1976. While at A-C-D, he managed the museum's growth from a regional, marque-related facility to an internationally-recognized automotive institution. The museum's current display numbers 150 cars, and encompasses a cross section of the world's vehicles, in addition to the Auburn, Cord, and Duesenberg marques. Indiana motor cars feature prominently in the collection of vehicles, 121 of which are owned by the museum.

Prior to joining A-C-D, Marketti was associated with the former Harrah collection in Reno. He and his wife Cathy, also a long-time A-C-D staff member, move to California in April.

HOOSIER CHAPTER ELECTS

The Hoosier Heritage Chapter of SAH met on Saturday, January 18th, and elected Skip Marketti of the Auburn-Cord-Duesenberg Museum as new Chapter president. Skip succeeds founding president Jack Martin. Also elected were Jim Hoggatt, vice president; and Alan Conant, secretary/treasurer. Conant, Hoggatt, and Tim Turner were named to the Chapter's Archival Committee.

The Hoosier Heritage Chapter will hold its next meeting on Saturday, April 18, 1992 at the Connersville Library in Connersville, Indiana. The meeting will begin at 10:30 AM. SAH members-at-large and persons interested in automotive history are invited to experience the customary Hoosier hospitality.



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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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CHRISTOPHER G. FOSTER, EDITOR
1102 Long Cove Road, Gales Ferry, CT 06335 USA

OFFICERS

PRESIDENT.....Jack L. Martin
VICE PRESIDENT.....Z. Taylor Vinson
SECRETARY.....Nan E. Martin
TREASURER.....Robert J. Gary

BOARD OF DIRECTORS

Through Oct. 1992	Through Oct. 1993	Through Oct. 1994
James A. Wren	Patricia E. Chappell	Paul N. Lashbrook
Thomas M. Deptulski	Stacey P. Hanley	Helen J. Earley
Walter E. Gosden	Christopher G. Foster	James H. Cox

Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$20.00 US per year. Membership inquiries, renewals, and changes of address should be directed to the secretary at 6760 E. 800 N., Brownsburg, IN 46112

DIRECTORS MEET AT A-C-D MUSEUM

The SAH Board of Directors held their winter/spring 1992 meeting on March 21, 1992 at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana. The business meeting was held in the museum's restored Export Department offices; A-C-D coordinator for the visit was staff member Sue Sennren.

After the conclusion of the meeting, board members and guests were taken on a conducted tour behind the scenes at the museum by registrar Matt Short. The visitors were shown the restoration-in-progress of Erret Loban Cord's private office, the acquisitions awaiting display, and vehicle storage areas. Archivist Gregg Buttermore conducted the group through the archives, and explained the museum's policies for researchers and reproduction of photographs and other historical material.

Following the museum tour, museum founder and SAH member John Martin Smith showed the group the developing National Automotive and Truck Museum, which is located behind the A-C-D building. An entity independent of A-C-D, the NATM was formed to acquire and restore the former service building and L-29 building of the Auburn Corporation. The goals of the organization are to complete the building restorations and to assemble displays covering all aspects and periods of United States motor vehicles. The intent is for the NATM to become a compliment to A-C-D's focus on Auburn, Cord, and Duesenberg history.

FOSTER, COX NAMED DIRECTORS

Christopher G. (Kit) Foster, editor of SAH publications, was elected to the Society board of directors at the directors' meeting held March, 21, 1992. Foster, of Gales Ferry, Connecticut, was elected by the board to fill a vacancy created by the resignation of Strother MacMinn. He will serve for the remainder of MacMinn's third term on the board, which ends in October 1993. Foster previously served the Society as a director in 1987 and 1988. He has been editor since January 1989, and will continue in that post.

James H. Cox was named to replace Matt L. Joseph. Cox, of Matamoras, Pennsylvania, served as secretary of the Society from 1989 to 1991. His term as a director ends in October 1994.

PRESIDENT'S MESSAGE

Dear Members:

The winter directors' meeting has been completed and newly elected director (and our long-time editor) Kit Foster will share most of the details with you elsewhere in this *Journal*. With regret we accept the resignation of director Strother MacMinn. A hearty thank you is extended to Strother for his unselfish and welcome service to SAH. We are grateful and pleased to have worked with him.

Chester Haines, Jr. has accepted the post of managing our data base and he is busily working on a program to transfer all of the SAH membership records to a Microsoft Works software program. Chet expects to be on line in a few weeks and when operational his efforts will enable SAH to track the members, their interests and publish a new updated membership directory.

We owe a great deal of thanks and appreciation to the fine staff at the Auburn-Cord-Duesenberg Museum, who hosted our directors' meeting. Always on hand to assist us with a cheerful smile and anticipation of our needs was Sue Sennren; our favorite tour director for "behind the scenes" look at what makes A-C-D a fun place to visit is Matt Short; and if research is your priority then a visit with friendly Gregg Buttermore and his archives is truly rewarding. The new National Automotive and Truck Museum is in the capable hands of Hoosier Heritage Chapter member, John Martin Smith, and John permitted us to intrude on his restoration activities and provided us with a look at the past, present, and future plans for their new entity. Thanks, A-C-D; we want to return again soon!

Director Helen Earley has graciously accepted the chair of the Archives Committee and we are delighted and look forward to her report of activities. Thank you, Taylor Vinson, for your excellent planning and supervision of the Committee during its formative years, truly a thoughtful and helpful beginning. Stacey Hanley will again chair the hospitality activities and banquet planning for Hershey. Members and guests attending were pleasantly surprised and complimentary regarding her fine program last year, and we thank you Stacey for your extra efforts in behalf of SAH.

I am pleased to report Paul Lashbrook will continue as chair of the silent auction this year. The 1991 sale was well received and Paul is anxious to surpass last year's acceptance. Jim Cox has agreed to handle the fulfillment responsibility, freeing Paul to concentrate on acquisition and sales. If you have some hidden or duplicate treasures wanting to find a new home please forward them to Paul. The successful bidder and SAH will be grateful to you. By the way, shipping those items today is not too soon!! Please ship to: Paul H. Lashbrook, SAH Silent Auction, 315 SE Seventh St., Suite 200, Fort Lauderdale, FL 33301.....and thank you!

Please help your Society grow by taking the time to secure a new member or two from your many friends and business associates. Thank you.

-Jack L. Martin

MEMBERS LET OFF STEAM

The March 30, 1992 issue of *Autoweek* showcases a number of SAH members. Of particular interest is John Katz's article "Steamed Up Over Speed," a feature on member Jim Crank's efforts to best Fred Marriot's 1906 record of 127.659 mph for the fastest official run under steam power. Katz's chronicle of Crank's work with the steam powered "Spirit of Fiberfab," later the "Flying Teapot," and finally the record-setting "Steamin' Demon," makes fascinating reading. Capping off the issue is an "Escape Road" feature on the Stanley models H and K carrying the by-line of SAH member Pat Foster. Pat advises, however, it's a case of mistaken identity: the piece was actually written by someone else and credited to him by some editorial breakdown.

THANKS FOR YOUR HOSPITALITY

In the event that I did not have an opportunity to thank them for their service in person, I wish to thank Dick Hawes, John Lloyd, and Jim Wohlmuther, who pre-registered, and all the other SAH members who volunteered their time to serve as receptionists in the hospitality tent at Hershey 1991. I realize how precious is every hour during Hershey, and sincerely appreciate the contribution of the volunteers in enhancing the image of the Society, both to members and prospective members.

-Stacey Hanley, chair
Hospitality Committee

1992 SILENT AUCTION

SAH director Paul Lashbrook, who chaired the 1991 silent auction, has agreed to head the event again this year. He will be assisted by director Jim Cox, who has volunteered to oversee the fulfillment of winning bid lots.

The silent auction is our most important fund raising event, and its success is essential if we are to maintain our current level of member services without a dues increase. Please look through your library and collections to see if there are some books, periodicals, automotive literature, memorabilia, or artwork you might donate to this cause.

The auction catalog will be prepared for mailing to every member early in August. To allow time for cataloging, please submit your contributed items to Paul no later than July 1st. Send items to:

Paul Lashbrook
SAH Silent Auction
315 SE 7th Street - Suite 200
Fort Lauderdale, FL 33301

Thanks for your help. We look forward to an even better auction this year.

DIRECTOR NOMINATIONS

This year the Society will elect three directors for three-year terms commencing at the annual meeting in October. The by-laws require that the Nominations and Elections Committee submit a slate of nominees to the secretary at least 90 days before the meeting (to be held this year on October 9th). The Committee, chaired by Beverly Rae Kimes, would like to hear from members interesting in running for the board. The board conducts most of the business of the Society, and participates in committee work and Society projects. Meetings are held in the Hershey, Pennsylvania, area prior to the annual meeting of members, and at varying locations in late winter or early spring of each year. Directors must attend at least one meeting each year.

In addition, any member may petition for nomination by submitting supporting signatures of two per cent of the active membership (at the present time 14 signatures). In order to permit the Committee to present the slate to the secretary on time, volunteers, referrals, and petitions must be received by June 15th. Send them to:

Beverly Rae Kimes, Chair
215 East 80th Street
New York, NY 10021

The Society's officers serve two-year terms. Elections for these posts will next be held in 1993.

PUBLICATIONS AWARD NOMINATIONS

One of the more important things we do as a Society is to recognize excellence in automotive history publications. While the Publications Awards Committee is charged with selecting winners in each category, the most important input they get comes from members. Members are encouraged to submit nominations for each of the publication awards.

The Nicholas-Joseph Cugnot Award recognizes the best book in the field of automotive history published during the previous calendar year. The Carl Benz Award is given to the best periodical article or series on automotive history from the previous calendar year, and the Richard and Grace Brigham Award is presented for the best overall treatment of automotive history by a magazine over all issues of the same period. New this year is the E.P. Ingersoll Award, jointly underwritten with the Motor Vehicle Manufacturers Association of the United States, for the best treatment of automotive history in other than print media.

Nominated works must bear a copyright date of 1991, or, in the case of periodical articles, must have appeared in an issue with a 1991 cover date. A series appearing in parts of two years may be nominated for either year, but will have only one year of eligibility. The Brigham Award is alternated between commercial and club publications, and can be presented to a publication only once in a five year period. The Brigham Award was won by *Automobile Quarterly* in 1990, and by *V8 Times* of the Early Ford V8 Club in

1991. The 1992 award will be for a commercial periodical.

Duplicate nominations do no harm, and members may submit as many nominations as they wish. The best way to insure that no worthy book, article, magazine, or electronic media event goes undetected is to nominate it. Awards of Distinction may be given to exceptional nominees not selected for the primary award.

Submit nominations for excellence in publishing automotive history during 1991 to the Awards Committee via secretary Nan Martin, 6760 E. 800 N., Brownsburg, Indiana 46112 before the nominations deadline of June 1, 1992. Submissions should be accompanied by a copy of the nominated work.

AT THE MUSEUMS SMITHSONIAN ACQUIRES MILLER "91"

The Smithsonian Institution's National Museum of American History has recently acquired the Miller "91" front-drive racing car in which Leon Duray set a world record at Monthe'ry in 1929. Duray clocked 139.6 mph, far exceeding the best European racing cars of the time. The car has a supercharged straight eight engine of 91.5 cubic inch displacement, and the innovative front-wheel-drive of famed designed Harry Miller.

The car was acquired under a gift/exchange arrangement with collector Robert Rubin of Southampton, New York. Rubin received an incomplete 1905 Mercedes, owned by the Smithsonian since 1968, in part exchange for the Miller. He also established the Harold Rubin Fund, in memory of his father, with a \$100,000 grant for the care and improvement of the motorsports collection at the Museum.

The Miller car was built as the "Packard Cable Special," and was driven by Ralph Hepburn in the 1929 Indianapolis 500. Leon Duray drove a similar car for the Miller team. When rule changes rendered the cars ineligible for further 500s, Ettore Bugatti bought them and adapted many of their design features for cars of his own.

After World War II, historian Griffith Borgeson found the Hepburn and Duray Millers still intact at the Bugatti factory. No other fully-authentic Miller front-drive "91s" exist.

The Smithsonian obtained the Miller with the help of their advisor and auto racing historian Gordon White. Gordon, a long-time SAH member, spent most of his career as a news journalist, but developed his interest in racing at midjet tracks during the 1940s. After a brief sojourn as a driver in 1950-51, he did some broadcasting of races, and wrote for *Illustrated Speedway News*. As an historian, he has assembled complete collections of *National Speed Sport News* and *Illustrated Speedway News*, which even the publishers did not have, for the Library of Congress. He has also archived many AAA records from the competition years. His task of restoring a Kurtis midjet racer, begun in 1977, resulted in a Grand National First Place AACA award and led ultimately to an FIA two liter unsupercharged world record of 153.198 mph at Bonneville.

ROSSI ASSUMES LOTUS POSITION

SAH member Steve Rossi has been named vice president of operations at Lotus Cars USA. He will be working from Lotus USA headquarters in Lakeview, Georgia.

Rossi has, for a number of years, been associated with Saab-Scania of America, most recently as director of public relations.

IS THIS YOUR LAST ISSUE?

The March-April issue of *SAH Journal* is the last one mailed to members whose dues remain unpaid for the current year. Check now to make sure you've renewed for 1992. If you've forgotten, send your check for \$20.00 (US funds) now to The Society of Automotive Historians, Nan Martin, Secretary, 6760 E. 800 N., Brownsburg, IN 46112 USA.

BOARD OF DIRECTORS MEETING

March 21, 1992
CONDENSED MINUTES

The meeting was held at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana. It was called to order at 7:30 AM by president Jack Martin. Present were vice president Taylor Vinson, secretary Nan Martin, treasurer Bob Gary, and directors Tom Deptulski, Helen Earley, and Stacey Hanley. Also present were editor Kit Foster, publicity chair Bob Hall, and membership secretary emeritus David Babb.

The president presented to the secretary four proxies submitted to him by absent directors: Pat Chappell, Walter Gosden, Paul Lashbrook, and Jim Wren. A letter of resignation from Strother MacMinn was read to the board by the president. The board heard and discussed Kit Foster's nomination to fill the remaining term. Taylor Vinson moved his election, Bob Gary seconded, and the motion carried. The board expressed their thanks to Strother for his contributions to the Society.

The minutes of the October 10, 1991 meeting were approved as published in *SAH Journal*; motion by Taylor Vinson, second by Tom Deptulski.

A motion was made to ratify the resolution passed by a mail vote in December for a review of the SAH financial records by a public accountant; motion by Kit Foster, second by Stacey Hanley, motion carried.

The secretary reported to date 491 dues renewals, including 28 new members and 12 reinstatements.

The editor reported that the next *SAH Journal* would be published during the third week in April. It was determined by the board that all SAH materials requiring professional printing should be coordinated by the editor.

In Paul Lashbrook's absence, the president reported that Paul will chair the 1992 silent auction. Jim Cox has agreed to handle all details of fulfillment. The board agreed that the deadline for bids may be extended to the end of October. The president asked for a chair(s) for the 1993 silent auction, and highly recommended a committee of three or four people to handle various segments of the sale.

The board commended and thanked David Babb for organizing and maintaining the membership roster which was critical to the processing of all membership business. David has retired from this responsibility, and Chester Haines, Jr. will take over the database maintenance.

Special thanks and appreciation were extended to Howard and Shelby Applegate for their unselfish support and efforts to enhance SAH by chairing a number of committees and opening their home to the board for many directors' meetings.

Stacey Hanley presented a full report on 1991 hospitality activities at Hershey. The board was pleased with Stacey's efforts and talents, and asked her to continue her role for 1992. The board approved light snacks and soft drinks for the tent. Bob Gary will provide Stacey with a list of members who have purchased banquet tickets, and a cutoff date for reservations will be implemented to ensure an accurate dinner count. It was requested that award committees help coordinate a display of winning works for display at the banquet.

Public relations chair Bob Hall suggested that a press release be issued to encourage people with an interest in automotive history to join the Society, and to dispel the notion that membership requires a professional historical or journalistic background. Bob will also submit items to the enthusiast press to encourage people to visit our Hershey tent.

The board approved the suggestion of the president that he investigate holding the October directors' meeting at the Hershey Country Club, or at the American Legion Hall, dutch treat dinner to be before the meeting. In addition, the board set the 1993 winter/spring meeting for April 3, 1993 in the Milwaukee, Wisconsin area. Bob Gary, Tom Deptulski, and the Wisconsin Chapter will coordinate activities, which may center around the Kissel Museum in Hartford and the Brooks Stevens Collection in Mequon. A progress report will be submitted to the president by the end of April 1992.

The treasurer's report by Bob Gary indicated that some expenses are becoming excessive, and there is an urgent need to implement guidelines for expenditures. Kit Foster was directed to determine the actual cost of mailing publications outside the US. A motion was made by Nan Martin that the president be empowered to set a surcharge, based on Kit's recommendation, for overseas mailings beginning with the 1993 membership year. The motion was seconded by Bob Gary, and carried. Due to the difficulty in

developing a budget during the meeting, a motion was made by Jack Martin to establish an executive committee comprised of the officers and grant it powers of the board as might be necessary to manage the business of the Society between board meetings. This will include the completion of a budget as well as periodic reviews. The motion was seconded by Tom Deptulski and carried.

Taylor Vinson relinquished his chairmanship of the Archives Committee to Helen Earley. Helen accepted enthusiastically, and will coordinate with each of the committee representatives.

A motion was made by Bob Gary to cancel both J.C. Taylor insurance policies, as neither one meets our needs, seconded by Stacey Hanley and carried. Taylor Vinson will investigate liability insurance for directors and a limited policy to cover activities at Hershey.

The board then recessed for lunch, at which time they were joined by Hoosier Heritage Chapter members and guests Joe Collins, John Martin Smith, Bob Titlow, and Tim Turner.

Following lunch, the board reconvened in executive session. After adjournment of the executive session, Tom Deptulski gave a report on activities he and Jim Wren have coordinated with the SAE Historical Committee for celebration of the centennial of the American automobile in 1996. A motion was made by Tom Deptulski to abolish the Writing Standards Committee. It was seconded by Bob Gary and carried.

Business completed, a motion was made by Stacey Hanley to adjourn the meeting. It was seconded by Nan Martin and carried.

Respectfully submitted,
Nan E. Martin, secretary

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Treasurer's Report - Cash Accounting December 31, 1991

Checking Account Balance from Dec. 31, 1990	\$6000.17
INCOME	
Dues	\$11,320.00
Dues 1993	20.00
Interest	205.35
Contributions	660.75
Other-Decals	226.79
Other-Stationery	7.00
Other-Publication Sales	544.75
Refund on Advance for Auto Hist Conf.	180.00
Mailing Labels - 1 set	20.00
Silent Auction - 1990	2,186.49
Silent Auction - 1991	1,107.81
Transfer from Cash Reserve Fund	6,000.00
Replacement of Returned Check	25.24
Awards Dinner	1,632.50
SUBTOTAL	\$24,135.69
EXPENSES	
Non-Profit Corporation Fcc, Indiana	\$ 10.00
Publications (Printcraft)	11,545.58
Silent Auction Printing & Mailing	974.52
President's Expenses	1,022.27
Secretary's Expenses	1,793.92
Editor's Expenses	483.03
Indianapolis Board Meeting 4/6/91	614.55
Mt. Gretna Board Meeting 10/10/91	250.00
Election Committee - Ballots and Mailing	638.72
AACA Library - Contribution	100.00
NAHC - Contribution	100.00
Public Relations	250.00
Returned Checks (4)	84.25
Awards Dinner, including Mailing	3,139.04
Hershey Event Hospitality	758.28
Archives	218.65
Decals	260.00
Cashing Foreign Check	20.00
Awards - Cugnot/Benz/Brigham	1,265.51
Awards - Bradley & FoAH	805.00
Insurance	635.00
SUBTOTAL	24,968.32
Balance in Checking, December 31, 1991	\$5,167.54
Balance in Cash Reserve Funds, November 30, 1991	
Prime Portfolio	\$22,790.46
Federal Portfolio	5,241.41
TOTAL in Reserve Funds and Checking	\$33,199.41

Respectfully submitted,
-Robert J. Gary, Treasurer



IT'S A MYSTERY

Gregg Buttermore of the Auburn-Cord-Duesenbery Museum sends this mystery photo which was supplied by museum patron Doug Conran of St. Joseph, Michigan. It shows Doug's father and grandfather in an automobile he was unable to identify, and Gregg advises that no one at the museum has been able to name it either. Over to you, supersleuths! What is it?



MORE HIGH SPEED TRUCKS

Concerning Curt McConnell's query about the first high speed truck (*SAH Journal* No. 135), there are a few earlier than the Luverne. According to my "auto firsts," the Dolfini four-passenger fire truck went 50 mph in 1900. As I remember its picture in *Automotive Trade Journal*, it also had pneumatic tires. In my book *Autos Built in Essex County Massachusetts* there is a picture of a steam truck built about 1900 capable of 35 mph, which also had pneumatic tires.

As for a commercial vehicle of an early age simply having pneumatic tires, my "auto firsts" lists a military vehicle as having 5.00 x 22 tires in 1900. Along the same lines, I read in a 1956 AACA article on the Sears highwheeler that Mr. Krotz, the builder, entered a Sears truck in the Chicago-Detroit race of 1911. In 1909 one of his Sears cars won the round trip Chicago-Milwaukee race. That would be an example of a "vehicle which could travel almost as fast as a passenger car." **Hayden Shepley, 5467 Taylor Ave., Port Orange, FL 32127**

Hayden's list of "auto firsts," an exhaustively-compiled collection of citations on the earliest use of just about every sort of automotive technology, was the subject of an SAH seminar at Hershey in 1989. From time to time we may publish excerpts from it in the Journal.

-Editor

SYNCHROMESH

In *SAH Journal* No. 136 there was an enquiry about the origin of the gearbox synchromesh. The following item from *The Sun*, September 1921 might be of interest:

A Synchronized Gearbox

A novel gearbox has been revealed in Germany, the invention of G. Jungck and K. Kruger of Berlin. It obviates the drawback of the ordinary gearbox which requires skill in gear-changing. In this new design the gears run loose and in constant mesh with those on the layshaft. The former have a cone affixed to them as well as a jaw clutch. As the gearlever is moved the conical surfaces come into contact first, this bringing about a certain braking effect upon the faster member to synchronize the two before further movement of the gearlever brings the jaws into engagement to lock the gearwheel to the shaft.

The foregoing is from a publication of very brief existence which was found in the Public Library in Melbourne. No claim is made that the quaintly worded text is verbatim or that it is free of errors, as it is re-constituted from abbreviated notes made many years ago. No other reference or verification of this claim has caught my attention, but it might serve as a starting point for some researcher with a specific attraction to the subject. **Max Gregory, Beltana, RMB 8825, Drouin South, Victoria 3818, AUSTRALIA**

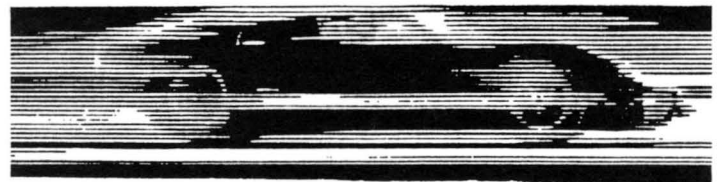
HENRY'S FIRST DRIVE

This letter is responsive to the issue of Henry Ford's early automobile driving experiences as raised in the Royal Automobile Club's *Archive* (see *SAH Journal* No. 135).

While Henry Ford's most famed quotation "history is bunk" is a distortion by a reporter who elected to leave off the rest of Mr. Ford's sentence, there is little doubt that Henry, while making history of his own, was inclined to rewrite history to suit the purpose at hand. I understand that a bronze tablet erected on the site of the construction of the Quadricycle was reworked, subsequent to initial installation and the death of Mr. Ford, to correct the date from 1894 to 1896, the date which could be authenticated. It is probable that the 1894 date for his first driving experience is equally suspect, the latter being necessary to be consistent with the former event. Had Mr. Ford driven a horseless carriage prior to his quadricycle project, I suspect his first vehicle would have incorporated a reverse gear provision.

Documented mileage at 1,000 miles per month was not unusual for 1904 Marmon motor cars, whose design by a professional engineering firm incorporated today's pressure lubrication system and all-wheel independent suspension. Mr. Ford could easily have driven a horseless carriage "thousands of miles" between 1896 and 1900. **George P. Hanley, 1665 Northumberland, Rochester Hills, MI 48309**

POSTERS SOUGHT



We are interested in locating an advertising poster with this drawing in it. It may be a poster advertising an automobile race, or a poster advertising products of the late racing driver Mickey Thompson (such as Mickey Thompson tires), or it may be a poster for Sears, advertising their automotive products. These posters would have been published before 1966.

We would also be interested in Sears and Mickey Thompson posters (before 1966) without the car design. **Stephen E. Feldman, PC, 12 East 41st Street, New York, NY 10017**

BOOKS AND JOURNALS OF INTEREST

University presses occasionally offer books of interest to the auto historian, but unless one seeks their catalogs they often pass unheralded. Two such catalogs recently arrived and a few items deserve mention. Please be advised this writer has not read any of these, but rather is simply noting their existence.

The Indiana University Press, 601 N. Morton St., Bloomington, IN 47404-3797, offers on sale until June 1st, *Alloys and Automobiles, the Life of Elwood Haynes*, by Ralph Gray (1979 AACA award winner, paper, 256 pages), priced a mere \$3.50 plus \$3 postage.

The Oxford University Press, 200 Madison Ave, New York, NY 10016, offers their "American History" catalog with quite a number of interesting titles.

For those interested in magazine and advertising perhaps *The Magazine in America, 1741-1990* by Tebbel & Zuckerman (448p, \$28.00) would be worthwhile.

Wheel Estate, The Rise and Decline of Mobile Homes by Wallis (304p, 100 halftones, \$25) seems to focus primarily on stationary trailer houses.

Cradle to Grave: Life, Work, and Death at the Lake Superior Copper Mines, Lankton (352p, 25 halftones, \$40) is mentioned because the Smith family, early investors in Olds, earned their fortune in copper mining. Perhaps this may shed some light on early auto investors.

A Guide to Library Research Methods, Mann (224p, figures, paper \$9/cloth \$18) advocates a seven-step process to apply to any inquiry, and notes the limitation of the information discovered along the way.

How to Use a Research Library, Beasley (176p, illustrated, \$9/\$28) may prove valuable to foreign visitors. It is based on the New York Public Library but applicable to most large libraries.

This is the first time I've seen electronic materials offered in a catalog of this type. Items range from a \$119 Oxford Writers Shelf program to an incredible \$950 Oxford English Dictionary on CD-ROM.

Several journals were listed. *History and Computing* (1992 three issues, \$64) "takes stock of and disseminates information about the different ways computer technique is revolutionizing the discipline of history." We will be faced with computers the rest of our days, but they do offer some interesting possibilities. Foster and Naul introduced the subject with their geographical distribution of auto companies in *Automotive History Review* No. 22. Larger memories, optical scanners, and reading programs offer the ability to enter vast amounts of data and illustrations. CAD/CAM programs offer the foundation for a photo recognition system. When the old timers who can spot a wrong fender on a car from a twenty-degree angle are no longer with us, old photos are going to be harder and harder to identify. Such a system could start with the pre-1900 cars and work up, extending to the thousands of faces of major personalities when the average home computer memories grow to a gigabyte during the next decade. But even now file-sorting of patents, chassis/engine/body numbers, and other numerical data offers wonderful insight into how things turned out, if nothing else.

Other Oxford journals seem to offer publishing opportunities. *Journal of Design History* (1992 four issues, \$102) would be a natural for some of us. The description of the *Journal of the History of Collections* (1992 two issues, \$45) seems open to stories about auto/literature collectors. Don't be surprised to be charged by the page, as often these things are merely academic vanity presses. Tempting, though, is a \$20 upstart called *Common Knowledge*, run by a bunch of malcontents in Dallas.

Other university presses offer regional books which may offer morsels to add to our knowledge. Perhaps monitoring of this aspect is a project for our chapters to undertake. **D.J. Kava, 1755 Bandera, Beaumont, TX 77706**

NEW ADDRESS FOR PRESIDENT, SECRETARY

Society president Jack and secretary Nan Martin have moved to a new home in Brownsburg, Indiana. Mail for them, including correspondence, membership inquiries, renewals, reinstatements, and change of address, should be sent to:

Society of Automotive Historians, Inc.
6760 E. 800 N.
Brownsburg, IN 46112 USA



LA MOTOCYLETTE EN FRANCE 1894-1914, by Jean Bourdache. *In French. 447 pages, 268 photos, 281 drawings and engravings, all in black-and-white. Hardcover, 7 x 9 3/4 inches. Published by La Vie de l'Auto, BP 88, 77303 Fontainebleau Cedex, France. Price 280 FF, 338FF air mail to USA. Prices elsewhere on request.*

This book is subtitled "In the days when the history of the motorcycle was written in French." You do not have to be a bike lover to mine its riches. Having an interest in the early evolution of the internal combustion engine, when the same little singles and twins provided the power for bikes, trikes, cars, dirigibles, boats, and fearless efforts at heavier-than-air flight, makes this book a precious one. It is a truly remarkable piece of scholarship which must have taken Jean Bourdache years to complete. His style is easy to read, relaxed, humorous, and technically precise. A bibliography includes all the early classics, plus other references which are strictly esoteric. He lists 307 marques made in France during this slice of history. Those that merit treatment in depth receive it, and they are very numerous. Landmark racing and record-setting exploits form part of the tapestry that Bourdache weaves, as well as long-forgotten personalities who shaped their epoch and the future. There is a very useful index.

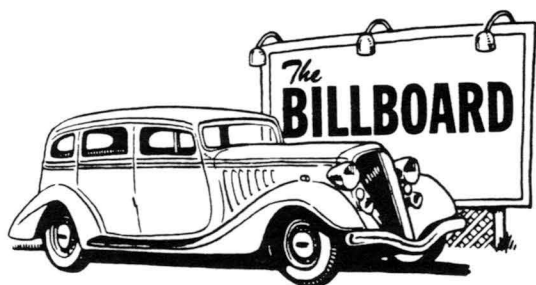
The introductory chapter does homage to "The Great Ancestors" and their experiments, and proceeds promptly to the birth of practical, series-built machines. This began with Hildebrand & Wolfmuller of Munich (hardly French) in 1894. Their successful prototype had an obvious, powerful influence on the D.S., which went into production in Paris at the end of that year. Its initials, which have the sound of "goddess" in French, were those of its founders: H.O. Duncan, who later would become noted as an automotive historian (*The World on Wheels*), and Louis Suberbie.

In this same fateful year, the De Dion-Bouton developed a very refined "mono" engine for volume production, not only for their own use but for sale to one and all. In 1895, the superb DDB trike was released, truly launching the world automotive industry. Many makes of motorcycle and car were developed around this eminently practical engine and it influenced countless other designers. For a few years the overhead, suction-operated "automatic" inlet valve and lateral, cam-operated exhaust valve were in almost universal use. Landmarks on the way were the introduction by Werner, in 1897, of a T-head automatic-inlet mono and in 1898 Tauzin's super-light V-twin. It was quickly followed by a 500 cc Aster twin which developed an unprecedented four bhp. Finally, in 1900 a genius named Elie Victor Buchet designed and built a mono with overhead valves operated by pushrods and rocker arms. This was a revolution in engine design which opened the way for the ever-increasing gains in specific power output which have followed.

In 1902, Clement released an all-pushrod V-twin, followed in '03 by a similar V-4. At the Paris Salon of 1904, F.N. of Belgium presented its famous in-line four, while in Czechoslovakia Laurin-Klement released a similar design. One of Buchet's employees, Alessandro Anzani, left him in 1904, and in '05 produced a fan-shaped three-cylinder engine, the exact origin of which was controversial. It was as successful in the air as on the ground, and enabled Bleriot in 1909 to be the first to cross the Channel in an airplane. It is strange that the single overhead camshaft, which appeared in strictly automotive engines no later than 1903, made no appearance in motorcycles during the period covered by this book. The twin-cam engine, however, first appeared in Peugeot racing bikes in 1914.

This unique book covers most of the principal features of motorcycle evolution, including frames, fork geometry, and suspension. What is important to the student of automotive history is that these same compact engines were the prime movers of the racing voiturette tradition, which played a decisive role in the development of the motor car as we know it.

-Griffith Borgeson



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, or to trade. Ads for vehicles or parts are not accepted.

WANTED: Any written or visual material about 1920s and 1930s British automobiles, especially Austins. Will copy if you agree and do not wish to sell. **Robert M. Nied, 2348 Smullian Trail N., Jacksonville, FL 32217-3535**

SABATHE: We seek leads to information on this scholar and his thermodynamic cycle. **Griffith Borgeson and Vittorio Fano, Mirail, 84240 La Motte d'Aigues, FRANCE**

WANTED: Any information, literature, photos, data, etc. relating to Alma Motor Truck Company, Michigan 1913-1914. **Errol Beutel, 12 Whitehead Road, The Gap, Queensland 4061, AUSTRALIA**

WANTED: Information and photos on cars or trucks with stainless steel bodies, to be used in an article I am writing on the subject. I can copy and return all materials promptly, including photos. Send originals via UPS or other traceable courier; mails OK for copies. **Ray I Scroggins, 509 W. Wisconsin Ave. #629, Milwaukee, WI 53203 (414) 226-4014 (M-F 8:30 AM to 6:30 PM) or FAX (414) 781-8267 (24 hrs.)**

WANTED: Information of Krastin Automobile Co., Cleveland, OH, 1902-03. Seeking photos of Krastin autos and factory. Also information on August Krastin, builder of the car. Any information welcome, including knowledge of extant Krastin cars. **Peter Kunan, 820 North Albert St., St. Paul, MN 55104**

WANTED: I'm looking for a two-page photo promotion touting Wade Morton's record-setting performance on May 7, 1929 at the Atlantic City 1 1/2-mile board track at Amatol, NJ. Morton's Auburn placed second in the 75-mile stock race won by Tom Rooney's Stutz in what one caption says was "the closest finish since the days that Roman Emperors charged the Charioteers in the Coliseum..." This two-pager titled "Graphic Story of Auburn's Successes..." has seven pictures and appeared either in a trade publication or an Auburn brochure. **Charles L. Betts, Jr., 804 Yardley Commons, Yardley, PA 19067 (215) 493-3467**

FOR SALE: Complete set of *Ford News* magazines, January 1932 to end of publication in February 1942. Entire pre-war Ford V8 era covered. Set in OUTSTANDING condition, being the result of upgrading many of the 122 issues. Set represents many years of searching to locate all issues in top condition. A rare opportunity of acquire an excellent history of the Ford V8 plus Mercury, Lincoln Zephyr and Lincoln cars. \$3950 obo. **Howard Minners, 4700 Locust Hill Court, Bethesda, MD 20814 (301) 530-1441**

LEAD: The Society has been advised of the availability of a complete set of *Road & Track* magazine for the years 1956 -1982. They are described as being in "perfect mint condition" and include a commemorative reprint of the first edition. Contact **Pat Hughes, 2045 Latham Street, Mountain View, CA 94040 (415) 940-1704**

WANTED: Any Nyberg literature, or references to serial numbers of vehicles manufactured in the USA up to the late teens. Any information you may have tucked away will be appreciated. Please call collect. **Bob Youngberg, The Henry Nyberg Society, 17822 Chicago, Lansing, IL 60438 (708) 474-3416**

FOR SALE: Large collection of restored and original radiator emblems, original magazine ads from early twenties to early thirties, manuals, miscellaneous items and more. Write or call for free copy of list. **Jeff Gillis, 2700 Timber Lane, Green Bay, WI 54313-5899 (414) 499-8797 evenings**

WANTED: Datsun/Nissan technical, service, product, and national parts bulletins, parts catalogs and microfiche, component repair manuals (e.g. transmissions), other dealer and factory documentation, showroom displays, awards, etc. I specialize in early roadster through 300ZX sports car information, but my interests are much broader. Prefer originals, but copies are welcome. **Ben Herman, P.O. Box 518, Richmond, VA 23204-0518, (804) 739-3853**

DIRECTORY UPDATE

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DECEASED

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RHYTHM & BLUES? No, Reiland & Bree. This little-known make of truck (or automotive brand, as Elliott would say), sometimes known as R&B, gained some mention and comment in recent issues of SAH Journal. This is a 1931 Reiland & Bree, pulling a 2,600 gallon Heil tank semi-trailer built for the Hughes Oil Company of Evanston, Illinois. Heil factory photo from the collection of James B. Bibb.



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