

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September–October 1992

Issue Number 140

EDITORIAL COMMENT

The more things change, the more they stay the same. When the first serious inquiries about changing type size reached me, I was of the opinion that our budget and schedule had pretty well locked us into bimonthly eight-page *Journal* with the smallest readable type. As I related in our last issue, Terry Zanes, our innovative printer, suggested a few concepts for larger type on lighter paper, and the reaction to these ideas has been wholly positive. You saw the nine-point type in *SAH Journal* No. 139, and it reappears here.

Also in my last message, I bemoaned a lack of member input, and many of you have responded handsomely. As I write, I'm not sure of the number of pages this issue will fill; that will have to be determined in the final layouts. The next, though, our post-Hershey issue, will almost certainly run to twelve pages, in order to give deserved coverage to our annual meeting, committee reports, and award presentations and still have room for feature material. Some members who never get to Hershey, and hope never to go, have expressed the feeling of being slighted when our "business issues" appear, twice a year. Hopefully, this new format will better serve their interests.

But just because some members responded with *Journal* contributions doesn't mean that you're off the hook. I have a continuing need for concise feature articles on all aspects of automotive history (preferably, well illustrated). If you can help me with that, you can help insure that our commitment to new and exciting automotive history really does stay the same.

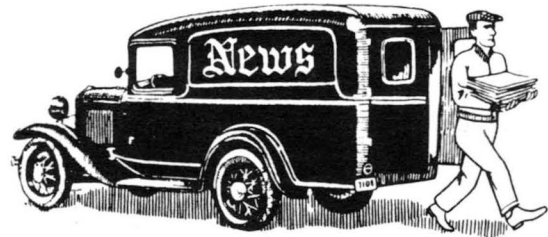
—Kit Foster

ANNUAL BANQUET OCTOBER 9TH

The Society's 1992 annual meeting and banquet will be held Friday evening, October 9, 1992, at the Hershey Country Club, the same location as last year's banquet. The event will convene with a cash bar at 6:30 PM; dinner will be served at 7:30 in the Candlelight Dining Room. The banquet will feature a traditional buffet menu.

Highlight of the evening will be the presentation of the Cugnot, Carl Benz, and Brigham publication awards, the James J. Bradley Distinguished Service Award, the new E.P. Ingersoll Award, and the naming of this year's Friend of Automotive History. Hospitality Committee chair Stacey Hanley and her committee have been at work to make arrangements for this year's banquet even better than last year. Cost of the banquet will be \$25.00 per person, and reservations with payment should be sent to treasurer Jim Cox at P.O. Box 339, Matamoras, PA 18336 by September 30th.

The Country Club is located at 1000 East Derry Road in Hershey. To reach it, travel east on Hersheypark Drive (formerly Airport Road) to the end. Turn right, over the railroad bridge, and at the next stop turn left on East Derry Road, travelling through the golfcourse. The Country Club entrance is the first right; banquetgoers should use the upper entrance and ask directions to the SAH dinner.



HERSHEY HOSPITALITY TENT BV 43-44

The SAH hospitality tent at this year's AACA National Fall Meet will return to the Blue Field at spaces **BV 43-44**. The meet will be held October 8th-10th at Hershey, Pennsylvania. Members, guests, and any persons interested in automotive history are invited to stop by anytime for camaraderie, light refreshment, or just to relax. Decals and back issues of Society publications will be on sale, and new members may be enrolled.

Hospitality chair Stacey Hanley and her committee have enlisted the help of Society members to see that the tent is staffed with volunteers for the entire duration of the meet. However, there are still several periods for which no one is signed up, and others for which additional help is needed. Please contact Stacey today at (313) 375-0645, and tell her when you could be available to help. Everyone has hectic schedules at Hershey, but if 24 members each offer to help for a two-hour period during the three-day event the burden will be equitably shared.

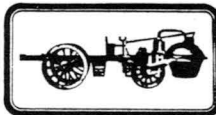
FINTZELBERG AND ZAHM ELECTED DEPTULSKI RETURNED TO BOARD

Nominations and elections chair Beverly Rae Kimes has reported that directoral candidates Nicholas Fintzelberg and Karl S. Zahm were elected in the recent balloting, and incumbent director Thomas M. Deptulski was re-elected.

This will be Deptulski's second term on the board. He serves as director of the Michigan-based Henry Leland Chapter of the Society, and organized the April 1989 SAH directors' meeting held in Detroit. He lives in Detroit where he operates an automobile restoration business.

Karl Zahm, of Rockford, Illinois, is a founder member of SAH, and is well known to many as a prolific author and historian with a particular interest in independent American automotive manufacturers. The retired head of an industrial supply firm, he also edits *The Supercharger*, quarterly publication of the Graham Owners Club-International.

Nick Fintzelberg, a professor of anthropology from San Diego, California, is also chief curator of the San Diego Automotive Museum in Balboa Park. He has served as president of regional groups of AACA, HCCA, CCCA, and the Rolls-Royce Owners Club.



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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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PRESIDENT'S MESSAGE

Dear Members:

The elections have concluded and hearty congratulations are extended to incumbent Tom Deptulski and directors-elect Nicholas Fintzelberg and Karl Zahm. Beverly Rae Kimes, nominations chair, informed me we have experienced a fine turnout of voters with more than fifty percent of the membership casting their ballots. If you voted please, stand up and take a bow.....if you neglected to exercise your option, please do so in the future. The election was very close, and we are delighted with your interest. Our thanks to each of the candidates, and to Bev for assembling an excellent slate. We are grateful to each of you for your time and interest.

Recently you have been apprised of the rising costs of mailing within the USA and the extra expense involved to service our international members. An ongoing program is in effect to study possibilities to help offset these expenses. Perhaps you may have some thoughts and suggestions to share with us. If so, please send them along. We value your opinion.

Speaking of opinion, one in particular I'll share with you is our intense interest in opening the Society to the members by listening to what you have to say. The Society is by and for the membership and petty politics are to be cast aside. A team effort from "A to Z" is the primary objective. Perhaps you may like or dislike the decisions reached by your Board of Directors. In any event, please let us know your thoughts and interest in furthering SAH as an organization by and for the members.

The annual meeting and awards banquet set for Friday evening, October 9, 1992 is fast approaching, and we urge you to forward your order for tickets to Jim Cox by return mail. Details include a cash bar at 6:30 PM and dinner, buffet style, will be served at 7:30 PM. The site is the beautiful Hershey Country Club.....and a grand evening of friendly socializing is planned.

Paul Lashbrook, chairman of the silent auction, will soon have the 1992 auction catalog ready for your consideration and bids. If you have contributed items to this fun and rewarding sale please be sure they have been sent to Paul. And if you are a buyer, don't be disappointed: please forward your bids as quickly as possible.

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

Thank you.
-Jack L. Martin

SILENT AUCTION IN THE WINGS

Shortly after receiving this *Journal* you should get your copy of this year's silent auction catalog. Auction chairman Paul Lashbrook has been laboring long during the last month to accurately catalog and describe the many lots contributed by a heartening number of members to our most important annual fund raising activity.

Paul reports that while the number of lots is nearly the same as last year's, nearly 500, there is a much greater number which will be of particular interest to practicing historians, including well over 100 automotive books.

The closing date for bidding will be clearly stated in the catalog, and will allow plenty of time for worldwide response. Results will not be available at Hershey, but will be tallied soon after the closing date and winners will be notified. Upon receipt of the bid price plus appropriate shipping, the items will be sent to the winning bidders.

UK SEMINAR SET

The Society's United Kingdom Chapter has announced the program for their second automotive history seminar, to be held Sunday, October 18th, 1992, at the National Motor Museum, Beaulieu, Hampshire, England.

Lord Montagu of Beaulieu will open the proceedings at 10:00 AM, and guest speakers will be Tom Threlfall, speaking on "The Lands End Trial, etcetera," Peter Richley on "Motoring Collectables," Soames Langton on "The Veteran Car Business," and Douglas Irvine will present a 16mm film on "The MMC London-Lugano, 1927." Also speaking will be Ian Cooling on "Jaguar Automobilia," Tony Beadle on "The World's Worst Automobile Accident," and Peter Brockes will tell attendees about "Building a Motoring Library."

The event will be held in the Museum's lecture theater, and doors will open at 9:00 AM. The seminar will break for lunch at 1:00 PM, and conclude at about 4:30 PM. Chapter secretary Peter Card advises that all SAH members will be welcome, but, since the theatre seating is limited and last year's event drew a sizeable crowd, he asks that you call or write him to be sure of a seat. Contact:

Peter W. Card
54 Willian Way
Letchworth, Herts. SG6 2HL
ENGLAND
Telephone (0252) 878555 (days)
(0462) 675117 (home)

**FINANCIAL REVIEW COMPLETE
RECORD KEEPING ADEQUATE
EXPENDITURE, AUDIT, BUDGET REFORMS
RECOMMENDED**

At their October 10, 1991 meeting, the board of directors voted that a review be conducted of the Society's finances. All financial records were delivered to public accountant William F. "Bud" King of Indianapolis, Indiana in January. The following is the text of his report.

January 25, 1992

Board of Directors
Society of Automotive Historians, Inc.
1316 Fourth Avenue
Stevens Point, WI 54481-1801

RE: Review of your Books of Record

I have reviewed your Check Book and all other records supplied to me by your treasurer. The records that are being kept are adequate and reflect all financial transactions of your organization. I would like however to make the following recommendations

1. Some manner of policy should be in writing as to approval of expenses that are to be made, and this policy be a part of organizations minutes.

2. A Balance Sheet and Operating Income and Expense Statement be prepared at a minimum of every Quarter and supplied to directors.

3. An Audit Committee be appointed each year to review records to check for compliance with organizations policy on approved expenses, and verification of Bank Account balances and Investment balances and Committee's report be made a part of your minutes.

4. A Budget be prepared each year in January and a Quarterly Report prepared on income and expenses to budget and supplied to Board members.

If there are any questions about any of the 4 recommendations, please feel free to call me at 317-257-3225 and I will be happy to discuss your questions with you.

/s/
William F. "Bud" King
6008 North Keystone Avenue
Indianapolis, IN 46220

THE 1960 FORD SHOWING

Late in 1959, I managed to get an invitation to the salesmen's showing of the new 1960 Ford automobiles. The Ford Motor Company had rented a very large auditorium in the city to display the cars for the coming season. Salesmen from Ford dealers from many miles around were invited. A bar was in operation, and free cocktails were

available. There was also a pretty young lady playing the organ. She was an excellent organist, and was also quite attractive. Of course, the more the salesmen had to drink, the more attractive she appeared to them. Someone brought her a cocktail, then someone else. Soon she began playing "My Merry Oldsmobile." Ford executives raised their eyebrows, but said nothing, as Oldsmobile was not a direct competitor of Ford.

A few cocktails later, someone suggested to the organist that she play the theme song of one of the most popular television programs of that era, the Dinah Shore Show. When the strains of "See the USA in Your Chevrolet" filled the hall, the Ford executives immediately cut off the organist's supply of cocktails.

-Nelson Bolan

WHO'S THE OLDEST?

On a visit to France a couple of years ago, I jotted down the addresses of three Lyon automobile dealerships from the 1927 annual auto issue of *La Vie Lyonnaise*. I found that cars were still being sold at two of them those 63 years later.

This span seemed amazing, but is it? With respect to businesses currently operating, what make(s) of cars have been sold longest from the same location? What showroom has served the longest in unmodified form? What dealership has had a specific franchise longest under its own name? It would be interesting to hear of members' nominations for these distinctions.

My memory doesn't extend beyond my first literature-collecting visit to showrooms at age seven, but I can submit the following candidates, all from my hometown of Huntington, West Virginia. There has been a Cadillac-Oldsmobile dealership in the same location since before 1940. Down the street is a grand showroom which retains its original appearance of circa 1930, a Dodge dealership 52 years ago, and once again Dodge after interim tenants of Mercedes and Lincoln-Mercury. Galigher Ford has been a mainstay in the community for well over half a century. A rival may be Martin Chevrolet of Manassas, Virginia (originally D.J. Martin of Triangle), now being run by the grandsons of the founder.

-Taylor Vinson

BACK ISSUES OF JOURNAL AND REVIEW

Through 1991 there have been 135 issues of *SAH Newsletter* and *Journal*. Nearly thirty are out of print, or nearly so, including numbers 2, 3, 4, 5, 6, 7, 20, 23, 25, 33, 34, 39, 43, 47, 62, 63, 65, 68, 94, 96, 99, 100, 101, 118, 124, 125, 126, and 129. Single copies of other numbers \$1.00 each, postpaid USA. Complete set of remaining numbers (approx. 105-110 issues) \$75.00 postpaid USA.

Through 1991 there have been 26 issues of *Automotive History Review*. Numbers 2, 18, 19, 20, and 21 are out of print (some of these, either as originals or copies are included in sets). Single copies of other numbers \$4.00 each postpaid USA. We have a very limited number of sets of 24 issues (which include two numbers as copier reproductions) for \$75.00 postpaid USA.

Make checks payable to Society of Automotive Historians, Inc., and order from Fred Roe, 837 Winter Street, Holliston, MA 01746-1129 USA. Inquire for shipping outside USA.

FRONT DRIVE PIONEER

J.A. Gregoire Dies at 93

by Jan P. Norbye

A most versatile and influential engineer has passed on at the age of 93. He was active till the end, but succumbed to a sudden heart attack during the August heat.

Forever concerned with the automobile and its future, Jean-Albert Gregoire published his last major work "Living Without Petroleum" in 1979. He had been an advocate of electric cars since World War II, and designed a small battery-electric two-seater which was put into series production in France in 1942. In the autumn of 1971 he let me drive his latest prototype around in the streets of Paris.

His fame rests on his contributions to the advance of front wheel drive, beginning in 1926 with his partnership with Pierre Fenaille, the inventor of a constant-velocity universal joint. Gregoire's name figures alongside Fenaille's on subsequent patents for elaborations and special applications of what became the Tracta joint.

To publicize their invention and satisfy Gregoire's need to exercise his passion for motor racing, they began producing Tracta sports cars. Gregoire and Fenaille had a lucrative sideline as car dealers in Versailles, selling several makes, including the popular Mathis, but their garage was too small for anything but repair work, so Tracta car production was subcontracted to Etablissements Langlois & Jornod at Courbevoie. Later, Gregoire erected a Tracta factory at Asnieres, which he never abandoned.

Gregoire himself was one of the team drivers and Tracta's success at Le Mans in the 1927-1930 period was outstanding. The Tracta won its class in two consecutive events and racked up an outstanding reliability record. Out of nine starters, eight cars finished the 24-hour race.

At a time when the leading but not yet fully developed constant-velocity joints (Weiss-Bendix, Spicer, and Rzeppa) suffered severe wear and noise problems, and a worrisome failure rate, the Tracta joint was trouble-free. Several makers, including Citroen, DKW, and Adler, tested Tracta joints extensively, and even sold some cars fitted with them. The payoff came in World War II, when all the Willys Jeeps and many other Allied military vehicles were equipped with Tracta joints produced under license by New Process Gear.

In 1937, Gregoire designed a light car with a cast aluminum frame (including the cowl structure) and front wheel drive. It became the Amilcar Compound, and was produced by Hotchkiss.

To me, his greatest masterpiece was the prototype he created in 1943 under contract with Aluminium Francais. It featured a monocoque aluminum body, all-independent suspension with variable rate springs, front wheel drive, and an air-cooled flat-twin engine mounted ahead of the front wheel axis. Due to its lightness, it had lively performance. Gregoire's suspension systems assured outstanding road behavior.

Gregoire realized he was sitting on a hot property, and the postwar French government, for whom the rebuilding of an automobile industry was a pressing priority, got interested in it. The government wanted Simca to produce it, but Simca was under Fiat's control, and the Italians turned it down. Instead, the Gregoire prototype was given to Panhard et Levassor, a firm of lesser production capacity but with engineering traditions demanding the greatest respect.

After a certain amount of redesign, mainly involving the engine (Gregoire was basically not an engine man) and rear suspension, the car came on the market late in 1946 as the Dyna-Panhard. It was very well received, and led to generations of front wheel drive Panhard cars with air-cooled flat-twin engines.

Gregoire also sold the British production rights for the car to W. Denis Kendall of Grantham, Lincolnshire, and the Australian rights to Laurence J. Hartnett, former head of GM-Holden, but neither project got very far.

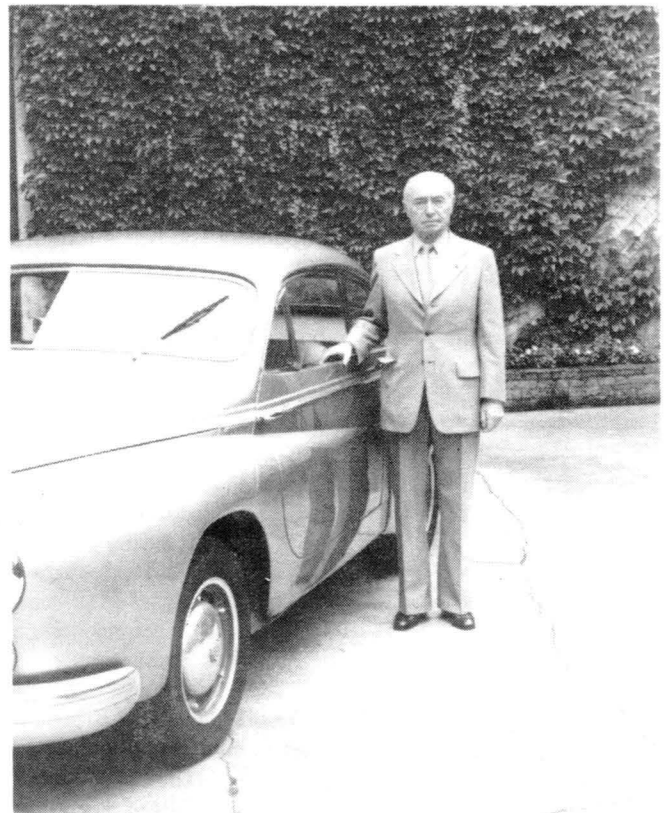
Wanting to extend his empire into automobiles, Henry J. Kaiser paid Gregoire a cool million dollars for the American manufacturing rights. But the problems of producing such a radically different car in the USA were overwhelming, and the Kaiser car, when it appeared, was a temple of engineering conformity with Detroit practice.

Gregoire remained on Hotchkiss's payroll after the war, but had privately designed and developed a bigger car, powered by a water-cooled flat-four two-liter engine, carried in the front overhang, with front wheel drive. For this car, Gregoire also designed a remarkably well streamlined body. Hotchkiss agreed to take it over, and produced it from 1952 to 1954. Gregoire continued to refine the design, and produced a number of chassis in the old Tracta plant, up to 1957, some of which were equipped with cabriolet bodies by Henri Chapron.

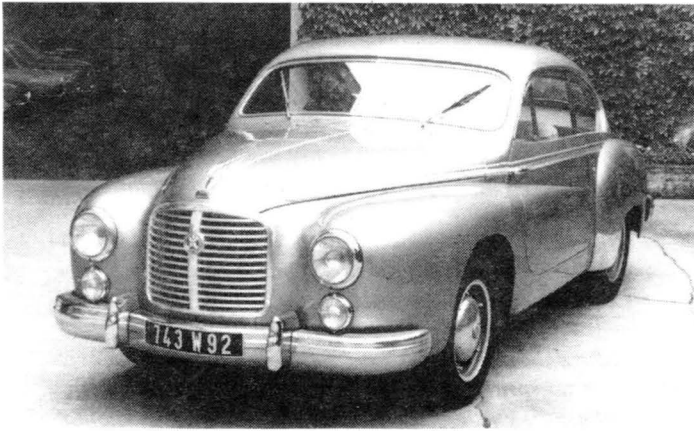
A true streamliner, powered by a Turbomeca gas turbine and sponsored by the Campagne Electro-Mecanique, designed by Gregoire, was displayed at the Paris Salon in 1953. But it had rear wheel drive and not a Tracta joint anywhere.

Retired from Hotchkiss, he developed a pneumatic suspension kit, the Aerostable, which became a factory-installed option for the Renault Dauphine. In 1965 he became a consultant to Charbonnages de France, then in the throes of reconversion from coal mining to other industries. He led CdF into plastics and modular housing in a big way.

On day in 1977 we had lunch at his club, the Racing Club de France, in the Bois de Boulogne, where he still went jogging every morning. He revealed that athletics had always been part of his daily life. He had played rugby at the College Stanislas, and in 1917 was French champion for the 100-meter sprint.



Jean-Albert Gregoire, July 7, 1899–August 19, 1992 (1977 photo).
Courtesy of Jan P. Norbye



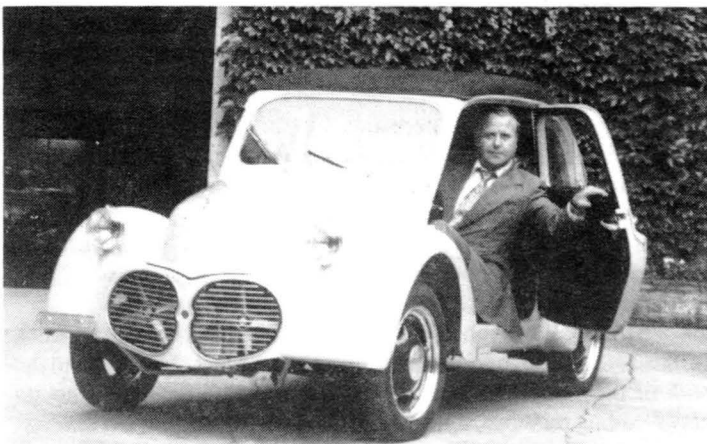
1952 Hotchkiss Gregoire. Courtesy of Jan P. Norbye

After graduation from the prestigious Ecole Polytechnique in 1918, he held a job as an engineer with a textile machinery firm, and later went to Madagascar for a mining and oil drilling company.

Later in his career, he began to enjoy writing. He drew on his racing experience for *L'aventure Automobile* and *Les 24 Heures du Mans*, but also wrote crime fiction (*l'Ombre de l'Argent = the shadow of money*, *Un Homme Timide*, and *Les Fanatiques*). He published his autobiography *50 Years of Automobiles* in 1974, in which he gives tremendous credit to John Walter Christie and Harry Miller as the real fathers of front wheel drive. He could do that without false modesty. Nothing can diminish the value of his work, nor his stature as one of the giants of automotive engineering.



Above, 1939 Amilcar Compound. Below, Jan Norbye at the wheel of Gregoire's 1943 prototype for Aluminium Francaise. Courtesy of Jan P. Norbye



JUST IN TIME

In regards to the article about “just in time” manufacturing in *SAH Journal* No. 138, Henry Ford had already recognized the benefits of keeping stock levels at close limits during the early production of the Model T. The wonderful volume *Ford Methods and Ford Shops* published in 1919 describes his methods in use from 1913. Ford's inventory control systems were minutely systemized, and stocks were kept to a minimum level. Shortages were handled by assigned shortage chasers. Ford's efficient stock control system employed 1294 personnel at the Highland Park plant. **Jim Schild, P.O. Box 510, Florissant, MO 63032**

WE GOT THE POINT

The “What's the Point?” article in *SAH Journal* No. 139 raises an interesting question which I cannot answer. I agree with Mr. Zimmerman that the car is not a Packard, although the disc wheels, hubs, hub caps, and general shape of the body greatly resemble Packard. The reasons I say it is not a Packard are: (1) the unusual mounting position of the spare tire; it seems to be awkwardly high, making the trunk handle quite close to the spare tire. (2) the bumperettes seem to be of an odd shape; perhaps it is the angle from which the photo was taken, but the right one appears to be located too far to the left, making it appear to almost touch the spare tire and affording almost no protection to the right rear fender. (3) the tail light is round where the Packard light would have an oval shape.

When the member with the right information tells us the correct make, it would not surprise me if it turns out to be a medium or slightly-higher priced car, but not in the Packard price range, such as a Wills Sainte Claire, Moon, Hupmobile, or similar fairly low production or assembled make of car. **Nelson Bolan, 2131 NE 41st St., Lighthouse Point, FL 33064**

You seem to be on the right track. See below.

—Editor

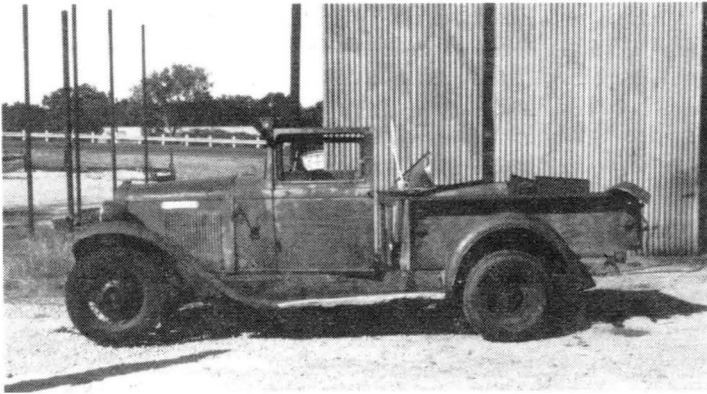
The mystery car, *SAH Journal* No. 139, looks to me like a 1928 Hupmobile Six Opera Coupe, a body style also called Victoria Coupe. (When Ford produced this elite body style in 1931, the spelling stayed the same but pronunciation shifted from French to English, from COUPAY to COOP.) **Richard E. Hawes, B-25 Ox-Haven Apts., Oxford, PA 19363**

INTERNATIONAL AFFAIR

We have purchased a 1933 International Model D-1 half ton pickup. There seems to be very little information on this make of truck, and we expect that parts will be difficult to obtain.

We would like very much to have any information available for this make and year of pickup, such as service or parts manuals. In particular, we have not been able to find any photographs to use for reference in restoring the cab.

Any photos, brochures, or factory manuals would be very helpful. **Mike and Maria Kinsey, 406 - 13th St., Bridgeport, TX 76426 (817) 683-3104, FAX (817) 683-2649**



THE SELF SHIFTER

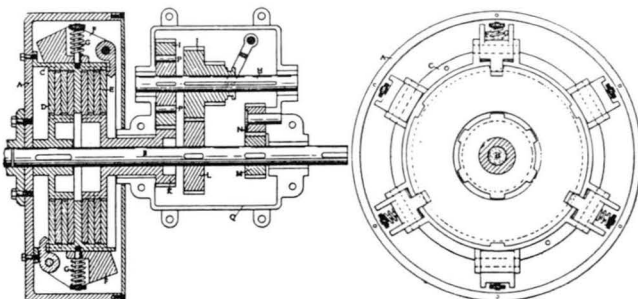
Regarding the first "self shifter," *Cycle and Automotive Trade Journal*, 1/1/04, describes an automatic shifting device used in the Sturtevant automobile. The device employed a set of centrifugal clutches, which operated at selected rpm. This is the earliest self shifter that I have discovered. **Bill Cuthbert, 4555 Cherry Ave., Santa Maria, CA 93455**

The Sturtevant Mill Co., Harrison Square, Boston, Mass., well known manufacturers of high-class machinery, have produced the car we here illustrate, in which the engine speed and the speed of the car is automatically controlled, through automatic clutches.

A foot button controls engine speed, engages and disengages the clutches, changes the gear trains (3 speeds), throttles, varies the mixture, and advances the spark.

It is also equipped with an airbrake, and has many other original features, all of which are offered to automobile makers generally on a royalty basis.....

The simple mechanism of the gripping and gear-changing clutches, by which so much is accomplished, are almost as remarkable as the results produced. The clutches are in the flywheel, and each clutch actuates a set of gears of the usual type, in the gear box. The enclosing flywheel shell is of the common size and appearance; the clutches giving to it the necessary weight; therefore adding none.



Each clutch consists of a number of discs, friction clutch plates of large diameter, that are forced together to grip by the flywheel enclosed peripheral weights, which move out by centrifugal force like the weights of a governor to cause the clutch grip. The weights for each clutch are held back by springs, as in a governor, and only when accelerated rotations overcome the springs, which control each weight, can its plates grip. They release when revolutions sufficiently lessen. The first springs, those of the lowest speed clutch, are set to permit grip and start the car as soon as the motor is accelerated (by pressing the foot button) to 300 R.P.M. This low speed clutch then seizes and drives its gears. When the motor speed reaches 500 R.P.M. the second clutch weights overcome their springs, and then the motor drives by the second speed gears. Further depression of the engine pedal continues the acceleration of the engine until the highest speed clutch is engaged, should the grade and surface of the road permit.

A silent roller ratchet is therefore introduced into the hub of one of the gears in the speed-reduction train, and this allows its shaft to overrun and to turn within it at a greater speed than it would be turned by means of the gear itself, thus allowing the two clutches to be in action at the same time.

Cycle and Automotive Trade Journal, -Oct. 1, 1904



SEAGRAVE: A PICTORIAL HISTORY OF SEAGRAVE FIRE APPARATUS, by Matthew Lee. 360 pages, 850 black and white illustrations. Hardbound, 8 1/2 x 11 inches. ISBN 0-96030472-0-5. Published by Matthew Lee, P.O. Box 55, Plymouth, MI 48170. \$42.95 postpaid.

This is a notable accomplishment in chronicling the story of one of the most prestigious makes of fire apparatus. Matthew Lee, whose pictorial history of the apparatus of the Detroit Fire Department (see review, *SAH Journal* No. 129) made a big splash a couple of years ago, is an authority on Seagrave and has now undertaken to tell the story of this manufacturer.

One of the more interesting bits of trivia surrounding the Seagrave is the fact that its first motorized pieces of apparatus were placed into service in Vancouver, British Columbia, antedating the company's Canadian adjunct. Seagrave has made a tremendous number of different models, which have proven their worth as attested by the number of communities which have remained faithful customers.

This book is an absolute must for fire equipment lovers, truck enthusiasts, and anyone else who thrills to the clang of the bell and the bark of the cutout, as Seagraves roll out of their headquarters on never-ending missions.

—Keith Marvin

MOTORIZED FIRE APPARATUS OF THE WEST 1900-1960, by Wayne Sorensen and Donald Wood. 232 pages, more than 525 black and white photos. Softbound, 8 1/2 x 11 inches. ISBN 0-933449-11-9. Published by Transportation Trails, 9698 W. Judson Road, Polo, IL 61064. \$43.00 plus shipping and handling, Illinois residents please add sales tax.

The subject of fire apparatus has not exactly been underwritten in the last few years, but nearly all published material has focused either on a specific manufacturer or the history of a particular fire department. This is where the difference lies, for this book is regionally-oriented, and covers machinery constructed to meet the special needs of the western part of the country. It is a formidable chronicle, as it covers fire apparatus manufactured in the West, as well as that built east of the Mississippi for service in the West.

Variety abounds in these pages with various examples of the more prominent makes of apparatus sharing space with some of the lesser-known brands. The tale covers a wide spectrum, and is different from any other study I've seen to date. Speaking as an ardent enthusiast of fire apparatus history, I've encountered in these pages machinery carrying badges which were, until now, unknown to me. These were small producers, probably, in many cases, but well-known in their area of production and sales.

If you are oriented toward fire apparatus, you should probably have this book. If you're not, there's no harm in looking. You may become an instant convert.

—Keith Marvin

PONTIAC: THEY BUILT EXCITEMENT, by Thomas E. Bonsall. 160 pages, over 300 illustrations, 40 in color. Hardbound, 17 x 9 inches (horizontal). Stony Run Press, P.O. Box 16355, Baltimore, MD 21210. \$29.95 plus \$4.00 shipping and handling.

The author confronts the obvious question in his preface: "Why another Pontiac book?" After all, he and others have turned out a number of earlier volumes on the marque. This book was conceived, he relates, by his realization that there was much material yet unpublished about *why* the various Pontiacs were created, and by whom.

He begins with the Pontiac Buggy Company, in 1893, and explains how that entity fell into the domain of Billy Durant, and hence General Motors. He belies the notion that Pontiac, the "companion make," killed off its parent Oakland; indeed, Bonsall feels strongly that Pontiac prolonged the division's life, and that had it not come along the Oakland would have been axed years sooner. Pontiac, he tells us, was a GM corporate project, and was rejected by Oldsmobile before being taken up by ailing Oakland.

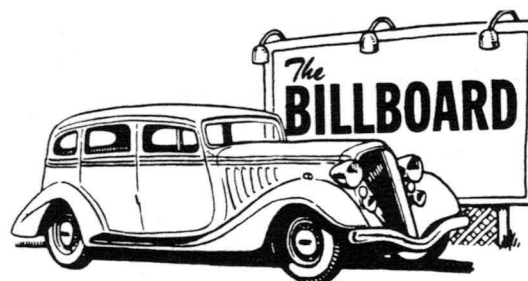
As one might expect from the title, taken from a division slogan barely a decade old, there is much focus on recent history. Three chapters are devoted to post-1980 matters, two of which concern the development of 1992 models, an emphasis that may seem misguided to some of us now. In another couple of decades, though, we'll probably be very glad that *somebody* took the time and trouble to write it all down before half of it was forgotten. There are chapters on advertising, racing, Canadian and overseas activities, and trucks and commercial lines. Appendices cover Pontiac emblems over the years, US production figures by model, and prices and specifications.

Sure, there are some things of which to complain. Somebody, either Bonsall or his editor James Moody, felt the need to "Americanize" the spelling of GM Art and Colour, and the notion that sealed

beams were government mandate in 1940 is yet again (incorrectly) immortalized. I found the pages "individually designed for maximum readability and visual appeal" (quote from the promo brochure, itself a nice piece of work) to be maddening, for the text to which the illustrations relate is invariably on another page. And someone, either author or editor, can't seem to decide when to use a plural verb.

These quibbles aside, it's a good job, *and* a good read. Bonsall is to be commended for chronicling recent history, even if it does unbalance the book. Many of the photos are "new," and a goodly number show stages of development that are so important to understanding automotive history. Even enthusiasts who are not fanciers of Indian lore will find this book of interest.

—Kit Foster



FOR SALE: About 3,500 automotive history paper and book items; quite diversified; originals 1898-1980. Many are very, extremely rare and unusual. No duplicates. Domestic only, no motorcycles, very little on racing. Let me know your interests. Nelson Bolan, 2131 NE 41st St., Light-house Point, FL 33064

FOR SALE: *Automobile Trade Journal*, 6/19, 7/19, 9/19, 11/19, 5/20, 5/20, 9/20, 10/20, 12/20, 3/21, 3/27. *Auto Digest*, 3/19, 5/30, 4/51, 10/51, 11/51, 8/53, 11/53. *Motor*, 1/32, 6/35, 6/41, 7/41, 6/42, 9/42, 10/43, 1/44, 5/44, 9/48. *Motor Age*, 9/6/00, 2/13/19, 1/7/26, 7/26/28, 8/1/38, 9/1/40, 12/1/40, 1/1/41, 2/1/41, 11/1/41, 6/1/42, 7/1/48, 3/1/49, 5/1/52, 10/1/53, 1/1/54. Write for condition and price. Bill Cuthbert, 4555 Cherry Ave., Santa Maria, CA 93455

LOOKING FOR: Original items for the Chadwick auto (circa 1910, Pottstown, PA) and any literature on 1952-54 Siata Gran Sport. Jim Robinson, 625 Oak Springs Dr., Edmond, OK 73034 (405) 340-6826

WANTED: Formulae for calculating French "CV" engine horsepower rating and also German DIN "PS" rating. James Petrik, 7275 Berwood Dr., Madeira, OH 45243

WANTED: Leads on articles and/or contacts with information on renting collector cars as a hobby or business (for an article). John Chevedden, 2215 Nelson Ave. #205, Redondo Beach, CA 90278 (310) 371-7872

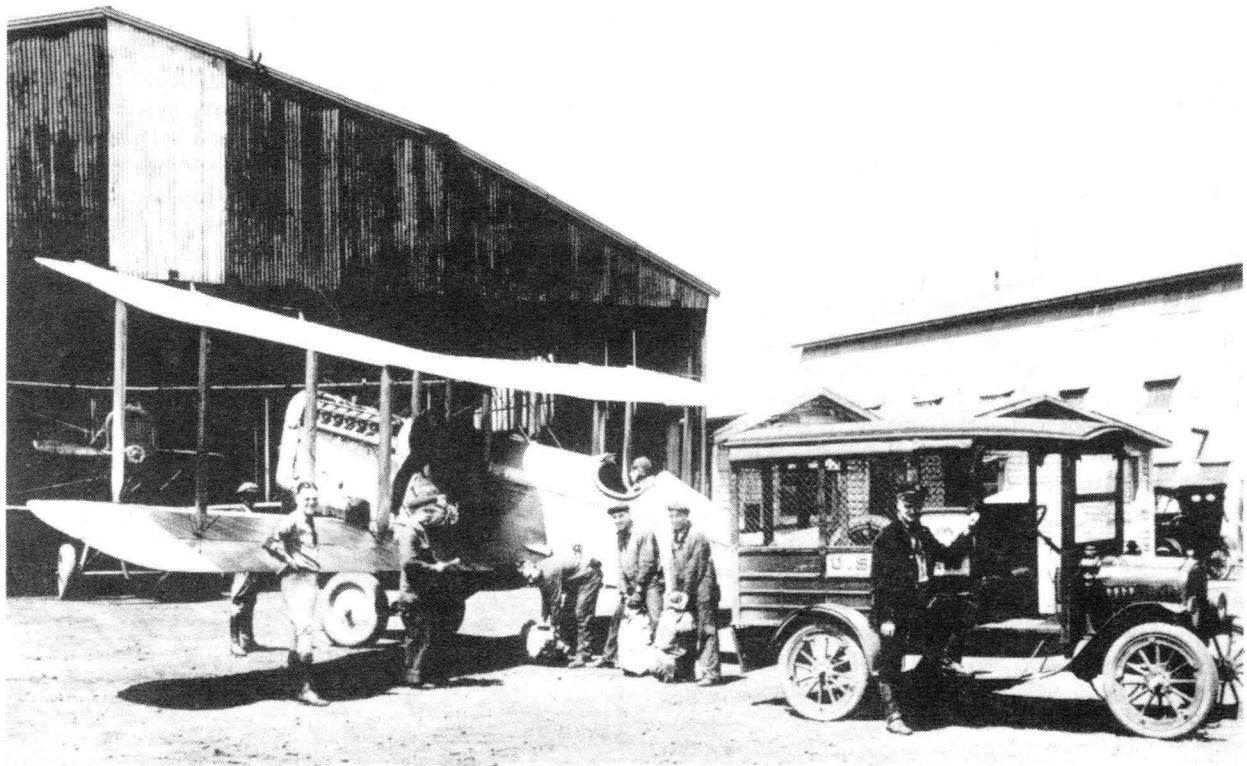
DIRECTORY UPDATE

CHANGES OF ADDRESS

Robinson, Walter F., Jr.....110
15014 SE 20th Street
Bellevue, WA 98007-6128

Stokes, Myron D.....1425
16562 Appoline Street
Detroit, MI 48235-4130

Vernon, Marc C.....1513
8010 Woodglen Lane, Apt. 101
Downers Grove, IL 60516-4568



AIR MAIL: Last year we published a car/train photo and promised equal space for an auto/aviation pic if a suitable one were submitted. First to respond was Hayden Shepley, who sent this photo from the 1920s. The truck is obviously a Model T Ford, but readers are invited to date it precisely and also identify the plane. Courtesy of Hayden Shepley

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