

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March–April 1993

Issue Number 143

EDITORIAL COMMENT

The last thing you want to hear about, I'm sure, is another attack on your wallet. I reserve for myself the first words in each *Journal*, so let me use them to tell you what is most important for the continued well-being of our Society: dues are going to have to go up.

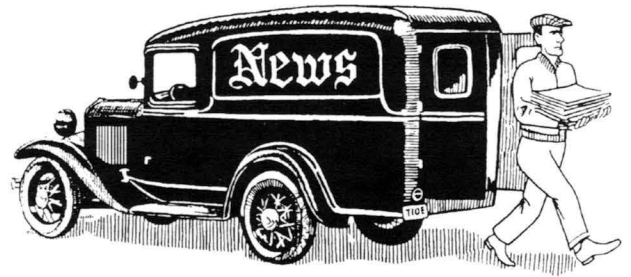
Your directors met on April third, in Mequon, Wisconsin, and wrestled with the issues confronting our organization, chief among them our financial well-being. Many of you had written in response to my last editorial, and your counsel was valuable to the board in reaching their decision. Your letters contained a common thread: we should not mortgage the future of the Society by deficit spending. And since we have not worked out any sure-fire fund-raising scheme to erase the projected near-\$6,000 deficit, even after cutting expenses to the bone, it was unanimously agreed that dues would be raised to \$25.00, beginning in the 1994 membership year.

This is our first such increase in over ten years, and the directors felt it should be as modest as possible, given the realities of income and outgo. At our present level of membership, it will deal with about half the annual deficit, and it is reasonable to expect that the silent auction may make up the other half. The board will re-evaluate the situation at next year's spring meeting. While twenty five per cent is a larger increase than desirable, it is very much needed and it is hoped that the whole membership will continue to feel they get their money's worth from SAH.

Feelings were less united on the matter of a possible postal surcharge for non-US members. Some directors felt that the Society should charge each member in relation to what it cost to serve him or her; others were convinced that our "flat" dues structure contributed to our being very much a worldwide organization, and that we should do all we could to perpetuate and extend that attribute. The latter view prevailed in the voting, but the issue will likely be debated again. The feelings of a recent European member pretty well sum up the directors' vote: "I don't mind to pay a little more for membership, being a non-American member. The policy to open up SAH for non-Americans by maintaining equal dues worldwide, however, is a gallant one, to be praised.....For some of us it is already a punishment to be interested in parts of US automotive history and live outside the USA, making all work even more of a chore." The member refers to the fact that in most cases there are substantial currency exchange commissions to be paid by non-US members so that the Society can bank all dues as US dollars. These can, in some cases, rival the cost of dues themselves.

There may be a better way. We are investigating whether there's any way an organization of our size can participate in international electronic banking, and, if so, what it would cost us as a group. The answer to this question is not obvious, and we are investigating several angles. The directors will consider the viable options at their October meeting, and if there are any bright new initiatives on the horizon we'll tell you about them in the November–December *Journal*.

–Kit Foster



DUES TO RISE FOR '94 "FLAT" STRUCTURE TO REMAIN

The Society's directors, at their April third meeting, voted to increase the annual membership dues to \$25.00, effective with the 1994 membership year. This is the first increase in over ten years, and was adopted in order to keep pace with necessary expenses, the majority of which result from the Society's publications. As before, dues are charged to all active members; honorary, life, and founder members are not required to pay annual dues.

The directors gave consideration to a postal surcharge, to partially offset the additional costs of mailing publications and other materials to members living outside the United States, but decided not to adopt such a measure at this time. Dues for all active members will be \$25.00, and will be reflected in the 1994 renewal notices, to be mailed in November of this year.

SOCAL PLANS ELEVENTH LITFAIRE

The Society's Southern California Chapter has announced its eleventh Literature Faire and Exchange, an automotive literature and automobilia swap meet, in Pasadena on Sunday, June 27, 1993.

The Faire, being held at Pasadena City College parking lots, on Hill Avenue at the corner of Colorado Boulevard, will host a great number of vendors; many of last year's sellers have already reserved their spaces, and chairman Jeff Minard expects the 20 x 20 foot spaces may sell out by the first of June, as they did last year.

Merchandise is restricted to automotive literature, memorabilia, and small collectibles. No non-automotive items or auto parts will be allowed. This selection of wares, however, will be of prime interest to historians. California swap meets start early, and this one is no exception: selling begins at 6 AM. Parking is available and free, a short walk away on Hill Avenue beyond the tennis courts.

To reserve selling spaces, contact Jeff Minard at 2808 Oak Avenue, Manhattan Beach, CA 90266, or call him at (310) 545-1070. Spaces are a traditional bargain at \$15.00 each, but reserve yours early.



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

Richard B. Brigham, Editor Emeritus

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Brownsburg, IN 46112

PRESIDENT'S MESSAGE

Dear Members,

The winter directors' meeting, held April 2-3 in Mequon, Wisconsin, is a fond memory, and I am happy to report that it was productive and meaningful, thanks to the directors quickly and efficiently addressing the various agenda items. Since late last year, we have received many letters of response to our question of how to address the ever-increasing cost of servicing the membership, and the vast majority of respondents are well aware of the problems facing SAH today. Many pointedly commented that a general dues increase was in order, and even some years past due. The directors unanimously voted for a modest increase in annual dues, effective in 1994, and complete details are contained elsewhere in this issue.

We are sorry to inform you that Chester J. Haines, Jr., has notified us that it is necessary for him to resign as a director because of increasing personal responsibilities. Thank you, Chet, for the wonderful work you have done completely revising our membership data base and computer program. We are grateful to you for everything you have done for the Society, and want you to know you'll be missed.

Matthew C. Sonfield, chair of the Cugnot/Benz Award Committee, has been elected by the board to complete Chet's remaining term. Welcome aboard, Matt; we are delighted to have you.

It is my pleasure to inform you that Karl S. Zahm of Rockford, Illinois, has accepted the chair of the silent auction for 1993, and will soon be contacting you for your help and to encourage your contribution of books, literature, and related materials for this year's sale.

On Friday evening of the meeting weekend, the directors, their guests, and members of the Wisconsin Chapter visited the Brooks Stevens Automotive Museum, and we were greeted by Mr. Stevens and capable Alice Preston, museum curator. Their friendliness made us feel right at home as they personally escorted us through this enviable collection of some 65 vehicles, including a rare Bugatti and, of course, the exciting Excaliburs created by our host.

Saturday afternoon, after the meeting, we journeyed to Slinger, Wisconsin, and spent a rewarding two hours at the Historic Venerable Fire Company. Although the Company collection is only open to the public on first Sundays from May to October, Mary Franz welcomed us and provided an informative and entertaining tour of their excellent museum. More than 44 pieces of custom-built fire apparatus are on hand, including an 1876 Silsby Steamer and a marvelous operational exhibit of Gamewell alarm equipment. Don't miss this if you're in the area in season.

After completing our tour in Slinger, we continued to the Hartford Heritage Auto Museum, home of the Kissel automobile and located in a beautifully restored building on Rural Street, adjacent to Main Street in Hartford, Wisconsin. Dale Anderson, executive director, and Val V. Quandt MD, volunteer coordinator, launched our evening in a fine manner by describing some of the operational and administrative details necessary to maintain a museum. Dale and Doc provided an insight into the Kissel automobile and the brothers William and George Kissel who produced their first experimental model in 1906. During the next twenty-five years they produced some 35,000 cars and trucks before the great depression curtailed manufacturing and forced them into closing their doors in September of 1930. The company continued selling taxicabs and other remaining cars into 1931. Reorganized in 1932 as the Kissel Industries to produce a number of products, chiefly the Water Witch outboard engines, the firm exists today as the US Marine Division of Brunswick. Thank you, Dale and Doc, for a fine evening, and for introducing us to the Main Street Cafe, truly a diner's delight....and a "let's return here soon" type of place.

Please help your Society to 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



Brooks Stevens and museum curator Alice Preston offer commentary on the twelve-cylinder experimental Marmon for SAH directors and their guests.

OFFICER AND DIRECTOR NOMINATIONS

This year the Society will elect four officers for two-year terms and three directors to serve three-year terms, commencing at the close of 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 8th). The Committee, chaired by Beverly Rae Kimes, would like to hear from members interested in running for president, vice president, secretary, or treasurer, or for the board of directors. 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, and at varying locations in late winter or early spring of each year. Officers and directors must attend at least one meeting each year, and are expected to attend each meeting.

Any member may petition for nomination by submitting supporting signatures of two per cent of the active membership (at this 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 first. Send them to:

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

'93 SILENT AUCTION GATHERS STEAM BOOKS, LITERATURE, MEMORABILIA SOUGHT

Most winning bidders from the 1992 silent auction of literature and memorabilia should now have their merchandise. Those who do not will receive their lots upon receipt of payment by auction chair Paul Lashbrook.

Director Karl Zahm has volunteered to chair the 1993 auction, and has asked that members again scour their libraries and attics for items suitable for this year's event. As in the past, automotive books, manuals, sales literature, artwork, memorabilia, and collectibles are sought for the Society's most important fund-raising event. There is much work to be done in cataloging the materials for bidding, so members are asked to forward items as soon as possible, but in any case no later than July first, to:

Karl S. Zahm
1993 SAH Silent Auction
4520 Edgewood Hills Drive
Rockford, Illinois 61108

OBITUARY

GEORGE T. BEATTIE

George R. Beattie, SAH member number 586, passed away in the autumn of 1992, after several years of failing health. He was an ardent supporter of automotive history documentation, and had many friends in both SAH and the Marmon Club. He was ready to assemble his restored 1920 Marmon close-coupled touring when his health failed. He had also preserved the Marmon 34 chassis once in the Franklin Institute which has air-powered clutch, brakes (four wheel), and chokeless, silent starting.

—George and Stacey Hanley

WARTH PUBLISHES NEW VALUE GUIDE

SAH member Tom Warth has published a new edition of his *Car Book Value Guide and Bibliography*. This 1993 edition, containing many more listings than the earlier edition, contains 207 pages of data on known out-of-print automotive books published since World War II (and some from before that time). Books are listed by title, author, value, and subject. Historians may not be so concerned about values, but will find this listing of use as a bibliography, probably the most complete to date.

Car Book Value Guide and Bibliography is available at \$19.95 postpaid from Tew Press, Lumberyard Shops, Marine-on-St. Croix, MN 55047

POWELL HONORED WITH FRANKLIN AWARD

SAH member Sinclair Powell, of Ann Arbor, Michigan, has been honored by Syracuse University with the Franklin Award for Distinguished Service in Transportation. The Award recognizes Powell's extensive research on the H.H. Franklin Company of Syracuse, and his forthcoming book on the Company and its automobiles.

He is a graduate of Michigan State University and holds a law degree from Cornell. Most recently head of his own law firm, Powell has also been assistant general counsel of the Maryland-National Capital Park and Planning Commission, city manager of Oakmont, Pennsylvania and Ypsilanti, Michigan, and director of urban development in Columbus, Ohio.

The Award was presented during the 42nd Harry E. Salzborg Memorial Lecture Program on April 16th, in Syracuse, New York.

CENTENNIAL BOOK PLANNED WRITE A CHAPTER

Pursuant to the celebration of the 100th anniversary of the American automobile industry in 1996, the Society is planning a centennial book. Its authors will be our members, and this announcement is the official invitation to the membership to participate in this exciting project.

The SAH centennial volume will be published and distributed as a commercial venture for sale to libraries, through direct mail, bookstores, and other retail outlets. It will be as eclectic as our Society: subjects for this anthology may run a wide gamut, covering anything related to the automobile over the industry's first century. Hopefully, members will wish to tackle business, social, sporting, technological, and cultural aspects of the automobile. Regional histories of the American car would be super. Members outside the USA might wish to address the role of the American automobile in their countries. Biography is welcome; so is humor. Chapters may concern one car or a lot of them, one event or a series. Length is the writer's option, 500 to 5,000 words - whatever is needed to tell the story.

The book promises to be a threefold boon to the Society. First, the royalties will help the treasury. Second, its distribution will spread the word of the Society far and wide. Third, the book will emphasize the wide scope of our membership, for each article will be accompanied by a biographical sketch of the author.

We hope this is a bandwagon on which you'll want to hop. Jim Wren, former SAH director and retiring patent manager of the American Automobile Manufacturers Association (formerly MVMA), is chair of the Centennial Book Committee. Please send article proposals to him at 5930 Glen Eagles Drive, West Bloomfield, MI 48033.

1994 NATIONAL SYMPOSIUM PLANNED FOR AUBURN

A national symposium on the history of the automobile is planned for July 1st and 2nd, 1994, under the sponsorship of the Indiana Historical Society, in conjunction with the Auburn-Cord-Duesenberg Museum and the National Automotive and Truck Museum of the United States. The date will commemorate Elwood Haynes' first drive in an automobile of his own making, on July 4th, 1894, in Kokomo. This was perhaps not the first outing in an automobile in Indiana, but was a well-documented event and will serve as focal point for the celebration.

Speakers from throughout the world will present papers, and take part in panel discussions of the history of the automobile and its effect on society. Other events being planned include a national meet of Indiana-built cars, an exhibit of pre-1900 cars, both organized by the A-C-D Museum, a travelling exhibit of automotive history prepared by the Indiana Historical Society, and a poster contest.

Possible topics for papers include: the first operating automobile, patented automobile, or manufactured automobile; technological improvements; roads; laws; the future of the automobile; automobile museums; collecting automobiles; music and the automobile; cultural influences of the automobile; courting in automobiles; foreign influence; corporate history; specific company histories; periodicals; automotive books; transportation by automobile; subsidies (e.g. RFD); transportation by trucks; roadside architecture; design; automotive art; the effect of the automobile on the environment; and social influences of the automobile. Prospective presenters should submit a one-page abstract by September 1st, 1993 to:

Robert M. Taylor, Jr.
Director, Education Division
Indiana Historical Society
315 West Ohio Street
Indianapolis, IN 46202
Phone (317) 232-1876
FAX (317) 232-3109

Notification of primary acceptance will be made by October first.

For information on other aspects of the symposium, contact the Historical Society at the above address.

AMSTERDAM'S AUTO RAI

The Auto RAI, the biennial passenger car exhibition held February 4th-14th in the RAI buildings in Amsterdam, was the place of some world premieres, but also the show of missing shining stars, held back for Geneva in March. Among the brightest stars dearly missed was the new Ford Mondeo (Sierras were at the stands). Four years ago, Ford Nederland BV was forced to put the old-style Fiesta on show, while pictures and road tests of the new current model were already printed. One wonders why Ford treats its Dutch agency so hard, twice in four years, with nothing special to put on display.

GM of Europe's pride, Opel, has a new version of the Corsa available shortly; it wasn't to see Amsterdam yet. Citroen has the new Xantia coming, but none of them were seen in Amsterdam. The PSA concern, to which Citroen belongs, however, assured Amsterdam of one world premiere with the new 306 model, successor to the 309 in a market segment where Holland now belongs to Opel, with the Astra range. Other popular cars in this

category in Europe are the VW Golf, Fiat Tipo, and Ford Escort.

On a positive note, the new introductions were the hatchback versions of the Mitsubishi Galant, the Hyundai Grandeur, and the Volvo 850 Estate, successor to the faithful 240 Estate. Then there was the new sedan bodyshape for the Jaguar V12 engine (the new XJ12), but the attention for the car was second to the real eyecatcher at the Jaguar stand: a true XJ220, one of the rare occasions the Dutch public has seen such a car in person. Also, the Renault Twingo was there to see, after receiving a lot of attention in the press already. We'll see many of the model around Europe in the future. (It's a nice little practical car for US city traffic, too, by the way: small outside but very roomy inside!)

Another world premiere, so much a sudden decision that it never made the official factory press release, was the debut of the BMW 840i, the known 8-series coupe fitted with the four liter V8 engine. It's not as fast as its V12-powered brothers, but cheaper. Is this a move to keep the 8-series production line busy in these hard times of recession?

While Jaguar did show the XJ220, missing supercars were the Bugatti and the McLaren F1 (what happened to the Cizeta Moroder V16T, by the way?). Despite good relations with the factory, the Dutch Ferrari importer wasn't permitted to have the new 456 on display, as the car isn't in production yet. The same company also represents Aston Martin and Lotus in Holland, yet none of those British cars was exposed: no Virage Vantage to admire.

Prominent on the Rover stand was the MG RV8. Whether it will be sold in Holland is not known yet, but this reincarnation of the MGB is by far the best effort we have seen since the original factory closed its doors. It deserves success if the price can be kept reasonable - and if it also can be sold in the USA: remember the good old MGs of years gone by?

The Dodge Viper was in Amsterdam, too, but it looks as if that's another vehicle that was there to see, but won't be seen too often. Chances for the Viper becoming the Cobra's successor in Europe (particularly in England) look very slim with the introduction of the TVR Griffith, an aerodynamic Cobra with V8 power, smaller yet lighter, with prices equating almost two Griffiths to one Viper. Mentioning the Viper, on a collapsing market for supercars there was one exception: Lamborghini. After many years of absence in Holland, the Chrysler subsidiary has an importer who dares to take a chance in the arena with the Italian bulls. New importer Mr. Bloemendaal admitted in honesty that the times for supercars are bad nowadays, and will likely remain so for some time, but he has regained firm belief in the future that things will become better, and when the economy has regained stability there will still be people around who want to buy cars like the Diablo again. With a new, cheaper model coming up to strengthen sales, and the four-wheel-drive Diablo debuting in Geneva, things will be better for Lambo within the time to come.

Of all the experimental cars and showpieces there was one car we'll never see in production and which stole the show: the Audi AVUS. The modern day Silver Arrow (or Aluminum Arrow) was the heart of the Audi stand, attracting a large crowd. Special attention was given to all kinds of electric cars, including an electric version of the "little" Mercedes 190 at the Daimler-Benz stand. Mercedes seems to be in need of some good publicity. As good as they are, the V12 cars are criticized somewhat by some who have doubts about introducing cars like these in the current times: desirable, yes, but affordable for too few people. And some note the contrast in cancelling the Gp C project back in 1991 "for environmental reasons" while producing cars which are rather demanding on the earth's natural sources of riches.

Amsterdam was no earth-shocking exposition. It isn't very likely that we'll remember it as the place we saw a real sensation in automobile history for the very first time. Still, there was enough to see to enjoy the long walks through the buildings.

-Henri Greuter

KENDALL'S BRITISH GREGOIRE

by Richard Storey

A.M. Gregory's interesting comments on the "people's car" projects of Kendall and Hartnett (*SAH Journal* No. 141) are, to some extent, borne out, from the UK side, by some letters from a Grantham resident to automotive historian John Pollitt. They survive in the Veteran Car Club's Pollitt Papers.¹ The writer of these letters was employed in a small garage, to which the Kendall works "frequently" sent orders for such items and quantities as one dozen tins of Lockheed fluid, or two gross of split pins. He recounts in one letter that "a very worried looking electrician called with an outlandish 2 pole bulb holder. He was seeking a fitment to convert it to the English standard single contact & said it was a Kendall Gregoire which the works were preparing to turn out with English instead of French electrical fittings. He said that he had scoured the countryside for something suitable & supposed he'd have to make something." The conclusion of the letter, however, comments that "local people who've tried the car are very enthusiastic."

Writing in November 1947 after liquidation, the same correspondent states that he had seen a store containing complete sets of parts for 2,000 Gregoires. "Rows & rows of finished castings, carburettors, tyres & everything down to the last nut & bolt." In a letter the following month, Pollitt's correspondent writes critically of the executives at the Kendall works, amongst whom "there was quite a considerable coming & going;part of the trouble was the lack of men with motor manufacturing experience," with the exception of Kendall himself.

On the evidence of his *Who's Who* entry, there were two main strands to (William) Denis Kendall's career, the motor industry and armaments manufacture. The latter gave him the Grantham connection, as he was managing director, 1938-45, of the British

Manufacture & Research Co., producers of aircraft cannon and shells. It was in their premises that Grantham Productions, Ltd. was located to produce the Kendall Gregoire. Kendall's previous post, which was in the motor industry in France, as director of manufacturing with the Citroen company in Paris, 1929-38, may have given him the contact with J-A. Gregoire which led to his acquisition of the British production rights. Interestingly, a contemporary brochure for "The Kendall 6 h.p." makes no reference to Gregoire's part in its basic design.

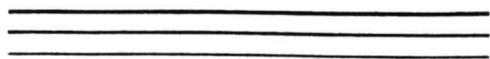
The tone of the brochure is an appeal to practicality and common-sense, and this typified Kendall's entry into politics, when he successfully fought the Grantham by-election in 1942 as Independent candidate on a "Production for Victory" ticket. Kendall was one of a handful of political mavericks who broke the wartime truce between the main political parties, their popular support enhanced by concern at the course of the war, especially in 1942.² Interestingly, a fellow board member of Grantham Productions, Ltd. was W.J. Brown, MP, a trade union official who had moved to the right and was elected as Independent MP for Rugby in the same year as Kendall.

NOTES

1. *Pollitt Papers of the Veteran Car Club of Gt. Britain*, University of London Library (8/101, 229, 241). I am indebted to SAH member Gordon Brooks, research librarian of the VCC, and Brenda Weedon, archivist, University of London Library, for their cooperation.

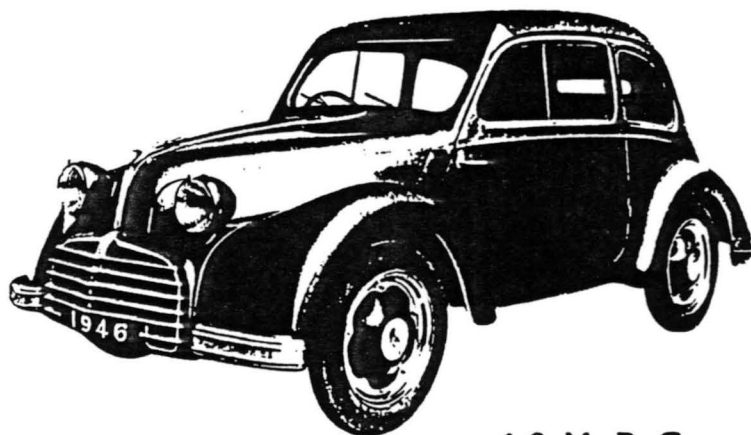
2. F. When, *Tom Driberg, His Life and Indiscretions* (1990), p. 169ff.

The



KENDALL

6h.p.



60 M. P. G. - 60 M. P. H.

SAH WINTER DIRECTORS' MEETING

Saturday, April 3, 1993

Mequon, Wisconsin

MINUTES

The meeting was called to order by president Jack L. Martin at 8:15 a.m. Board members present were:

Jim Cox
Tom Deptulski
Helen Earley
Nick Fintzelberg
Kit Foster
Stacey Hanley
Paul Lashbrook
Jack Martin
Nan Martin
Taylor Vinson
Karl Zahm

GUESTS:
George Hanley
Beverly Rae Kimes
Matt Sonfield
Sinclair Powell

Absent were directors Pat Chappell and Chet Haines.

First order of business was for the president to announce the resignation of Chet Haines from the Board of Directors. Nick Fintzelberg made the motion to nominate Matt Sonfield to fulfill the unfinished term of Chet Haines. Motion was seconded by Taylor Vinson, the vote was unanimous. Matt accepted the nomination and will serve on the Board until the expiration of the term at the conclusion of the 1994 annual meeting.

Stacey Hanley made a motion to approve the purchase of a \$100 gift certificate to be presented to Bud King, the accountant who had completed a review of the SAH financial records. The motion was seconded by Jim Cox, and carried by unanimous vote.

Jim Cox moved that the minutes of the SAH director's meeting held October 8, 1992 at Hershey, Pennsylvania, be approved as printed in the *Journal*. Kit Foster seconded the motion, which carried by a unanimous vote.

Secretary Nan Martin reported that as of April 1, 1993, the SAH has received dues from 519 members, including 52 members who were delinquent from 1992. Notices will be sent immediately to 102 members who have not paid their 1993 dues. The secretary further reported that only two Chapters responded to a request for a listing of the Chapters' membership and a copy of their by-laws. Responses were received from the Hoosier Heritage and United Kingdom Chapters. Assistance was requested from the directors present to encourage their Chapters to participate with the request.

Treasurer Jim Cox reported that the Society has been quite diligent at controlling expenses and that we are operating comfortably under our 1993 proposed budget. For the first time in several years expenses incurred for the annual banquet at Hershey were covered by banquet receipts. The Treasury currently reflects a total balance of all accounts to be \$39,332.46.

Taylor Vinson reported he is developing a draft statement of policy to be used as a guideline in the future to control spending of the Society's funds by directors and officers. This will be presented to the board at the October 1993 meeting. In the meantime it will remain the responsibility as well as the obligation of the treasurer to assist directors and officers in controlling costs.

The results of the 1992 silent auction were presented by auction chair Paul Lashbrook. There were 50 winning bidders out of a total of 63 bidders for 546 lots donated by 21 people. The total amount of winning bids was \$3,620.20 and, to date, total uncollected funds is \$442.86. All expenses other than catalog printing

and postage and actual UPS charges were donated by the chairman. Karl Zahm will chair the Silent Auction in 1993 with assistance from Paul Lashbrook. A motion was made by Nick Fintzelberg for the SAH to publicize, in the hobby press, publication of the silent auction catalog available at a cost that will be determined by the chairman. The motion was seconded by Paul Lashbrook. This motion was unanimously approved by the Board. This will facilitate non-members bidding for auction items.

Beverly Rae Kimes, nominations and elections chair, reported that the slate of officers and directors for the 1993 election will be out by early July and upon board approval of the slate, the ballots will be mailed to the membership.

Jack Martin advised the board of the 1993 awards chairs: Matt Sonfield, Cugnot and Benz Awards; Jim Wren, Bradley and Ingersoll Awards; David Lewis, Friend of Automotive History; and Jeff Godshall, Brigham Award. Matt Sonfield was present to report on the progress on Cugnot and Benz Awards. His committee is made up of Patricia E. Chappell, Walt Gosden and Kim Miller.

Matt reported the committee is well ahead of schedule and as of that date had received nine book nominations and eight individual article nominations.

The editor's report was presented by editor Kit Foster. The next *Journal* will be ready by the end of April. This will be another 12-page issue. The membership seems to be enjoying the expanded editions. Kit is continuing to explore more economical means of printing the *Review* and the *Journal* without compromising the quality of the product. Progress is continuing on the production of the new membership directory. Chet Haines continues to assist Kit in compiling a member interest index. Kit is hopeful of getting the directory to the printer by the end of May. We still have quite an inventory of back issues of the *SAH Journal* and *Automotive History Review*. It was recommended by the board that some of these back issues be put into sets and be offered for sale in the 1993 Silent Auction.

Hospitality chair Stacey Hanley submitted several recommendations to the board that will enable us to enhance future SAH banquets. These recommendations will be taken under consideration and the board will also take a more active role in the annual hospitality function.

Helen Earley provided the board with an update on the Archives Committee. To date, Helen has not received input from her committee. She will continue to keep the avenues of communication going. In Helen's research, she has found that because Michigan has no statute of limitations for record-keeping, many valuable records regarding automotive history have been destroyed. Helen is convinced more than ever that this is an area that needs immediate attention and there is an imminent need to pursue the cultivation of any historical data that may still be available in order to preserve it. Helen shared with board some of the interesting information she was able to gather regarding the Wills Sainte Claire car.

Helen also asked what the Society is doing with all of the works that have received SAH awards. A depository has not been established, but the board was in agreement that something should be done. Helen made a motion to form a committee to secure a copy of all works having received SAH awards and to place them on permanent loan in a secured area at the NAHC, Detroit Public Library. Paul Lashbrook seconded the motion; the board voted in

favor unanimously. Helen will provide the Board with a report at the October Meeting.

Next on the agenda was a report from the publicity chairman Matt Sonfield. Since the October 1992 meeting, two publicity releases have been sent to twenty-eight automotive periodicals. Shortly after the annual Hershey Banquet, a news release regarding the awards winners was sent. In February 1993 a release describing our various awards, along with a request for nominations and a list of the awards chairpersons and their addresses, was sent. Matt will be working on keeping the publications mailing list up to date to be sure we reach our targeted audience.

Vice president Taylor Vinson brought the Board up to date on plans for the 1994 mid-year board meeting. A motion was made by Paul Lashbrook to hold the 1994 meeting in Washington, DC the weekend of April 8-10. This motion was seconded by Kit Foster. Headquarters for the meeting will be the Hotel Bellevue, (owned and operated by one of our newest members, Paul Delaney). Taylor, with the help of Paul Delaney will finalize all plans for the board's meeting.

The next item on the agenda was to discuss mailing fees. In order to cover the ever increasing postage fees, Kit Foster made a motion that 1994 dues be set at \$25.00 US dollars for all members. Stacey Hanley seconded the motion; ten voted in favor, two against. Motion passed. Regarding the same subject, a motion was made by Matt Sonfield that there be a \$5.00 surcharge for all non-US members to cover the cost of postage. Jim Cox seconded the motion, which was defeated. In the next issue of the *Journal*, Kit will include an item clearly explaining the reasons behind the increase.

In regard to the upcoming centennial of American automobile industry, Jack Martin read a letter from Jim Wren suggesting that the SAH create an anthology and have it published by a university press. All material would be donated and the SAH would claim any royalties. Jim Wren has offered to be the editor of the project and will proceed to advertise through the *Journal* a call for papers. Karl Zahm made the motion for Jim Wren to chair a committee for the purpose of the development of an anthology. The motion was seconded by Kit Foster; the vote was unanimously in favor.

Tom Deptulski reported further regarding the industry centennial. He reported on the conference being organized by the Henry Ford Museum and which is becoming a collaboration by various automotive clubs and organizations. However, a format has not yet been established by the Museum. Tom will continue as the liaison for the SAH with the Henry Ford Museum and will correspond with the SAH board regarding SAH's involvement in this event.

Under new business, Jack Martin read a letter from Jonathan Stein of *Automobile Quarterly* requesting sale, loan, or swap of our mailing list. Currently, the SAH does not have a policy regarding the interchange of mailing lists. However, the board opted to leave it up to the president to make a fair and reasonable decision.

Jack Martin asked Jim Cox to pursue our tax standing with John Martin Smith, especially in regard to our 501(c)3 status.

The final piece of business was a motion made by Jim Cox that a committee be formed to study the possibility of term limits for directors. The motion was seconded by Matt Sonfield, and carried. The committee will be made up of the current officers, and a report will be presented at the October meeting.

A motion to adjourn was made by Tom Deptulski, and seconded by Jim Cox. The meeting adjourned by unanimous vote at 12:45 PM.

Respectfully submitted,
Nan E. Martin, secretary



THE MYSTERY CAR....

Regarding the mystery car in *SAH Journal* No. 142, wasn't this a little easy? It sure looks like a Model 17 Buick. **L.A. Brough, 516 Yorkshire Drive, Newark, OH 43055**

....AND THE ACTRESS....

In *SAH Journal* No. 141 you published a photo of a big Packard limousine with a movie actress. She has been identified by my friend, Smith Hempstone Oliver, as probably being the actress Pearl White. **Elliott Kahn, 58 Verbena Street, Clearwater Beach, FL 34630**

....OR THE HEIRESS

On page five of *SAH Journal* No. 141, there appears a photograph showing a circa-1920 Packard Twin Six, Model 3-35 fully-collapsible cabriolet, with a fur-bedecked chauffeur at the wheel and a stylishly-clad young woman entering the tonneau. The identity of the aforementioned young woman is Mrs. Waite Phillips of Tulsa, wife of one of the six Phillips brothers so well known in the oilfields of Oklahoma and elsewhere during the oil boom early in this century. At a cocktail party in mid-August of 1970, the Phillipses' son brought me an advertisement from a recent issue of *Time*, the same photograph which appears in the *Journal*. The younger Mr. Phillips knew of my interest in old cars, and thought I might like to have the ad in question, which showed a likeness of his mother!

I would not argue with the late Mr. Pfau's opinion that the automobile was built by Demarest....I have no idea who might have built the car, though I will say that, from the details shown, the lines do not suggest either Fleetwood Metal Body Company or Holbrook, both of whom built many custom bodies on the Packard chassis at that time. I would correct Mr. Pfau, however, by stating that I do not believe Demarest exhibited a Packard collapsible cabriolet at the 1920 or 1921 Automobile Salon in New York. **Z.B. Conley, Jr., The Jamison Galleries, 560 Montezuma #103, Santa Fe, NM 87501**

MYSTERY OUTBOARD

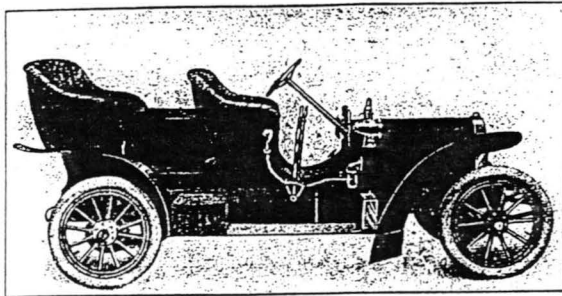
A number of years ago (1936, as I recall), I remember seeing an outboard motor with five radial cylinders. I can't recall whether it was water- or air-cooled. I have often wondered who manufactured this odd engine. **G. Marshall Naul, 534 Stublyn Road, Granville, OH 43023-9554**

SEEN A BEEBE?

Recently I found this ad for a Beebe automobile. Does anyone know any more about it? Is the remains of one anywhere about?
Ted Beebe, 22515 Sunnydale, St. Clair Shores, MI 48081

CYCLE AND AUTOMOBILE TRADE JOURNAL.

BEEBE Model E



30 H. P.

\$1250.

40 miles P. H.

WANTS two stroke cycle engine.
 -LANT torqueless friction transmission.
 Roller chain drive.
 39 in. wheel base.
 31 x 1 1/4 quick detachable tires.
 Engine started from seat by push button.

Mr. Man:-

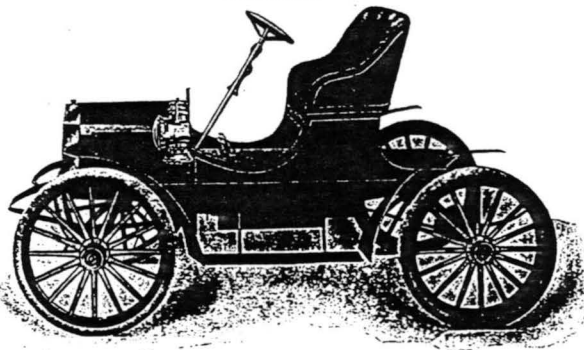
Did you ever grind valves, or
 break springs or replace cams,
 or strip gears? You don't
 have to stop to think. Well
 the 4 cycle woods are full of
 such obstructions. The way
 out of the forest is with The Beebe.

Double cylinder 5 x 6.
 Three powerful brakes.
 Standard track.
 Regular equip, Hartford.

It will lead you to
 happiness and contentment

REMEMBER:—Our two cylinders are equal to 4 four cycle cylinders.

ISSUE No. 3



14 H. P.

\$650.

30 miles P. H.

This natty runabout has the same desirable blend of simplified mechanism as its big
 brother Model E.

30 inch wheel base.

28 x 1 1/4 solid tires.

Standard track.

Force feed lubrication.

Would you rather work or own a BEEBE?

Look the field over carefully and you will be convinced we have the goods.

WESTERN MOTOR TRUCK AND VEHICLE WORKS,

CATALOG? 477 Wabash Ave., Chicago AGENTS!!!

According to Beverly Rae Kimes and Austin Clark's Standard Catalog of American Cars 1805-1942, the Beebe was produced by the Western Motor Truck and Vehicle Works of Chicago in 1905 and 1906 only. Interestingly, a John Beebe of St. Clair, Michigan designed and (perhaps) built a car in 1910, an effort apparently unrelated to the Chicago Beebe.

—Editor

GERSTENSLAGER

Regarding Nelson Bolan's article entitled "Gerstenlager" (*SAH Journal* No. 141), the body builder's name is correctly spelled "Gerstenlager." In fact, the old timers I knew back in eastern Ohio where I grew up, those who had German-speaking parents and grandparents around when they were growing up, pronounced it "Gerstenschlager."

My first exposure to the company came at Thanksgiving time in 1951, when a good friend's father, knowing my interest in vehicles, drove me down East Bowman Street in Wooster, past the plant for a look-see. The lots surrounding the place were overflowing with olive-green-colored Dodge Post Office trucks. Remember them? They replaced the twenty-year-old Ford Model As and AAs.

In addition to making postal vehicles, Gerstenslager was also a leading producer of bookmobiles, and built some really nifty-looking fire rescue squad trucks. I recall both the Cleveland and Detroit fire departments having them. **James K. Wagner, 1669 Nantucket Road, Plymouth, MI 48170**

TAKING LIBERTIES

With regard to Elliott Kahn's letter referencing the Model T Ford mail truck and airplane on the cover of *SAH Journal* No. 140, I submit the following:

Regarding the mail truck, I recall that when the mail trucks in Detroit were Model A Fords they were equipped with an exhaust whistle, which they sounded when ignoring a red traffic light in the absence of cross traffic - on the assumption that federal vehicles were outside the local jurisdiction. Has anyone else any comment on this?

Concerning the "true" designer of the Liberty engine, Col. Howard Marmon was Engineer-in-Charge of aircraft engineering for the US Army Signal Corps, and first Commandant of McCook Field, Dayton, Ohio. The Nordyke & Marmon Co. was the only manufacturer of two aircraft engine models, Liberty and Hall-Scott, and was the recipient of the award "Champion Liberty Engine Builder." N&M never, to my knowledge, claimed to be the designer. However, there were numerous contenders for that honor, often in the same issue of a magazine.

"Who Designed Liberty Motor? Claim that Col. Hall, of Hall-Scott, Designed Famous Engine" appeared in *Motor West* for January 15, 1919 (pp. 14-15). "Who Designed Liberty Motor? Statement is authorized by Packard Company with Purpose of Giving World the REAL Story" appeared on pages 24-25 of the same issue. Both articles were illustrated with pre-war and Liberty products for comparison. I guess the issue is still open. **George P. Hanley, 1665 Northumberland, Rochester Hills, MI 48309-2962**

AUTO REGISTRATION FIGURES

The listing of makes and registered vehicles for Vermont in 1918 by J.H. Valentine in *SAH Journal* No. 141 has spurred me to look at the relationship between rank or order of the various makes and the quantity of each listed as registered. It is apparent that the figures approximate a hyperbolic function, where, ideally, the rank of the make times the cars registered for that make would be a constant for that particular set of data. The Vermont information only approximates this, but it is possible to arrive at an empirical equation which will express the information in compact form. If the data set is converted to logarithms, it can be treated as a problem for linear correlation, and the equation for the least squares fit obtained by determining the y-intercept and the slope of the line of regression. The data then reduce to an equation of the form

$$N = C(R)k$$

where N is the number of cars registered to the make whose rank, or order, is R. C is a constant, as is k. C is determined by the y-intercept of the line of regression, and k by the slope, as determined by statistical methods.

The Vermont 1918 registrations may be condensed to

$$N = 1970(R)^{-1.21}$$

Other data at hand yielded the following for 1920 Kansas auto registrations

$$N = 120,600(R)^{-1.63}$$

Of particular interest is the listing of Minnesota registrations for the years 1913 though 1916, which were listed in *Automotive Industries* for July 7, 1921. These listings yielded the following constants:

Year	C	k
1913	17.7×10^3	-1.73
1914	24.3×10^3	-1.69
1915	38.6×10^3	-1.77
1916	48.8×10^3	-1.76

The factor C increases over the four years, as did the total number of cars registered, and this is quite logical. However, the exponent k does not increase with the total number of cars, and this, too, is logical. Theoretically, k could be expected to remain fairly constant for this particular region, until the number of makes or automobiles changed to a large degree.

I would be interested in receiving any such registration listings from members. These seem to have been published quite frequently in automotive journals from about 1913 to 1920.

G. Marshall Naul, 534 Stublynn Road, Granville, OH 43023

MANUFACTURERS' DUTIES

While researching the early North Dakota laws pertaining to automobiles, I came across the following law passed by the state legislature in 1919:

An Act Providing for the Keeping of Repairs Within the State for all Gas or Oil Burning Tractors, Steam or Gas Engines, Harvesting and Threshing Machinery, Automobiles, and Auto Trucks, and Prescribing the Duties of Manufacturers Thereof.

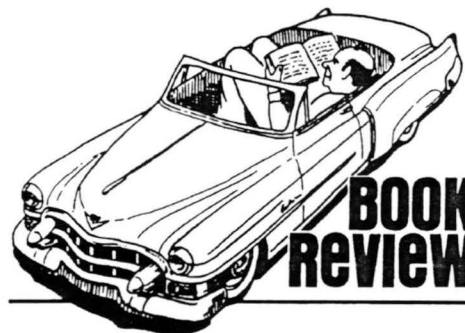
BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF NORTH DAKOTA:

Sec. 1. On and after the taking effect of this Act it shall be unlawful for the manufacturers of any gas or oil burning tractors, steam or gas engines, harvesting and threshing machinery, automobiles and auto trucks; to sell or deliver within this State any such gas or oil burning tractor, steam or gas engine, harvesting and threshing machinery, automobiles or auto trucks, without having first established at least one supply depot within the State where shall be kept constantly on hand a full and complete supply of repairs for same.

Any manufacturer selling or delivering, or causing to be sold or delivered any such machinery in violation of this Act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not less than \$25.00 and not to exceed \$200.00 for each offense.

Approved February 14, 1919

Several questions arise. Did other states pass similar legislation, and if so, which ones and when? How long were such laws in effect? Were such laws enforced? If numerous states had similar laws, what effect did such laws have on the rapid failure of the large number of new firms which attempted to enter auto manufacturing immediately after World War I? I am not aware of any discussion of this matter in any works of automotive history. Should it be discussed? Carl F.W. Larson, 127 10th Ave. W., Dickinson, ND 58601



THE EUROPEAN AUTOMOBILE INDUSTRY, by James Laux. 292 pages, 20 black-and-white illustrations. Hardbound, 6 x 8 3/4 inches. ISBN 0-8057-3800-2 (0-8057-3801-0 for softbound edition) Twyane Publishers, Macmillan Publishing Company, 866 Third Avenue, New York, NY 10022, \$26.95 (\$13.95 softbound).

Professor Laux's *In First Gear: The French Automobile Industry to 1914* (1976) is such a classic of business history that I approached his latest work with the fear that it would not match the earlier effort. Surely the expansion in scope and time, from 25 years in one country to a century on an entire continent, could only result in a superficial, skimming approach.

Instead, I found a neutron star of a book, one containing volumes of information in a matter of paragraphs on a single page. Laux answers these questions, among others: why the bicycle industry was so influential at the beginning of the automobile industry; why France's capital city became the center of its automobile industry and those of other countries did not; why a mass market for cars did not develop in Europe before World War I, unlike in the US; why the German car industry was slow to develop, both before and after the First World War, and why American cars were popular there in the 1920s and 1930s; why the Autobahn construction policy was not a military one; why the influence of Henry Ford in France was disproportionate to the number of his cars sold there.

As Laux advises in his preface, the focus is not primarily technology, racing, or styling, but motor vehicle making as a business. The emphasis is on production methods (e.g., Fordism vs. Taylorism), capitalization (e.g., the refinancing of early French firms on the London market), labor relations, governmental policies, the commercial infrastructures, if you will, without which cars could not have been made. Laux's direct relation of these topics to specific manufacturers removes the dryness which might have come from a pen of lesser skill.

Approximately two-thirds of the text is devoted to the years before World War II, and the remainder to the postwar era, perhaps slightly less interesting as it is more familiar to us. Of particular note is the discussion of the industry in France during the period 1940-45, and the dilemmas facing manufacturers such as Renault and Berliet during the Occupation, which, after the Liberation led to nationalization for the former and temporary Communist management for the latter.

The reader's comprehension is enhanced by numerous charts and graphs, notes, and references, and a bibliographic essay at the end points to further sources. Professor Laux notes that "much interesting information had to be omitted" in order to keep the book a reasonable length. Retained is the charming nugget that Audi once produced Rickenbackers in Zwickau.

—Taylor Vinson

LIME ROCK PARK - 35 Years of Racing, by Rich Taylor. 256 pages, 314 black-and-white photos. Hardbound, 11 1/4 x 8 3/4 inches (horizontal). ISBN 0-9633994-0-3. Published by Sharon Mountain Press, Inc., 1 Jewett Hill Road, Sharon, CT 06069 \$29.95 plus \$5.00 postage and handling.

I looked forward to this book mostly as a nostalgia trip. I grew up within earshot of the Lime Rock track, and spent not a few hours there in my youth, first as mere spectator and later as pit crew for a friend with greater nerve (and wealth) than I. *Lime Rock Park's* historic photos alone would provide hours of reminiscence, I figured.

35 Years of Racing is, however, more than memories of one of America's few surviving road racing circuits. It is a chronicle of road racing in the United States, from the days of the pre-war Automobile Racing Club of America, forerunner of today's Sports Car Club of America, and the people who gave it birth. It is the story of how those people became drawn to a village in northwestern Connecticut, a place where a farmer named Jim Vaill had carved a 1.5 mile circuit from the land with his own bulldozer. The names are familiar - John Fitch, Rene Dreyfus, Roger Penske, Gaston Andrey, Sam Posey, Mark Donohue - and their involvement, as drivers, promoters, managers, and sometimes investors, gave the place life against what often seemed like very long odds. For years the track management didn't even own the land; it was leased from Jim Vaill's father. As much as I thought I knew about Lime Rock, I found Taylor's tale taught me more: the buildings designed by Raymond Loewy (but never built), the track program which became the excellent *Racing* magazine under the hand of SAH founder member John Peckham. A foreword by racer-turned-journalist-and-commentator Sam Posey gives the reader a feel of what it actually means to compete there.

Taylor is articulate, a veteran journalist, and he has used that helpful magazine technique the sidebar to focus attention on the people and events which have added the most to Lime Rock's history. This means of highlighting parts of what is very much a chronological story is both helpful and annoying: upon encountering the sidebars, some of which occupy several pages, one is not sure whether to divert one's attention right then and there or to come back later. I invariably did the former, with the result that I'd forget the thread of the larger chapter. Perhaps this is just as well, for even Taylor is hard pressed to make chronological, race-by-race commentary thrilling.

This is perhaps not *the* definitive work on post-World War II road racing in the USA, but if you were part of that scene in the 1950s, 60s, or 70s you should give it a look. You may find yourself on its pages.

—Kit Foster

LIFELINES OF THE MOTOR CAR, by Walter O. MacIlvain. A chart of automobile genealogy (updated edition). 26 x 10 inch copy, \$7.50 plus postage and handling. 50 x 41 inch sepia print, \$15.00 plus \$2.50 postage and handling. Walter O. MacIlvain, 17 Bonner Road, Manchester, CT 06040.

In 1974, Walter MacIlvain, a founder member of SAH and for many years editor of *Bulb Horn*, excellent quarterly of the Veteran Motor Car Club of America, produced his initial chart on automotive genealogy, in the form of a large blueprint. It was an almost unbelievable labor of love, explaining the family tree of the American car. It was very well received by historians, many of them previously ignorant of some of the little-known facts and nuances

of corporate accession, the result being an increased interest in presenting well-researched findings in print. So successful was this chart that it went into a second printing in 1982 (see review in *SAH Journal* No. 80, September-October 1982).

Now Walter has, over the years, revised the chart with the meticulous combing of additional data bringing it up to date. This task must have consumed hundreds of hours, for the intertwining relationships of each automotive badge are shown in graphic format, much as a family tree sets out one's forebears, and in exact detail.

For example, one can see the minestrone of makes which became General Motors at the hands of Billy Durant, and the family of short-lived companions, LaSalle, Viking, and Marquette, which sprang from the root during the Sloan years. And, of course, there's the surviving companion, Pontiac, which outlasted its parent Oakland.

Because of the plethora of detail, I would advise obtaining the large sepia print, and if you have eyesight like mine it would be advisable, once you get it on the wall, to keep a magnifying glass handy.

—Keith Marvin

PERSONENKRAFTWAGEN SOZIALISTISCHER LANDER, by Michael Dunnebier and Eberhard Kittler. 188 pages, 270 black-and-white and 35 color photographs, plus maps, drawings, and charts. Hardbound, 8 x 8 3/4 inches. ISBN 3-334-00382-8. Published by transpress VEB Verlag für Verkehrswesen, Französische Str. 14/14, 1086 Berlin, GERMANY. Available from Schroder & Weise, GmbH., 1 Ohefeldweg, 3000 Hannover 71, GERMANY. 29DM (about US\$19.00).

The automotive history of Eastern Europe is little known to most of us, and one imagines that a western giant such as Volkswagen, which has acquired the Trabant factory, will be little disposed to preserve the records of that ugly duckling. The cynic might reply "What history?" and "Who cares?"

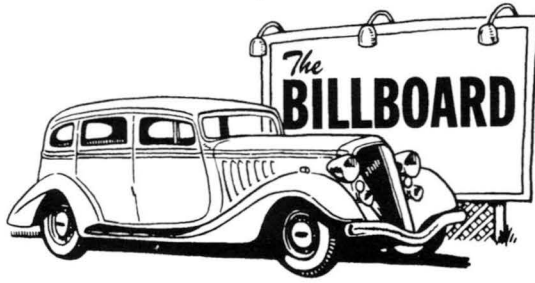
True, aside from Auto Union, Skoda, and Tatra, whose stories have been told elsewhere, few remarkable passenger cars have emerged from the "Socialist Lands." The cars we're most familiar with, those since 1945, reflect the politics of the day: rude, crude, and unattractive. But Herrn. Dunnebier and Kittler, in their 1990 book, rightly believe that even this era deserves to be recorded, and they present us with a wealth of data on the postwar cars from Bulgaria, Czechoslovakia, East Germany, Poland, Romania, Yugoslavia, and the Soviet Union. (Apparently there's never been a Hungarian car.)

The result is an informative work, liberally illustrated with photos and drawings from the authors' own collections. If the type numbers of GAZ, VAZ, and ZAZ have ever confused you, take heart: you don't have to understand German to comprehend the exhaustive sidebar tabulations of their models, production dates, and specifications. Similar sidebars appear throughout on virtually all cars, including ten obscure Polish one- and two-cylinder minis of the 1950s. New to western eyes are the photos of one-off factory specials and prototypes.

In those countries where a prewar industry existed, the book provides similar information on an even less-known age. The reader learns, for example, that there were five Russian manufacturers during the Czarist era, and 28 in Czechoslovakia before World War II.

Given the lack of writing in any language on this topic, *Personenkraftwagen sozialistischer Lander* may be the best secondary source extant.

—Taylor Vinson



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

WANTED: Photographs and factory literature (original or photo copies) for cars, trucks, and fire engines made in Iowa, Kansas, Minnesota, Missouri, and Nebraska. Also, a copy of Cary Bliss book *Autos Across America* (Austin, Texas: Jenkins, 1982). **Curt McConnell, 921 E Street, Lincoln, NE 68508 (402) 475-2234**

WANTED: Period photographs of the men who owned the pre-war coachbuilding firms: Francis Willoughby, Enos and James Derham, John Judkins, etc. Also need to know what photographer John Adams Davis looked like. **Walter E. Gosden, 197 Mayfair Ave., Floral Park, NY 11001**

WANTED: *Automobile Quarterly*, all excellent: 1-1, 11-4, 12-1, 12-2, 13-2, 14-2, 15-3, 17-1, 17-2, 18-1, 18-3, 18-4, 21-3. Trade for issues I need or \$15.00 each, \$160 for all, plus shipping. **Neil Mackey, P.O. Box 822134, Dallas, TX 75382**

HELP! I need the following articles or copies, please. I will pay all costs. *The Automobile* magazine, Oct. 28, 1915 to Aug. 24, 1916, a monthly series of articles on "The History of the American Auto Industry" by David Beecroft; *Automobile Biographies*, a book by Lyman Weeks, Monograph Press, NY, 1904; *The First Hundred Road Motors*, R.W. Kidner, London, 1948? **Dean Lehrke, 1927 Telephone St., Fort Mill, SC 29715 (803) 548-4631 (home), (803) 548-8500 (work).**

WANTED: Automobile literature, 1900-1975. I buy automobile sales brochures, manuals, posters, original artwork, racing memorabilia, promotional items, or any literature pertaining to automobiles. **Walter Miller, 6710 Brooklawn Pkwy., Syracuse, NY 13211 (315) 432-8282, FAX (315) 432-8256**

WANTED: Information on the 1953 Lincoln show cars, specifically the Capri convertible "Anniversary" and the Capri sedan "The Maharajah." Seeking serial numbers, factory build orders and photographs, any period brochures detailing these show cars. **Steven Kelley, 9940 Oakland St., Dalton, NY 14836 (716) 476-2302 (call collect after 7:00 PM EST).**

WANTED: Information on the "Jetmobile," radical three-wheel custom built by Richard Harp of Myersville, MD in the early fifties, later revised as the "Ventura XD-10" by Frank Dallago of Hagerstown. Believed to have gone to Washington, DC, and then to California. Where is it now? Also want loan of any issue of *Hot Rod Comics* featuring "The Bomb," a cartoon car based on the Jetmobile. **Jim Hockenull, P.O. Box 897, Pullman, WA 99163 (509) 334-4137**

HOBBY SERVICE from Russia. To your order: collectibles, photos, research, information on your hobby. Prices are negotiable; exchange is possible. I am waiting for detailed information on what you need in Russia. Please enclose international reply coupons for answer. **Vladimir Zhuykov, 603022, P.O. Box 107, Nizhni Novgorod, RUSSIA**

WANTED: Original articles from foreign language magazines on DeTomasso: the man, his racing career, the cars he built. Also, black-and-white photos or color slides of deTomasso factory, any year. Also FoMoCo memos mentioning DeTomasso. Leads appreciated. **David Adler, Pantera International magazine, 18586 Main St., Suite 100, Huntington Beach, CA 92648**

WANTED: Packard air, marine, and stationary engine information: manuals, brochures, advertisements, and photographs, either original or photocopies. Objective is a book on the subject. Particularly interested in 1923 Packard Indy 500 cars and engines, and post-WWII promotional film "Men Bet their Lives on It." **Robert J. Neal, 25403 144th Ave. SE, Kent, WA 98042 (206) 631-2912**

WANTED: Information on the whereabouts of Nash stylist Jack Garnier. Also, photographs of the 1971 AMC Cowboy prototype pickup (aka Hornet pickup). **Patrick R. Foster, 42 Buckingham Place, Milford, CT 06460**

LOOKING FOR: Photo of Prohibition-era Reo Speedwagon. **Joe Collins, 15038 Greenmount Drive, Woodbridge, VA 22193**

DIRECTORY UPDATE

NEW MEMBERS

Kasten, Duane.....1655
1913 Kings Court
Wausau, WI 54401

Williams, Smith J., Jr.....1656
1428 N. Fulton Ave.
Baltimore, MD 21217

Dwyer, David V.....1657
795B Meadowland Drive
Naples, FL 33963

Smith, Greg.....1658
Old Cars Weekly
700 E. State Street
Iola, WI 54990

Carling, Duane S.....1659
617 West 1900 N
CTM
Farmington, UT 84025-4202

Korbut, Keith A.....1660
16 Saffron Circle
Springfield, MA 01129

Carlson, B. Mitchell.....1661
6938 Upper 5th St. N.
Oakdale, MN 55128

Ebert, Robert R.....1662
3300 Thomson Circle
Rocky River, OH 44116

Dorris, Frank M.....1663
10774-A Riderwood Terr.
Santee, CA 92071-3151

Kowalchuk, Michael R., Jr.1664
3124 Shirlene Road
East Norriton, PA 19403-4146

Hubbard, Ralph A.....1666
320 Glen Summer Road
Pasadena, CA 91105

Vellacott, Paul.....1667
38 Moubray Street
Albert Park, Victoria 3206
AUSTRALIA

REINSTATED

Jacobs, David.....377
530 Lasuen Street
Sonoma, CA 95476

CHANGES OF ADDRESS

Conley, Z.B., Jr.....69
The Jamison Galleries
560 Montezuma, #103
Santa Fe, NM 87501

Collins, Carroll J.....1105
15038 Greenmount Drive
Woodbridge, VA 22193

Mackeprang, Bent.....312
Schimmelmans Have 7
D 2930 Klampenborg
DENMARK

Rolseth, Asbjorn.....1366
P.O. Box 64
2044 Frogner
NORWAY

Amyes, Tim.....1520
60, Upper Craigs
Stirling FK8 2DS
SCOTLAND

Greer, Patrick.....1409
2495 South Delaware Ave.
Milwaukee, WI 53207-1941

Watson, Lois A.....772
2924 State Route 12B, Box 21
Deansboro, NY 13328

Abraham, Stuart B.....1004
11806 Indian Lane
Hagerstown, MD 21742-4206

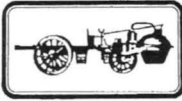
Mueller, Jack.....1632
6415 Bridge Road, #104
Madison, WI 53713

Marketti, Skip.....1317
301 Sutton Circle
Danville, CA 94506

Hood, Wayne.....1617
228 Revell Road
Grenada, MS 38901

DECEASED

Beattie, George T.....586



SAH JOURNAL
THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March-April 1993

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New London, CT 06320

FIRST CLASS

CHRISTIAN LAUTENSCHLAGER won the French Grand Prix for Mercedes in 1914. Here he is at Indy, nine years later, posing in his racing car in a business suit. Not so lucky this time, he wrecked at fourteen laps. But aren't you drooling over that Targa Florio Mercedes roadster in the background? Coburn photo from the collection of the late Jerry Gebby, courtesy of Fred Roe.

