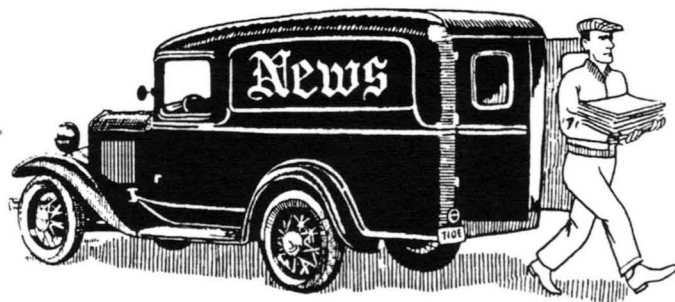


# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May–June 1993

Issue Number 144



## UK CHAPTER LAUNCHES NEWSLETTER

The Society's United Kingdom Chapter has published the first issue of what promises to be a quarterly organ for the sharing of Chapter news and networking its widely dispersed membership. The title, *SAH Newsletter* revives a name used by our *Journal* for over ten years, and heralds Chapter news and feature articles, as space and contributions permit. The premiere issue contains an article by Malcolm Green on mobile canteens used in World War II, and a treatise on "cinderellas," or stamp-sized promotional materials related to the automobile.

Editor of the new publication is Andrea Green, and submissions for publication may be sent to her at Knowle House, Hooke Road, East Horsley, nr. Leatherhead, Surrey KT24 5DY ENGLAND. Membership in the UK Chapter, which includes dues to the parent Society, is £15 per year, and application should be made to Chapter secretary Peter Card at 54 Willian Way, Letchworth, Hertfordshire SG6 2HL, ENGLAND.

## MEMBERS WRITE SHIRE ALBUMS

Two SAH members are the authors of recent automotive titles in the Shire Album series published in Britain. Founder member Nick Georgano has written *The Bentley*, Shire Album No. 292, and Jonathan Wood, recipient of the Cugnot Award in 1989 for his *Wheels of Misfortune*, has penned *The Citroën*, Shire Album No. 289. Shire Albums are concise, 32-page softbound volumes on topics ranging from local history to industry to crafts to folklore. Each is written by an authority in the field and is of interest to novice and aficionado alike. Shire Albums are sold widely in retail shops in the United Kingdom (these two new volumes sell at the modest price of £2.25); information on overseas orders can be obtained from Shire Publications, Cromwell House, Church Street, Princes Risborough, Buckinghamshire HP27 9AJ, ENGLAND.

## LEWIS WRITES FOR *MICHIGAN HISTORY*

"Working Side by Side" is the title of an article by SAH member David L. Lewis, Professor of Business History at the University of Michigan, published in *Michigan History* magazine. Described by *Michigan History* as "a Ford historian and Ford watcher for the past forty years," Professor Lewis will be recognized by members as a former SAH president and recipient of the Friend of Automotive History Award in 1991.

Henry Ford, the elder, was a man of moods with pronounced likes and dislikes. Among the latter were Jews (see *SAH Newsletter*, December 1981 for a review of the book *Henry Ford and the Jews* by Albert Lee). Controversially, Ford was a champion of African-Americans, and in his article published in the February 1993 issue of *Michigan History* Lewis gives rare insight into the relationship. His seven-page chronicle gives the reader another side of the motor magnate, a side of which most of us have probably been unaware. With a half-dozen photos accompanying his text, we see that although Ford may have been prejudiced he was impeccably honest in his convictions, or, as the article states, "Henry Ford's philosophy of an integrated work force was born at the end of a crosscut saw."

Ford employed, among others, Joe Louis, Jesse Owens, and Coleman Young. His first black employee, William Perry, survived the layoffs during the Great Depression and remained on the Ford payroll until his death in 1940 at age 87. Ford was also a close friend of the noted scientist George Washington Carver. These were but a few of Ford's black friends or employees.

The article is, I feel, of great importance in illuminating a largely unknown facet of Henry Ford. "Working Side by Side" is a perfect example of the quest for knowledge for which our Society was created.

—Keith Marvin

## LAST CALL FOR SILENT AUCTION

Just a few days remain to contribute items for the 1993 silent auction of books, literature, and automobilia. If you have any duplicate or surplus items of this description, won't you donate them to the Society's major annual fund-raising effort? Contributions should be sent to auction chair Karl Zahm by July first. Send them to:

Karl S. Zahm  
4520 Edgewood Hills Drive  
Rockford, Illinois 61108



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## EDITORIAL COMMENT

Ask and ye shall receive. I asked you, faithful readers, for some help in filling the pages of *SAH Journal* with interesting material, and many of you have responded with some excellent items. Jim Valentine's catalog of early Vermont registrations in *SAH Journal* No. 141 inspired others to seek out similar material from other states, and you will see Carl Larson's article on North Dakota vehicles, including trucks, in this issue. Another based on Georgia records is in the works, but fear not—I won't put lists in every issue for I know that some of you find them boring.

This raft of new material, however, doesn't mean my quest is over. An editor can never have too much, so if you've a topic you've been researching, or something that interests you, it's pretty likely that fellow members will find it fascinating, too. So send it along to me today.

I'm also in need of photos for *Journal* covers. Many of you have responded, but I'm sure that others have photographic archives that would produce excellent covers. Anything Australian or Japanese (in the latter case, the earlier the better) would be welcome, as well as Eastern European cars (no, no Trabants, please). American cars not represented lately include Buick, Oldsmobile, Pontiac, Mercury, DeSoto, Dodge, Studebaker, and most of the smaller prewar independents. Unusual models and body styles are a plus, and non-passenger vehicles are good candidates, too.

If you're nervous about sending photos on approval (and I don't blame you), just send me a photocopy, and I'll let you know when I might use it. I thank you, and your fellow members will, too.

—Kit Foster

## PRESIDENT'S MESSAGE

Dear Members:

Peter Card, secretary of the Society's United Kingdom Chapter, recently forwarded a copy of the first issue of the Chapter's new *Newsletter*. The publication consists of four pages, and the publication schedule is quarterly. It is informative, friendly, well prepared, and truly an enjoyable publication.

One of the many items which caught my attention concerns the White Motor Car Company of Cleveland, Ohio, and its promotional slogan exhorted to its customers: "Keep Your Car - White Cars are built for keeps, not trades." No wonder the company never broke automobile sales records! Congratulations to Peter and editor Andrea Green for a fine effort. Keep up the good work!

A few members have written regarding the need and disposition of the "reserves" noted in financial reports from Jim Cox. For many reasons, reading financial statements is not one of my favorite tasks, and although they are definitive and informative as to the financial health of the organization I much prefer reading about cars!

The SAH board has consulted Public Accountants and Certified Public Accountants, and they seem to be in general agreement that an organization dependent on dues as its primary source of income should maintain emergency reserves adequate to continue the group's business for a minimum of two to three years without income. This recommendation represents an increase from the previously-accepted norm of one year's income, and probably results in many heated discussions about just how large our reserves should be. To maintain our fiscal integrity, your board of directors has established these reserves as our "rainy day fund," safely invested and earning interest. Although the interest may be used for day-to-day expenses, the principal remains intact to protect the Society from any unexpected contingencies.

Previous mention has been made of preparations for the 1993 Silent Auction, our main fund raising activity. I remind and encourage you to please take a moment to search your shelves and storage areas for duplicate or surplus books, literature, or automobilia which you might contribute to the sale. Chairman Karl Zahm is actively seeking inventory and is looking forward to your help. Please send items to him at 4520 Edgewood Hills Drive, Rockford, IL 61108, by July first.

Matt Sonfield, chair of the Cugnot and Benz Award Committee, reports that the Committee is busily reviewing all the nominations received prior to the deadline. To those of you who forwarded nominations we extend our thanks.

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

## BACK ISSUES OF *SAH JOURNAL*

Through 1992 there have been 141 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. 110-115 issues) \$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.

## SOCIETY OF AUTOMOTIVE HISTORIANS, INC. TREASURER'S REPORT

### First and Second Quarters 1992

**INCOME**

Audi History, Shipping	\$113.50
Back Issue Sales	173.70
Contributions	130.75
Decal Sales	17.50
Dues - 1992	5,100.00
Interest on Checking Acct.	142.74
Silent Auction - 1991	1,577.70
Void Check #1143 fm 2/4/91	<u>250.00</u>
Total Income	\$7,505.89

**EXPENSES**

Board Meeting Room 3/21/92	90.00
Returned Checks	40.00
Labels, Postage (Data Base)	185.00
Contributions - NAHC & AACA Library	200.00
Audi History - Postage	118.60
SAH Journals No. 136, 137, 138	
Printing & Domestic Postage	2,575.23
Overseas Postage, Journals 137, 138	212.08
Secretary's Expense	55.67
Silent Auction - 1991	148.31
Indiana Non-profit Corp. Fee	10.00
Subtraction Error	52.98
Return to Reserves	1,500.00
(Covers Editorial Expense 99.91	
Stationery 225.74	
SAH Journal 135 989.95	
Editor's Advance <u>188.40</u>	
Total Expenses	\$5,187.87

**MARGIN OF INCOME OVER EXPENSE** \$2,318.02

Cash Account Summary	1/1/92	6/30/92
Vanguard Prime Portfolio	\$22,885.46	\$21,894.89
Vanguard Federal Portfolio	5,262.72	6,889.87
Checking Account	<u>5,167.72</u>	<u>7,485.56</u>
Total	\$33,315.72	\$36,280.32

Respectfully submitted,  
Robert J. Gary  
Treasurer

### Third Quarter 1992

**INCOME**

Back Issue Sales	\$22.50
Contributions	112.00
Decal Sales	4.50
Dues	1,775.00
Interest	.75
Annual Banquet Tickets	1,300.00
Transfer from Wisconsin Bank	<u>7,523.18</u>
Total Income	\$10,837.77

**EXPENSES**

Hershey Expenses - Tent, tables/chairs, toilet rental, mailing	\$459.56
Election Ballot	175.57
Annual Meeting Announcement	53.00
Postage, Election/Annual Meeting	250.65
McBee Accounting System	128.20
Journal No. 139 - Print & Post	952.00
Postage, Back Issues	<u>35.95</u>
Total Expenses	\$2,154.93

**MARGIN OF INCOME OVER EXPENSE** \$8,682.84

Cash Balance	9/30/93
Vanguard Prime Portfolio	\$21,958.89
Vanguard Federal Portfolio	6,920.05
Checking Account	<u>8,682.84</u>
Total	\$37,561.78

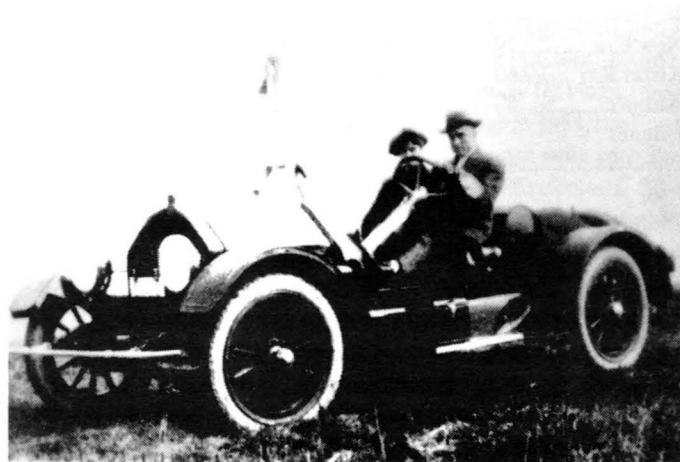
Respectfully Submitted  
James H. Cox  
Treasurer

N.B. The Society's fiscal year now ends on September 30th. The next financial report, covering fiscal year 1992-93, will be published in the November-December 1993 *Journal*.

## DO YOU KNOW THE ENSLOW?

This sporty car is the Enslow, and that's Frank B. Enslow at the wheel, his wife as passenger. The car appears to be of 1914-15 vintage, but nothing else is known of the car or of the company that produced it. Enslow lived in Huntington, West Virginia. His great-grandson, also named Frank, believes the car was manufactured in Cincinnati, but the family has no records or information other than this photograph. Can anyone add to this intriguing bit of Ohio Valley automotive history?

-Taylor Vinson



## NORTH DAKOTA REGISTRATIONS

by Carl F.W. Larson

This list details the makes of cars and trucks licensed in North Dakota in 1921, as published in the "Report of State Highway Commission," *Public Documents, 1921-22*, vol. 2. The original lists are in descending numerical order. The names are reproduced exactly as they appear in the report.

### LIST AND NUMBER OF ALL PASSENGER CARS REGISTERED IN NORTH DAKOTA DURING 1921

Ford ..... 49694	Monroe ..... 44	Ohio ..... 5
Overland ..... 8886	Krit ..... 35	Peerless
Dodge ..... 5127	Cleveland ..... 33	Pilot
Buick ..... 4774	Rambler	Premier
Chevrolet ..... 3930	Jordan ..... 32	Davis ..... 4
Maxwell ..... 3272	Dixie Flyer ..... 31	Halliday
Studebaker ... 2811	Stephens	Liberty
Oakland ..... 1451	Glide ..... 29	Luverne
Reo ..... 888	Cole ..... 26	Mercer
Dort ..... 650	Madison ..... 25	Nelson
Saxon ..... 641	Imprial ..... 24	Partin Palmer
Hupmobile .... 620	Alter ..... 23	Roamer
Paige ..... 574	Apperson	Stoddard-Dayton
Oldsmobile .... 535	Lexington ..... 22	Bergdoll ..... 3
Nash ..... 474	Paterson	Columbus
Chalmers ..... 444	Stearns ..... 21	Commonwelath
Cadillac ..... 442	Packard ..... 19	Fostoria
Briscoe ..... 391	Bush ..... 17	Hercules
Mitchell ..... 337	Detroit ..... 16	Mome Made
Hudson ..... 307	Everitt ..... 15	Maibohm
Case ..... 264	White	Moline
Elgin ..... 255	Carter ..... 13	Richmond
Grant ..... 235	Michigan	Vulcan
Scripps-Booth	Columbia ..... 11	Baker ..... 2
Allen ..... 196	Detroit Electric	Coey
Pullman ..... 181	Westcott	Cutting
Franklin ..... 180	Winton	Enger
Velie ..... 176	Hollier ..... 10	Etnyre
Cro-Elkhart ... 151	Marion	Herreshoff
Regal ..... 120	Birch ..... 9	Locomobile
Elcar ..... 117	Moon	Mc Intyre
Metz ..... 114	National	Marathon
Chandler ..... 108	Sutuz	Midland
Essex ..... 97	International ..... 8	Thomas
Jeffery ..... 92	Lozier ..... 7	Acme ..... 1
Jackson ..... 89	Patfinder	Anderson
New Era ..... 79	R.C.H.	Arab
Kissel Kar ..... 60	Abbot-Detroit ... 6	Argo
Auburn ..... 53	Lambert	Colby
Haynes	Standard	Colley
Flanders ..... 48	American ..... 5	Comet
Pan	Bradley	Commerce
Empire ..... 47	Harroun	Corban
Interstate	Marmon	Cornelia
King ..... 46	Moore	Cunningham
	Little	De Tamble

Elco ..... 1	Olympian ..... 1
Gardner	Pharaton
Great Western	Pierce Arrow
Henderson	Pope Tribune
Herff Brooks	Sayers & Scoville
Jones	Schacht
Lion	Skelton
McLaughlin	Sphinx
Mason	Stoughton
Massnick-Phipps	Templar
Milburn Electric	Trumbull
Monitor	Victor
Nyberg	Wahl

### LIST AND NUMBER OF ALL TRUCKS REGISTERED IN NORTH DAKOTA DURING 1921

Ford ..... 1484	Pierce Arrow ..... 3
International .. 272	Twin City
Republic ..... 73	United
G. M. C ..... 72	Cadillac ..... 2
Dodge ..... 65	Federal
Maxwell ..... 56	Home Made
Reo ..... 45	Packard
Samson ..... 43	Vim
Oldsmobile ..... 41	Winton
Traffic ..... 37	Avery ..... 1
White ..... 33	Carnation
Overland ..... 27	Case
Nash ..... 17	E & W
Bethlehem ..... 15	Fuller
Wilcox ..... 13	Fulton
Liberty ..... 12	Hawkeye
Diamond T ..... 9	Packson
Buick ..... 7	Jeffery
Master	Krit
Studebaker	Luverne
Chevrolet ..... 6	Marquette
Chandler ..... 4	Oakland
Commerce	Peerless
Graham	Rambler
Indiana	Seldon
Acme ..... 3	Standard
Bessemer	Stewart
Bull Dog	Thomas
Denby	Universal
Garford	Velie
Mack	Warren Detroit
Menominee	

There are many interesting figures, but perhaps most surprising is the total dominance of Cadillac (442) over Packard (19). Is "Pharaton" a misreading for "Phaeton"?

I know of no other equivalent lists for North Dakota. Unfortunately, the 1921 licensing record books were destroyed when the state capitol building burned in 1930. North Dakota licensing records do exist, however, for 1911-1914 and 1924 to the present.



## TIME WAS

by Charles W. Bishop

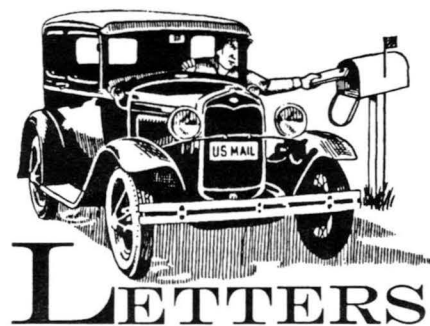
An invitation to reminisce is the sort of thing I find irresistible. The question is, where to begin. For an audience of automotive enthusiasts of sundry ilk, it would have to be the time when I left behind the status of onlooker and became a participant.

I learned to drive, in the best tradition of the *fin-de-siècle* motorist, on a car I built myself. An admirer of the exposed cantilever rear springs of the Rolls-Royce, I included them in my design. Actually, they came with the 1923 Buick frame I rescued from the dump (in halcyon days when environmental management of landfills was quite unknown, and one could return from the dump with more than one brought). For ten dollars I bought a Model T racer. I did not have the foresight to set aside the lowering blocks and other paraphernalia, nor the body, but I took the engine. Right hand drive seemed the way to go, but inquiry into the prospects for a British transmission, so the pedals would be where the driver was, proved impractical. The Ford hierarchy was too vast to accommodate such whimsy. The Buick chassis included a brake equalizer, two rotatable tubes with short arms with holes for the clevises on the brake rods. Looking back, I am mystified about the control of three pedals with only two transfer systems. The Ford axle had to be modified with plates to accept the semi-elliptic front springs. Therein lay the fatal flaw in this contraption, which was dignified by a Fiat front radiator and a spherical body aft of the two seats which had come from an Italia racing machine. The Ford engine number established it to be a 1909, compatible with the Italia which was the same age.

The front axle broke near the weld on one of those two-rut roads of the Nantucket moors. For almost a month the welder was not able to find time to make a repair. He did so on the day before I left the island; as I look back it seems he exercised a pocket veto on my chances to roam the moors. Today it would be for fear of a product liability suit, but in that simpler world he was merely cutting down on the chances that it would let go again, perhaps at disastrous speed.

The car was known as "S.F.," in this case *Semper Fideles*, meaning that it could be relied upon not to keep going. I built three more cars before turning to standard makes such as American Austin, Marmon, Bantam, and a Model A Ford. By great luck, I moved backward in time with the acquisition of a magnificent six-cylinder Delaunay-Belleville (I'd never heard of one), and found a 1905 Cadillac one-lunger lying in a field by my father's farm (it had fallen through the barn floor - real credit for this car should go to my wife Marion; she talked the farmer into *giving* it to us). After a host of other cars, some interesting, some not, we have retired to a Peugeot 505.

We were not always old. I remember arriving at the summit of Mount Greylock, highest point in Massachusetts, in the back seat of my second car. It had a hand throttle, and the steering wheel was operable by one's feet whilst sitting in back. I remember it particularly, for others atop the mountain were upset about my back-seat driving.



### JAWA COLORS

I am restoring a JAWA motorcycle, and I can't find anyone with the paint "code" or mix for the paint I want to use. The JAWA was and is made in the former Czechoslovakia. The paint I wish to duplicate was an ox-blood color used in 1968 on the 250 cc models exported to the US. I'm sure that in 1968 there were many paint manufacturers who made it, but no one seems to know anything about it now. I've talked to DuPont, and they don't keep historic records. I've also talked to the JAWA-CZ Club in England and JAWA of America in New York. I wonder if any SAH member can help. **Ron Skala, 402 East Yakima Ave., Suite 220, Yakima, WA 98901 (509) 248-5311**

### THE MARYLAND'S ENGINE

On re-reading the short article "The Maryland Car" by Willard J. Prentice in *SAH Journal* No. 136, I realized that the overhead cam engine used in that auto (and in its predecessor the Ariel) was built by Trebert Auto & Marine Motor Co., 407 St. Paul Street, Rochester, New York.

This engine is described and illustrated on page 207 of the March 1906 issue of *Automobile Trade Journal*. It was claimed to develop 34 horsepower, was 30 inches long, 22 inches high, 17 inches wide, and weighed 340 pounds. The illustration shows a man lifting the engine, but at the claimed weight I wonder if it had been stripped of all internal parts. **G. Marshall Naul, 534 Stublynn Road,**

### CHAPTER AND VERSE

The editor invited a dissertation on Facel, Vega, et al, and I can add a bit of the story. The coupe illustrated in Elliott Kahn's photo *is* a Comète from Ford of France with body by Facel. Just when Simca prepared to take over Ford of France in 1954, the Ford (later Simca) Vedette model became available not only with the small 2.2 litre Ford V8, but also with the big four litre engine. The Comète coupe was also produced with the big power unit, but in small quantity only. Since Kahn mentions that only 54 examples were built, that particular car might be one of those. They were called the Comète Monte Carlo. The exterior modifications mentioned in the report must have been made later and not by the makers. Herewith are some details on the tricky family trees involved.

Facel (short for *Forges et Ateliers de Construction d'Eure-et-Loire*), with facilities at Courbevoie (near Paris) and at Dreux, was founded in 1939 by ex-Citroën designer and experimental engineer Jean Daninos. After the difficult war years, the firm produced sundry articles, mainly on a sheet metal basis, such as aero jet engine rear cowlings and scooter parts. From 1948 onwards Daninos produced complete auto bodies ready for chassis mounting, among them 23,500 coupes and convertibles for Simca as additions to their standard range.

Facel-Vega was the fulfilment of Jean Daninos's dream to become an automobile manufacturer on his own. When the French prestige marques, such as Delage, Delahaye, and Talbot, were losing ground in those years and disappeared eventually, Daninos planned to create a car capable of competing with foreign models such as Ferrari, Mercedes-Benz, and Porsche. After some dead-end projects he decided in 1953 to build his own body and chassis, using a Chrysler V8 Firepower engine, first the 4.5 litre, later up to six litres and a bit more, and a manual, fully-synchronised four-speed transmission made by the big Pont-à-Mousson engineering firm which had assisted Daninos in his venture. The additional name Vega was suggested by Jean's brother Peirre, then the well-known author of "Les carnets du Major Thompson." Pierre had already proposed the "stellar" name of Comète for Facel's coupe for Ford.

The first Vega prototype was shown to the press in June 1953, and at the subsequent Paris Salon. It was well received, and even more so after further development. Its shape and performance made it a darling of all kinds of socialites. The coupe was later joined by "Excellence," a feudal pillarless four door sedan.

A smaller model, the Facel Facellia, followed in 1960. After teething troubles with their own 1.6 litre dohc four cylinder engine, Facel switched over to Volvo and BMC power units for the smaller range. Profound financial troubles and unsuccessful "help" from outside preceded the end, which came just on the eve of 1965. In all, 1174 Facel-Vegas and 1853 smaller models were built.

Ford of France, the company's French daughter, was created before World War II, based on the defunct Mathis work in Strasbourg. The firm built the same pre-war 2.2 litre, four window sedan as Dagenham. It expanded and went to Poissy, and brought out their postwar model Vedette with the same engine, but otherwise much modernised. The Comète, with the Facel-built body, came as an addition (and a Vendôme, looking rather like a shrunken '49 Mercury, with the big V8, if memory serves - Editor). But in 1954 Ford sold out to Simca. At that time the big four litre Ford V8 became available in the Vedette and the Comète, as mentioned above. Facel had contributed 2200 Comète bodies.

Now to Simca, short for *Société Industrielle de Mecanique et Carrosserie Automobile*. It was created by Fiat at Nanterre (near Paris) in 1938 for the assembly of the small 500 Topolino, sold under the Simca brand. After the war, Simca got their own development department, and they created a number of interesting models. Simca expanded, and took over two truck manufacturers, and when they bought Ford of France in 1954 they continued the Vedette range and called it a Simca. The Comète remained a Comète. Abroad, the Vedette was still distributed by Ford. Simca also acquired the old Suresnes works of bankrupt Talbot, and obtained the rights for that famous label, but in 1964, the Chrysler Corporation, expanding feverishly, took over Simca, after having bought the British Rootes Group. Finally, they marketed an ex-Simca model under their own name. In 1980, Peugeot took over all the European firms of Chrysler, but after a tryout with reviving the Talbot name, they concentrated on their own two brands, Peugeot and Citroën. **Robert Braunschweig, Humboldtstrasse 39, CH-3013 Berne, SWITZERLAND**



**THE LINCOLN MOTORCAR**, by Thomas E. Bonsall. 336 pages, 497 black and white photographs, 25 color photographs. Hardbound, 10 5/8 x 8 3/4 inches, Library of Congress Catalogue Card number 80-69775. Published by Stony Run Press, P.O. Box 16355, Baltimore, MD 21210. \$59.95

Dressed up with a dust cover showing the Mark VIII, the second edition of Tom Bonsall's 1981 Cugnot Award-winning history of Lincoln is now available. Those who have the first edition may be curious about the changes that have occurred.

Tom has added sixteen pages to cover an additional twelve model years, continuing the earlier format of a separate discussion on each model year with a new appendix on engine availability, serial numbers, prices, specifications, and production for 1981-1992. The years since 1981 have been among the most significant in Lincoln history, years in which the marque has come close to matching Cadillac in overall sales in the luxury market. As Bonsall fairly states it, this may have been due more to Cadillac's failures than Lincoln's merits. His chapter "The Challenge Years" is as good an analysis of the luxury car market since 1980 as one may find. Curiously, the chapter on conversions is not similarly updated with photos of the pretentious super-stretch limos of the era, which would have been the perfect target for Bonsall's known witty touch.

The comparison reader will also note that the black-and-white photos are clearer than those of the original edition, though the color ad reproductions seem marginally less bright. Virtually all the previous photos remain unchanged. Gone, however, is the instructive one showing the covers of the catalogues of the Leland-built cars. Chad Coombs' nostalgic preface in the first edition, which beautifully prepares the reader for the book that follows, has been replaced with a forgettable piece of puffery on the Mark VIII by Lincoln-Mercury's general manager Lee R. Miskowski. Indeed, one wishes that the six additional pages of text and photos devoted to the Mark VIII contained less technical information and more on Ford's inability to bring its new models to the market in a timely fashion (the 1993 Mark VIII, the first new one in nine years, is derived from a chassis first used in 1989).

Although the chapter "Promoting the Product" has not been updated with a discussion of Lincoln literature since 1981, it now incorporates the original separate chapter on the Mexican Road Races, "rewritten (and re-researched)." In sum, I found enough differences between the two editions to warrant keeping the first rather than consigning it to flea market stock.

-Taylor Vinson

**LAND FLYING - THE TERRAPLANE**, by James Fack. 76 pages, 28 black and white photographs. Ringbound with laminated card covers, 6 x 8 1/2 inches. Published by Railton Owners Club, "Fairmiles," Barned Hall Road, Barncross, Sheffield S30 4RF ENGLAND. £8.40 postpaid in UK. Available in USA from Hudson Essex Terraplane Club Store, P.O. Box 224, Moscow, IA 52760-0224 at \$15.00 plus \$3.75 shipping.

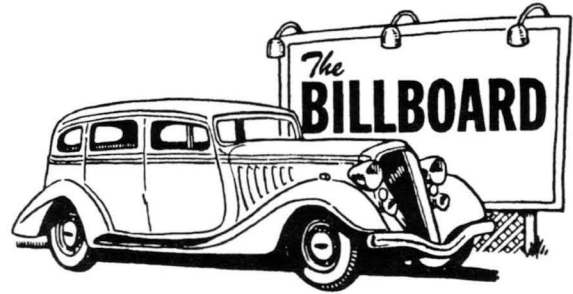
"Not just a car - a thrilling experience" says the subtitle, and those who remember the Terraplane in its early years will know that Hudson Motor Car Company's slogan for its companion make was more than hyperbole. The Terraplane, initially a model of the Essex and soon a marque in its own right, could go, and when equipped, for 1933, with an eight cylinder engine could give the Ford V8 a run for its money.

Author Fack has done more than pen a survey of the Terraplane; this is not a year-by-year and model-by-model catalog of what was when. He seeks to define exactly *what* was the Terraplane, what differentiated it from the Essex and Hudson, and how and why Hudson adopted many of the Terraplane features for the parent car as the thirties evolved. The virtues of the Terraplane came from advanced metallurgy and light weight, the latter possible because of the former, and Fack examines just how they were achieved and what the results were. Evidence cited is largely from the British motoring press, for American journalists had yet to become analytical.

The Terraplane, in its eight cylinder form, was used as the basis for the first Railton, and Fack's treatise helps to explain why those Anglo-American hybrids, with their low-priced, bone stock chassis could often give British thoroughbreds like Alvis, Lagonda, and Bentley a good trouncing. Fack is a Terraplane/Railton partisan, and his enthusiasm comes through in his text, but he has been careful to support his assertions with corroborating evidence, where it exists, and to qualify his speculations where it does not. This little book is a gem, the likes of which you have not seen elsewhere.

*Land Flying* was first published, in serialized fashion, in the Railton Owners Club *Bulletin*. The first edition of "Land Flying - The Book" sold out quickly, and a new printing has recently been issued. It is somewhat larger than my review copy described above, for it includes an extra chapter on the examinations of Terraplane undertaken by Rolls-Royce engineers in the 1930s. Both editions include a number of contemporary road tests of the Terraplane from *The Motor* and *The Autocar*.

-Kit Foster



NEED application information on automotive bulbs for 1912-30 cars and 1912-40 trucks. Photocopy of this data will be okay. All bulb information welcome, 1912 to present. **Wayne Hood, 228 Revell Rd., Grenada, MS 38901 (601) 226-9060**

FOR SALE: *Kings of the Road* by Ken Purdy, 1952. Good condition. \$40.00 ppd in USA. **Wayne Hood, 228 Revell Road, Grenada, MS 38901 (601) 226-9060**

WANTED: Information on the following: 1769 "Linen Draper" Moore steam carriage, England; 1769 Josiah Hornblower steam carriage, England; 1770? Sadler of Oxford steam carriage, England; 1780 Charles Dallery, Amiens, France steam carriage; 1804 Charles Dallery steam carriage patent; 1797 Kinsley steam carriage, USA; 1797 Faris steam carriage, USA; 1819 "Kentucky" steam stage coach, USA; 1819 B. Dearborn, Evans-type steam carriage, USA; 1822, 2-3 steam carriages in NYC region, seen there by *Scientific American* editor; 1817 B. Langdon traction engine patent, USA; 181? Oliver Evans model steam tractor, extant into 1830s in Philadelphia museum; 1816 Tho. Henschel steam car, Kassel, Germany; 1819, 1-2 steam cars, Medhurst, England; 1824-25 T.W. Parker, Edgar City, Illinois steam car; 1825 Matthew Broemark successful steam carriage, Helsingfors?, Denmark. Also any other pre-Duryea US material and pre-Benz European material. **Dean Lehrke, 1927 Telephone St., Fort Mill, SC 29715 (803) 548-4631 (home), (803) 548-8500 (work).**

## DIRECTORY UPDATE

### NEW MEMBERS

Mobley, Victoria.....1665  
P.O. Box 46024  
Mt. Clemens, MI 48046-6024

Cooling, Ian R.....1668  
Ensingerstrasse 46  
3006 Berne  
SWITZERLAND

Jones, David C.....1669  
105 Summers Road  
Farncombe  
Godalming, Surrey GU7 3BE  
ENGLAND

Collins, J.N.B.....1670  
c/o Barton Associates  
6001 Beach Road  
#20-05 Golden Mile Tower  
Singapore, JAPAN 0719

Windle, Jerry.....1671  
4935 E. Mountain View Dr.  
San Diego, CA 92116

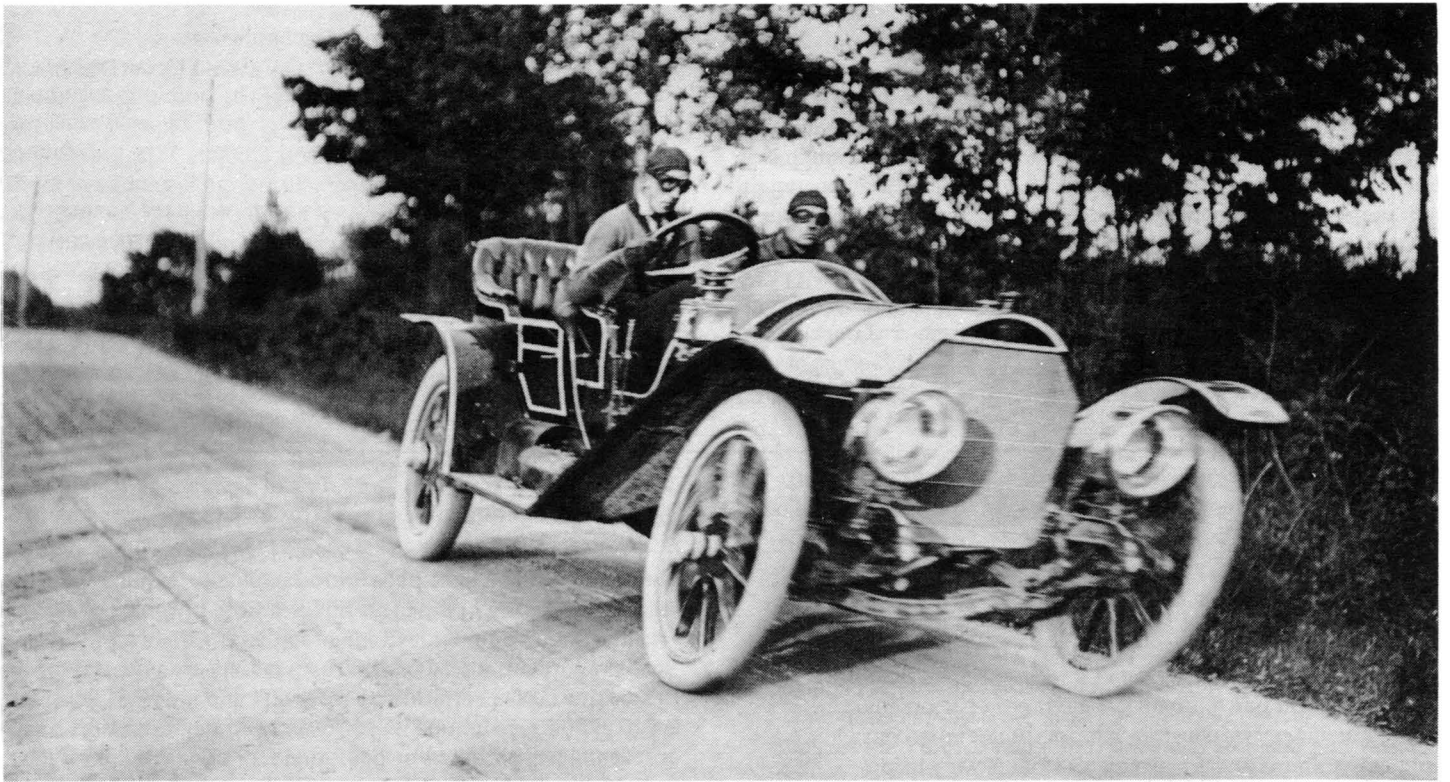
Carverhill, Geoff.....1672  
16 Falconers Rise  
East Hunsbury  
Northampton NN4 0RJ  
ENGLAND

### CHANGES OF ADDRESS

Goedde, Jon A.....1372  
32 West 5th Ave.  
San Mateo, CA 94402-2004

Embry, Rosville, Jr.....1195  
17617 Midway Rd., Apt. 352  
Dallas, TX 75287-6749





*ON THE ROAD between Farmington and Hartford, Connecticut Eddie Ives and Ben Landry strike a Helckian pose in a 1910 Houghton Rockwell. Albert Rockwell, of the New Departure Manufacturing Company in Bristol, Connecticut, teamed with friend Harry S. Houghton in this automotive venture, of which this tourer was one of the last products. When did Connecticut cease to drive on the left, you ask? From the editor's collection.*

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