

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January – February 1994

Issue Number 148

AWARD NOMINATIONS DUE

As announced in the last issue of *SAH Journal*, this year the deadline for publications awards nominations has been advanced to March first in order to give the selection committees sufficient time to read and deliberate upon the many worthy works nominated.

The Nicholas-Joseph Cugnot Award recognizes the best book in the field of automotive history published during the previous calendar year. The Carl Benz Award is given to the best periodical article or series on automotive history from the previous calendar year, and the Richard and Grace Brigham Award is presented for the best overall treatment of automotive history by a magazine over all issues of the same period. The E.P. Ingersoll Award recognizes the best treatment of automotive history in other than print media. Nominated works must bear a copyright date of 1993, and Awards of Distinction may be given to exceptional nominees not selected for the primary award.

The Cugnot and Benz Award Committee is chaired by Pat Chappell, who is assisted by Nick Fintzelberg, Paul Lashbrook, Keith Marvin, and Karl Zahm. The committee will need one copy of each book nominated; in the case of articles nominated for the Benz Award they request four photocopies so that evaluations can be conducted concurrently. Submit nominations to:

Patricia E. Chappell, Chair
Cugnot and Benz Award Committee
215 Peirce Road
Wilmington, DE 19803 USA

The Brigham Award can be presented to a publication only once in a five year period; winners within the current limitation period are *Automobile Quarterly* (1990), *V8 Times* of the Early Ford V8 Club (1991), *Special Interest Autos* (1992), *Collectible Automobile* and *The Bulb Horn* of the Veteran Car Club of America (both 1993). Brigham Award nominations should be accompanied by a representative sample of the year's issues. Send nominations to the Brigham Committee in care of:

Taylor Vinson, President
1314 Trinity Drive
Alexandria, VA 22314 USA

Nominations for the E.P. Ingersoll Award, with a copy of the nominee in its original medium, should be sent to:

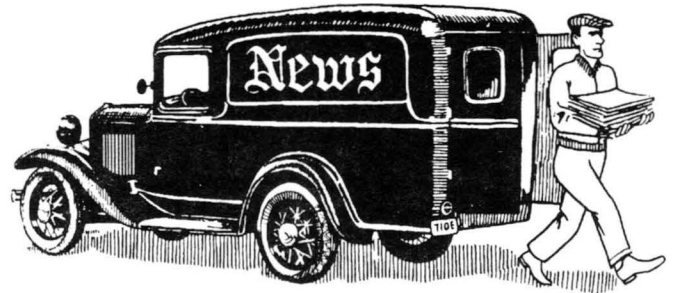
James A. Wren, Chair
5930 Glen Eagles Drive
West Bloomfield, MI 48033 USA

Because of the late date on which this issue went to press, nominations for the Bringham and Ingersoll Awards have been held open until **March 15th**.

The James J. Bradley Distinguished Service Award is presented to a library or archive, or to an individual within such an organization, for the preservation of historic materials relating to motor vehicles of the world. Nominations for the Bradley Award may be made to Jim Wren at the address above.

A person who has made exceptional contributions to the field of automotive history may be named a Friend of Automotive History. Nominations for the Friend award should be directed to:

David L. Lewis
2588 Hawthorn Road
Ann Arbor, MI 48104 USA



ROLSETH PRODUCES TRANSPORTATION CALENDAR

Norwegian member Asbjorn Rolseth has published the *Transporthistorisk Kalender*, a full-color photographic wall calendar featuring commercial vehicles in Norway. Some of the trucks are European, but most are American in origin, including a Chevrolet bus and Indiana fire truck with Norwegian-built bodies. Of esoteric interest is a GMC converted to burn wood. The 1994 wall calendar is available for \$10.00 from Asbjorn Rolseth, P.O. Box 64, N-2044 Frogner, NORWAY.

DOING SOMETHING INTERESTING in automotive history? Written a book, or given a talk to a group? Formed a marque register? Begun a mammoth research project? Been named to a history committee by another organization? We'd like to hear about it, and we're sure other members would, too. Send news of your activities to Kit Foster, editor, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA.

CRAWFORD SEEKS DIRECTOR

The Western Reserve Historical Society is currently conducting a search for a director for its Crawford Auto/Aviation Museum, located at University Circle in Cleveland, Ohio. They seek an experienced person to head the administrative and program-related affairs of the museum, which exhibits a major transportation-related collection. Qualities sought in director candidates are knowledge of transportation history as well as of the objects in the collection (mostly automobiles and airplanes). The director must be able to work closely with the museum board, and be dedicated to developing the collection's full potential as an educational resource. Academic training at the Master's level is preferred, as is work experience in a museum or related situation. Demonstrated success in fund raising is a definite plus. Letters of application, including resume and salary requirements should be sent to:

Richard L. Ehrlich
Western Reserve Historical Society
10825 East Boulevard
Cleveland, OH 44106



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1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA

Richard B. Brigham, Editor Emeritus

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Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$25.00 US per year. Membership inquiries, renewals, and changes of address should be directed to the secretary at 6760 E. County Road 800 N., Brownsburg, IN 46112-9059

EDITORIAL COMMENT

Many of you have said nice things about the new membership directory you received around the turn of the year. A number of people worked very hard on it, and I'm particularly grateful for the help of Chet Haines, Taylor Vinson, and Beverly Rae Kimes in indexing and checking the text. A few errors slipped through, but thankfully they seem to be minor in nature.

Alas, it is *not* up to date, for no directory can be for more than an instant. Some have asked why the August cover date when it wasn't mailed until December. The information is current to August only, so that's what I put on the cover. In a more perfect world we would have conducted the every-member canvass, as included with the membership renewal, *before* publishing the directory, but had we done that you'd still be waiting. So we elected to go with the information we had in the data base at the time.

In this *Journal* we present all the changes received, with membership renewals and otherwise, up to January 27th. Future *Journals* will have similar updates, from time to time, and we are structuring them as an insert to be removed and inserted into your directory. If you also annotate your directory as to where the changes have occurred you will always be up to date - or nearly so.

For the future, our plan is to get back to biennial issues of the directory, and this should be easier now that we know just how to edit the data base for conversion to text files. Our intention is to produce the next directory right after the 1995 membership renewal, a little over a year from now, so that we have the benefit of the very latest information on member addresses, phone numbers, FAX and E-mail information, and current member interests.

It will help us prepare for the next issue, too, if you tell us what you might *not* like about the recent directory, its format, typestyle, indices. Are there other things you'd like to see in a directory which would make it more useful to you? The text of the Society by-laws, for example, or names and addresses of the current officers, in addition to the chapter information now presented. Your comments and suggestions are welcome, and may be sent to me at 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA.

-Kit Foster

CHAPTER NEWS

SAH has six chapters whose activities will be of continuing interest to all members. There is news from four of the chapters to report this month.

During 1993, the United Kingdom Chapter started its *SAH Newsletter*, with a style and format much like that of *SAH Journal*. Its second issue (July 1993) contained articles on British motorized can-tees of World War II and the Lanchester experimental people's cars of the twenties and thirties. Note was taken of the relocation of the archives of the British Petroleum Company to the Modern Records Centre at the University of Warwick Library in Coventry.

The UK Chapter conducts periodic all-day seminars. The most recent one, held September 24th, 1993 at the National Motor Museum, Beaulieu, Hampshire, featured talks on "The Birth of the Beetle," by Jonathan Wood; "Ford at Trafford Park," by David Burgess-Wise; "Home Made Car," a short film introduced by David Card; "British Car Factories from 1896," by Paul Collins; and "Brooklands," by Dudley Gahagan. SAH past president Jack Martin opened the proceedings. Secretary of the Chapter and organizer of the seminar is Peter Card of Letchworth, Hertfordshire.

Wisconsin SAH, under the leadership of Ken Nimocks, established a plan in 1993 to hold quarterly meetings, with two of them at the Hartford Heritage Museum in Hartford. The Chapter has 32 members. It is developing a "Wisconsin Vehicles Project" to collect and publish a work on the manufacture of cars and parts in the state during the Twentieth Century. The materials will be deposited at the Hartford Heritage Museum with Val Quandt. Brooks Stevens has already been interviewed for the project. It was suggested at the Chapter's September meeting that Carl Larson's work about the automobile in North Dakota might be helpful as a source.

The Henry Leland Chapter in Michigan is now headed by Michael Kollins, who reports that 30-35 people attended a mid-December meeting, including Leland's great-grandson. The Chapter plans to meet quarterly. At the SAE Congress on March first, Mike is scheduled to speak on the interface between the automotive, aircraft, and marine industries. Later, in July, he and George Hanley will be among the speakers in Auburn, Indiana, observing the centennial of Elwood Haynes's first automobile.

Finally, our Southern California Chapter held one of its periodic Wednesday evening meetings recently at the Los Angeles County Museum to hear a presentation of plans for the new Peterson Museum (Peterson Publications), a four-story museum of old cars which opens in June 1994 as a wing of the County Museum complex. The Chapter also discussed plans for its annual June literature swap meet.

If you are a resident or neighbor of Wisconsin, Michigan, California, Indiana, the northeastern states, or the United Kingdom, and you are not already a chapter member, we hope that you will become one. Chapter contacts are listed in the membership directory.

PRESIDENT'S MESSAGE

The most absorbing automotive publication in many a moon arrived the other day, with entries by such household names as Borgeson, Georgano, Kimes, Lamm, and Norbye, to name a few. It's not for sale at any price, but each of you has one. I refer, of, course, to the latest SAH Membership Directory.

The directory shows that the 699 of us live in 22 countries in North and South America, Europe, the Channel Islands, Japan, Australia, and New Zealand. We are interested in marques from A (A.C.) to Y (Yale) (though I must confess to an unrecorded fascination for Zwickau), 268 names in all, including coachbuilders and corporations. Over half of these - 151 - are so esoteric that only one of us indicated an interest in it. We're sentimental enough that Ford is our favorite nameplate, and nostalgic enough that Packard is next. The European car of choice is the Rolls, though there is a fondness for Porsche and Bentley. We are interested in vehicles from the nineteenth century through the 1970s. There are 94 motoring personalities whose lives intrigue us, principally those of Henry Ford, Billy Durant, E.L. Cord, and Walter P. Chrysler. Thus we stand at the beginning of the Society's 25th year, a unique repository of interests and talents that is probably not duplicated by any other organization in the motor vehicle world. The reason I have performed this analysis is to gain a better understanding of the Society and its members. The purpose of the analysis is to derive information that may help SAH to develop an approach to the many people interested in automotive history who are not members and from whose knowledge we could all benefit.

As I mentioned in the last issue of *SAH Journal*, director Matt Sonfield has been asked to develop a membership campaign plan for the Society, the first time in many years that SAH has undertaken such an effort. The first task is to verbalize what is unique about SAH, what is its primary selling point. A personal incident, if I may. Last year, having read in a member's work (the *Standard Catalog of American Cars 1805-1942*) a reference to the Enslow car, I obtained a photo of it from the Enslow family, and submitted it to the *Journal* with a request for information as neither the family nor anyone else seemed to know a thing about it. As I anticipated, there was a member who could help. He sent photocopies of news articles of the day (1912-14) about Mr. Enslow and his relationship to the Crescent, as the car turned out to be. This crystallized in my mind what SAH uniquely is to its members: an information exchange.

Coincidentally, I have received letters in the same vein from two other members. Director Karl Zahm, a founder member, wrote that his "understanding of [the Society's] reason for being was to serve as a clearinghouse or a network" in which "members tap into a pool of knowledge on various automotive subjects as held by other members." Through the directory and *Journal*, Karl has obtained "much needed information for many of my writing projects over the years." Frank Robinson, a former SAH president, thinks of the Society as a "forum" in which "everyone knows something someone else needs." Through the *Journal*, questions of many years standing he had on the Ford engine exchange program were answered. I'm sure that many of you must have had similar experiences. So the portrait of SAH as a repository of knowledge with the capability of being shared among members is emerging as the one we should promote. With each new member we add to our intellectual capital. As I put it in the last *Journal*, the more we grow the more we know.

There is already a simple way to begin. Think about just one person you know, probably someone in one of your other car groups - not just someone whose interest stops with his old car but someone who could add to the accumulated knowledge that SAH represents, and who would, in turn, benefit by having access to that knowledge. Some of you have been kind enough to make \$25.00 donations to SAH along with

your membership dues; next time why not use this to sponsor a friend for a year's membership? You'll probably find that your friend is more than willing to pay his or her own way the second year.

Given the accumulated wisdom that the directory reflects, there are further ways to improve your access to the store that it represents. FAX numbers, when given, have been a staple of the old directory and the new one. Next year, on the renewal notices, we'll include a space for your "signature" on America OnLine, Compuserve, or other service lanes of the information highway. This data will enable you to communicate in a more timely, efficient manner with other members who share mutual interests and who have the equipment to receive and transmit electronic messages.

Finally, there appear to be ways that new technology has the potential to assist those who are interested in automotive history in all its forms, in areas such as data retrieval and electronic message boards. I hope to explore some of these possibilities in future issues of the *Journal*, and would welcome hearing from any of you who have had experience. Indeed, if you remember Pat Foster's review of *Beijing Jeep* in *SAH Journal* No. 147 and how he discovered the book's existence, you have a hint of the potential for the auto enthusiast that is inherent in being computer literate.

—Taylor Vinson

OBITUARY

GROVER SWANK

Grover Swank, member number 1139, died on August 2, 1993. For the past eight years, he had been the historian for Winross Restorations of Palmyra, New York. The Fall/Winter 1993 issue of *Winross News* eulogizes that "Grover had a memory and background that was incomparable when it came to any question of what was 'correct' on any vehicle.....he is sorely missed."

MME JUNEK DIES

A Czech friend called to say that "Junkove" had died in January in Prague. That's the way Elisabeth Junek was known in her homeland where she was a legend. She and her husband Vincent drove their Bugattis in the Grand Prix races of the late 1920s; when he was killed, she retired. Then, as now, female competitors were rarities in auto racing. At 93 she must have been among the last surviving drivers of that period, male or female.

A Bugatti was parked outside the crematorium during her services. Could it have been a Type 35B? She finished fifth in the 1928 Targa Florio in one.

At the end of her life, Mme. Junek retained a great interest in automobiles. She was an active member of a committee formed last year to establish a Czech national motor museum.

As this issue goes to press, I am unaware that any other American publication, motoring or otherwise, has reported her passing.

—Taylor Vinson

McCONNELL BREAKS EIGHTY-YEAR-OLD RECORD

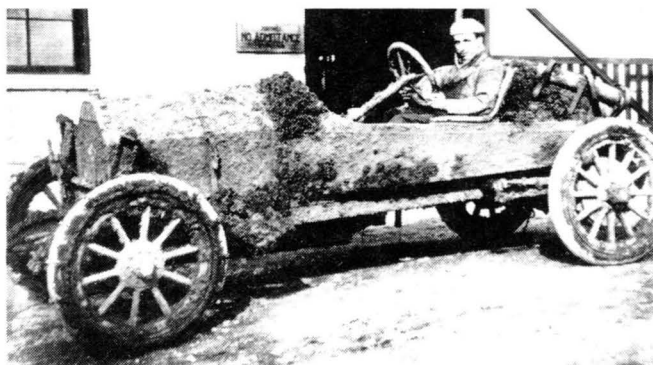
SAH member Curt McConnell of Lincoln, Nebraska has re-enacted a 1913 feat of speed in which a Spaulding automobile raced a fast mail train across the state of Iowa. In that year Harold "Hal" Wells of Des Moines and Spaulding mechanic L.T. Boyd sped across the first cross-state auto route, the River-to-River Road, in nine hours, fourteen minutes. The east-to-west route stretched from Davenport to Council Bluffs. Wells beat a Rock Island mail train by 27 minutes, averaging 36.6 mph for the reported 346 miles, including 33 minutes for refueling and repairs.

Only one incomplete Spaulding car is known to exist, so McConnell used his 1939 Plymouth instead. He and navigator Jim Miller, also of Lincoln, researched the route of the River-to-River Road. The old highway still exists, but is now a hodgepodge of dirt, gravel, and paved roads, ranging from US highways to county systems. Interestingly, the route passes right by the old Spaulding Manufacturing Company plant in Grinnell, where buggies and automobiles were made. Wells broke a spring on his race, but was able to nurse the car to the Spaulding plant where it was repaired behind closed doors. Five more minutes were lost when the reserve fuel tank broke loose, but Boyd tore it off and left it by the roadside to save time. McConnell and Miller had trouble, too, when their generator pulley broke, not far from the site of Wells fuel tank mishap. Luckily, they were on their last practice run, so the delay for locating and installing the part did not count against their record attempt. The cellular phone they had rented for media contact came in handy for calling a tow truck!

McConnell and Miller left Davenport for real on November 11, 1993 at 6:37 AM. Seven hours and 53 minutes later they arrived in Council Bluffs, neatly trimming Wells's 1913 time by an hour and 21 minutes, despite some impediments unknown in the earlier time: traffic lights, stop signs, and a construction project. Ironically, the men's feat did not actually set a new record. It seems that Wells ran the River-to-River Road again in 1916 in an eight-cylinder Cadillac. He made it in seven hours and 50 minutes, three minutes under the 1993 time.



Above, here's mud in your eye: Hal Wells in the Spaulding racer which set the 1913 record. Courtesy State Historical Society of Iowa. Below, Curt McConnell at the wheel of the record-breaking 1939 Plymouth, in November 1993. Navigator Jim Miller stands at left.



FRANCO VITTORIO SCAGLIONE GIFTED DESIGNER DIES AT 76

by Griffith Borgeson

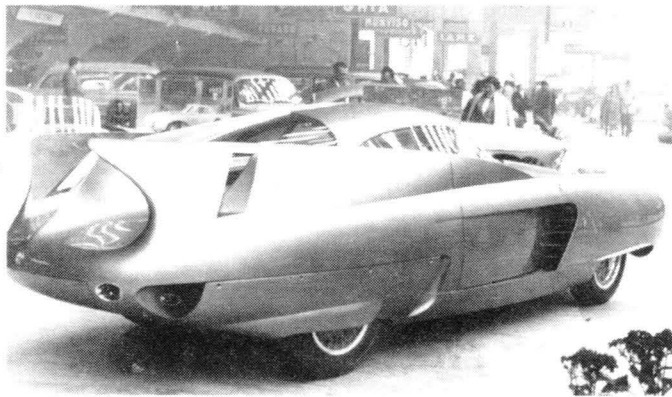
Many experts in the field consider Franco Scaglione (Scaglioni to non-Italophones) to be one of the greatest talents of post-World War II automotive design. Between 1952 and 1972 approximately forty of his creations were realized in metal. Most did not go beyond the prototype stage, while the most successful, the Alfa Romeo Giulietta Sprint, was made in 24,084 examples and the identically-bodied Giulia Sprint in another 7,107. His first design was the Bertone-built Fiat Abarth 1500 Cabriolet, a one-off. That was in 1952, and in his Indra and Murena, built in small numbers by Intermeccanica starting in 1972, one could still identify the artist by his distinctive style. It was marked, and forever will be, by a unique blending of organic sculptural form with great aerodynamic refinement. Among the most outstanding high points of his career are the Alfa BATs 5, 7, and 9, of 1953, '54, and '55, and the Alfa 33 Stradale Coupe of 1967.

In 1967 this great designer disappeared from the automotive scene with remarkable thoroughness. He had been unproductive for several years, and had therefore been ignored by the press. The rumor spread that he had died, and this eventually became accepted as fact. It was not until June 1992 that a writer from a Milanese monthly, *AutoCapital*, happened to encounter the recluse in a small town in a remote corner of Tuscany. The reporter, Maurizio Tubacchi, of course asked to be authorized to turn his discovery into a story, but the designer, suffering from lung cancer, insisted that his privacy not be violated. The journalist respected this request until March 1993, when Scaglione relented and granted a lengthy interview. Out of this came an article in the June issue of *AutoCapital*, which, while containing all too little biographical information, let the world know that Scaglione was alive, if not well. The fan mail was just beginning to arrive when, on June 19th, he passed away.

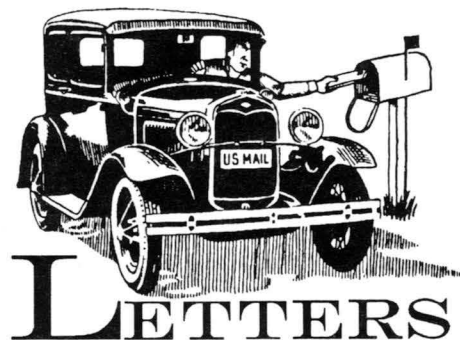
He was 76 years old, having been born in Florence on September 26th, 1916. As an adult he stood about five-and-a-half feet tall, was of slender build, had pale green eyes and chestnut hair. He went through the local school system and was studying aeronautical engineering when, in 1938, he was drafted into the Italian army and sent to officers' training school in Pavia. Second Lieutenant Scaglione served as a sapper on the Yugoslav front, then was shipped to North Africa where, after surviving the sinking of his ship and spending seven hours in the water, he was taken prisoner by the British at El Duda. He was sent to a prison camp in India, where he spent five years and one day under conditions of grim deprivation and unimaginable boredom.

He was thirty years old when he returned to a ruined Italy in December 1946. There was no question of returning to his aeronautical studies; he felt too old, and there was no aviation left worth speaking of. He had a native gift for drawing, and an uncanny sense for good aerodynamic form. He expressed these endowments by drawing cars of his own conception. They got to be so good that it occurred to him in 1951 to try to sell his ideas to the specialist coachbuilding industry. Battista Pininfarina gave him a try as a consultant, but the temperaments of the two men clashed and the relationship failed to survive two months. Scaglione then approached Nuccio Bertone, who found him to be an extremely difficult person to work with, but well worth the stress due to his exceptional gifts for form, line, and aerodynamics. This richly productive collaboration lasted for seven years, never to be resumed. In 1962, Scaglione did the body for the very promising ATS, and in 1963 the prototype for the first Lamborghini. In '64 he began a series of designs for Frank Reiser's Intermeccanica firm in Turin, ending with his Indra and Murena in 1972.

For a variety of reasons, including the financial instability of some of the firms he worked with, Scaglione's material rewards did not approach the importance of his contributions to automotive culture. Absolutely convinced that what he had to give no longer held appeal for the public taste of the times, he withdrew, with wife Maria Luisa and daughter Giovanna, to his Tuscan hideaway. Carrozzeria Bertone celebrated its eightieth anniversary in 1992, borrowed the three BATs from their present owners and sent them on a tour of Europe. Almost four decades after their creation, these machines were hailed as masterpieces wherever they went. Scaglione died knowing that his best were deathless.



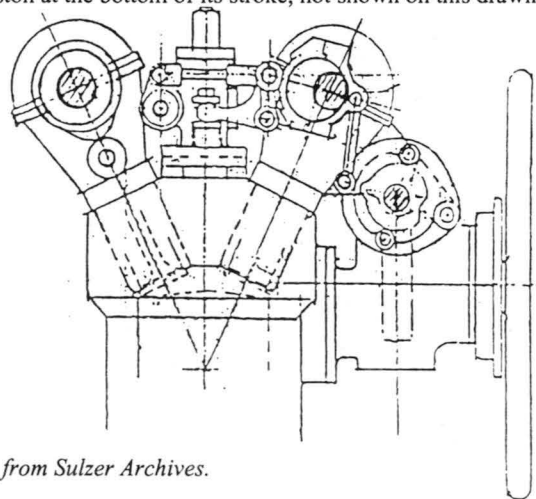
Above, all three BATs were striking, but Number 7 of 1954 made a fashion statement with its swoopy tail. Below, Scaglione confers with Nuccio Bertone. Can anyone identify the car? Both photos courtesy of Carrozzeria Bertone.



THE TWIN CAM

SAH Journal No. 147 contained a letter titled "Origins of the Twin-Cam," from Rudy Henry, expressing his unhappiness with the SAE-published book *Automotive Design: Twelve Great Designers and Their Work*.

A day or so after I read Mr. Henry's letter, the mail brought a copy of a recent book: C. Lyle Cummins Jr., *Diesel's Engine, Volume 1* (Carnot Press, Wilsonville, Oregon, 1993). The drawing shown here, which appears on page 497, is a cross-section of a Sulzer 4SNo.3 marine diesel. This drawing, from the Sulzer Archives, is dated 1909. It shows the top end of a two-stroke, reversible diesel engine with dual overhead cam-shafts, a roller cam follower on top of each valve spring keeper, and a valve included angle of 60 degrees. The valves operate simultaneously and control scavenger air only. Exhaust is by cylinder ports uncovered by the piston at the bottom of its stroke, not shown on this drawing.



Drawing from Sulzer Archives.

I suggest this pushes the genesis of the dual overhead camshaft operating inclined valves in a rudimentary hemispherical combustion chamber with a centrally-located ignition device (in this case an injector) back to 1909 at Sulzer Brothers, Winterthur, Switzerland.

Diesel's Engine, Volume 1, the source of this information, covers its subject "From Conception to 1918." Compared to early automotive engines, early diesel engines were big, heavy, and slow-turning. However, they showed considerable sophistication in combustion chamber and valve gear design. The had to just to run. Compact combustion chambers were a necessity from the beginning to ensure the high pressure required to generate the temperature needed to ignite the injected fuel. Compact combustion chambers required improved valve design and the high cylinder pressures required improved bottom ends. Every fix generated a new problem. *Diesel's Engine*, in its 746 pages, has the story. Gerald B. Lombard, 5120 Belcrest Ave., Bakersfield, CA 93309-4705

NEW YORK'S FIRST STEAM CARRIAGE?

This reference was found in the *Union List of Serial Holdings*. I contacted the person in charge of Broadside prints in the Rare Book Room at New York Public Library, but he claims he cannot even find this listing in the catalogue! I am at a loss.

This print was definitely at the NYPL some time before and after 1956 when the *Union List* was serialized. Have any SAH members ever seen this old broadside at NYPL in years gone by? I am researching Eighteenth and Nineteenth Century American cars, and need this reference for my research. If any members have ever seen prints of the Dyer, Porter, or Copeland steam cars of the 1830s, please let me know. I am also interested in the Fletcher, and "Boss" Hudson vehicles built in competition with R. Dudgeon in 1855. Are there any J.K. Fisher fanatics out there?

I would like to trade info and literature with any members interested in pre-Duryea autos. Can anyone in the Philadelphia area find me a photo (besides the print in *Scientific American*) of Curt Warrington's gas-engined car of 1880, built at West Chester, Pennsylvania?

Finally, has anyone ever sifted through the Selden Patent file at the Detroit Public Library? Are there any interesting nuggets there? Thanks for the help anyone can give me. **Dean Lehrke, 1927 Telephone St., Fort Mill, SC 29715 (803) 548-4631**

A STEAM carriage will be exhibited on Saturday and Monday, the 3d and 5th of July inst. at the Long Room, corner of Chatham & Mott-st. Calculated to run on a common turnpike road, also adapted to rail roads, and is capable of carrying one or more persons at the rate of ten miles per hour. The above steam carriage was constructed by Wm. T. James, at his steam

engine manufactory, no. 40, Eldridge-st. New York. . . W. Applegate, printer, corner of Chatham and Chambers-streets. [New York, 1833?] Broadside. 7¼ x 11¼ in.

Mr. Streeter's copy has old ms. note: "The first steam Carriage Ever exhibited [sic] in New York 1830."

"The New York city directories first show James on Eldridge Street in the issue for 1832/33." — Streeter. Copy: Streeter.

WAS THERE A SIMCA COMÈTE?

With regard to the Ford Comètes pictured in *SAH Journals* No. 141 and 142, I have an early (undated) Comète catalog which is a Ford production. My later Comète Monte-Carlo brochure is a Simca production and dated 1955. **Peter Marshall, Mariners, Courtlands Ave., Esher, Surrey KT10 9HZ ENGLAND**

The car pictured on the cover of Peter's brochure looks exactly like that on the cover of SAH Journal No. 141, Monte-Carlo script and all, and might even be the same car. (Does anyone recognize the background of the cover photo; is it in Monte Carlo?) Thus, the cover car might well be misdated. It would appear that the 1955 Comètes, while apparently not badged as Simcas, were sold by The Simca firm.

-Editor

NO WAR IN 1933

With reference to the Marmon-Herrington truck of the cover of *SAH Journal* No. 148, the truck M-H built in 1931 was known as the T-1, and to the best of my knowledge it was produced in 33 examples and fitted only with fuel tanker bodies. The T-1 carried a brightly chromed radiator shell, and enclosed cab, no brushguard, and all appear to have been initially painted white (so as to be highly visible on the Army air fields where they were to be used). The 520-gallon tanker bodies were built by The Heil Company of Milwaukee, and the first finished units seem to have left Heil in December 1931.

The truck shown on the cover of the *Journal* was indeed known as the A-10. However, both Marmon-Herrington literature and my own military references indicate that the A-10 was not built until 1933. It had a much lower silhouette than the T-1, a brushguard, open cab, cargo body, and had dark paint. This vehicle was tested by the Army's Infantry Board at Fort Benning, Georgia, and was found to be unsuitable for Infantry use since it could not be "manhandled" (it weighed 7,000 pounds). The Ordnance Corps subsequently tested the A-10, designated "Light Prime Mover, T-14" for use in towing light artillery and ammunition. I have no record of how many A-10s were built, so your number of twenty is probably close.

The A-10, with closed cab, no brushguard, and air shocks at the front, was provided to the Army for use at Fort Knox sometime in 1933, but it probably never became Army property. **Fred Crismon, Route 2 Box 333B, Irvington, KY 40146**

We also heard from Donald Chew of Brighton, Colorado, who confirmed the 1933 date for the Marmon-Herrington A-10. Chew has also established that twenty-five A-10s were built, which he identified by serial number. The depth of our members' knowledge of detailed automotive history never fails to impress.

-Editor



THE HISTORY OF HUDSON, by Don Butler. 336 pages, 1,650 black-and-white photographs. Hardbound, 8 1/2 x 11 inches. ISBN 0-87938-696-7. A Crestline book published by Motorbooks International, 729 Prospect Ave., Osceola, WI 54020 \$29.95 plus \$4.50 shipping.

HUDSON 1946-1957, THE CLASSIC POSTWAR YEARS, by Richard M. Langworth. 200 pages, 200 black-and-white photographs. Hardbound, 10 x 7 1/2 inches. ISBN 0-87938-729-7. Published by Motorbooks International. \$24.95 plus shipping.

History lovers, and Hudson fans in particular, should be pleased to hear that Motorbooks International has decided to reissue two Hudson books which have been out of print: Don Butler's *The History of Hudson* and Richard M. Langworth's *Hudson 1946-1957, the Classic Postwar Years*. Both books originally appeared over ten years ago.

Both writers should be familiar to SAH members. The late Don Butler was an SAH member as well as an ex-Hudson and AMC design department employee. Butler put his firsthand knowledge to good use compiling material for this book, even going so far as drawing some of the illustrations, primarily idea cars for which no contemporary illustrations were available. Richard Langworth is a prolific auto writer who authored several of the books in the Motorbooks *Postwar* series, as well as countless magazine articles.

Although they both cover the Hudson brand these are very different books. The obvious difference is scope: Butler covers Hudson from its formation to its demise, while Langworth's is confined, as the title explains, to the post-World War II years. Beyond that is the quality of photography used. Butler's book uses over 1,600 photos, which limits

the size of each. Because of the small size, most photos are dark, and it is often hard to make out small details mentioned in the somewhat wordy captions. Of course, the vastness of the photo assemblage is one of the great achievements of the book, giving the reader a photographic history of nearly every model of every year.

Langworth's book, because of its shorter model year range, uses much larger prints that show well. Although the photography is not as comprehensive, its clarity makes it a delight to the eye.

Then there is style. *The History of Hudson* is more a history of Hudson models than a corporate history. Even with a knowledge of the company I was unable to understand the reasoning behind Hudson's introduction of the Essex and Terraplane brands, nor of their subsequent phasing out. All the different models are shown, and specifications are provided for each, but the text never really explains the thinking behind the actions. Corporate planning and strategies are not discussed in any kind of detail, which sometimes leaves the reader with more questions than answers.

Langworth's book doesn't clear up those questions, either, since its time span comes well after Essex and Terraplane were gone, but it does give an accurate and exciting tale of Hudson's postwar triumphs, and its ultimate failure in the market. As he did with his Studebaker and Chrysler postwar books, Langworth weaves an excellent tale of Hudson management, dealers, cars, and the postwar market conditions into a fine story with the feel of a good adventure book.

Both are important books worthy of consideration. Butler's is an exhaustive reference work important for anyone interested in Hudson, while Langworth's is valuable chronicle of one of America's better postwar independents, and very enjoyable reading as well.

—Patrick R. Foster

ENCYCLOPEDIA OF AMERICAN BUSINESS HISTORY AND BIOGRAPHY - *The Automobile Industry 1896-1920*, edited by George S. May. 485 pages, 173 black-and-white photographs. Hardbound, 8 3/4 x 11 1/4 inches. ISBN 0-8160-2084-1. Facts on File, Inc., 460 Park Ave. South, New York, NY 10016 \$85.00.

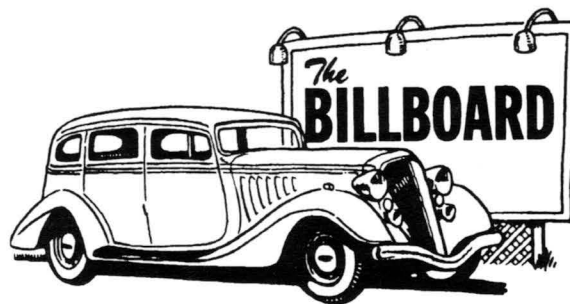
Somehow, we managed to miss this compendium at its 1990 publication, although its companion volume, *The Automobile Industry 1920-1980*, received both a review in *SAH Journal* (No. 127) and a Cugnot Award of Distinction after its publication the previous year. Both, however, are still in print and are valuable historical resources, so it's worth a few words to air an update.

The Automobile Industry 1896-1920 has the same format as the later volume: alphabetic entries on automotive personalities (Edgar Apperson to Alexander Winton) and subjects (AC Spark Plug to Winton Motor Carriage Company) by such respected names as James Wren, Richard Scharchburg, and Beverly Rae Kimes. There are 153 such entries, more than in the later volume, and they are each somewhat shorter, which remedies this reviewer's principal complaint against that work. His other gripe, too, has been taken care of, for*1896-1920* comes with a stouter binding.

Even if your interest centers in the post-1920 period, you should have both books, for certain personalities whose lives transcended the arbitrary(?) 1920 cutoff (like Henry Ford) are found only in the earlier volume.

Neither volume is sold in stores, but both are readily available from the publisher, at the address above or (800) 322-8755, for the \$85.00 price. The tentative historian, perhaps, will find that levy a bit forboding, but you could do far worse than convince your local public library that their constituency would be well served if they bought both volumes.

—Kit Foster



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

WANTED: Any information, literature, stories on the following people and cars: Eugene Casarol, Paul Farago, and the Dual Ghia cars. Also Frank Kurtis and his Kurtis sport car 1949-50 (pre-Muntz Jet). All calls and letters answered. **Paul Sable, 29 Forgedale Road, Fleetwood, PA 19522 (215) 987-6923 or (215) 282-1100 Ext. 1448**

WANTED: Photos, literature, and info on the following: 1982-83 CUB by Convenient Machines, 1978-80 HMV Freeway, 1984 Zoe Zipper. Please contact **Patrick Foster, 42 Buckingham Place, Milford, CT 06460**

WANTED: Information as to the whereabouts of automobiles formerly in the James Melton collection. **Robert B. Myers, 116 River St., Mattapan, MA 02126**

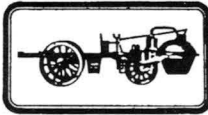
WANTED: *MoToR's* motor car directory for 1906, 1908, 1910, 1912, and 1913. *Omnia* magazine for February through May and September 1930. Dealer showroom and salesman's data book for 1947 and 1948 Chevrolet passenger cars. Period photographs of Handley-Knight motor cars in street, dealership, or auto show scenes. **Walt Gosden, 197 Mayfair Ave., Floral Park, NY 11001 (516) 358-5362**

WANTED: To correspond or exchange information with anyone interested in transcontinental auto trips, for a research project. **Curt McConnell, 921 E Street, Lincoln, NE 68508 (402) 475-2234**

WANTED: Proof that the offset two-cylinder engine designed by Ned Blakeley and built by Somers was available for Sears and standard on the 1913 Lincoln, its successor. **Hayden Shepley, 5467 Taylor Ave., Port Orange, FL 32127-5585**

MAGAZINES FOR SALE: *Car Collector* (and predecessor *Car Classics*), 166 issues from Feb. 1977 to Dec. 1993, \$350.00. *Road & Track*, complete run from Nov. 1972 to present, 260 issues, \$395.00. Or trade for CCCA Classic sales literature. **Matt Sonfield, (516) 692-4035 evenings.**

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FIRST CLASS



PLAYTHING: The Playboy was, with 97 units produced between 1946 and 1948, almost certainly the most successful (the Crosley excepted) of America's post-World War II minicars. The Playboy was built in Buffalo, so if this is a contemporary press photo why the Indiana plates? Then, too, this car lacks some trim features seen on most "production" Playboys. Could it be a more recent photo of a less-than-faithful restoration? From the editor's collection.