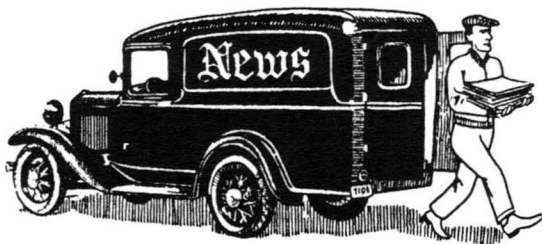


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July-August 1994

Issue Number 151



MOTORCYCLE HERITAGE MUSEUM TO HOST CONFERENCE

The American Motorcycle Heritage Foundation of Westerville, Ohio, will host a special conference of motorcycle museums and collectors in November 1994. The conference entitled "History on Wheels" will feature speakers on living history, oral history, vehicle conservation and restoration, educational exhibits and programs, textile and clothing preservation, and undiscovered motorcycle collections. Keynote speaker will be Phillip Tooth, editor of Britain's *Classic Motorcycle* magazine.

To be held at the Holiday Inn and Conference Center in Columbus, Ohio from November 11th to 13th, 1994, the conference will feature tours of the Honda of America motorcycle plant and the Foundation's Motorcycle Heritage Museum in nearby Westerville. SAH member Jim Rogers is director of the Museum.

For further information on the conference, contact the Motorcycle Heritage Museum, P.O. Box 6114, Westerville, OH 43081-6114 or call (614) 891-2425. The Museum's FAX number is (614) 846-4353.

INDIANA HISTORICAL REPUBLISHES HUFFMAN BOOK

The Indiana Historical Society has just released a new edition of *Indiana Built Motor Vehicles*, a compendium on the motor vehicles of the Hoosier State. First published in 1955 by the late SAH member Wallace Spencer Huffman, the book lists 522 different automobiles, trucks, motorcycles, and cyclecars with Indiana ancestry. Huffman updated the work periodically until his death in 1991. This edition, whose publication coincides with the centennial observance of Elwood Haynes' 1894 inaugural automotive journey, has been supported by a grant from Citizens Gas and Coke Utility of Indianapolis. The 32-page softbound book has been updated and sorted by IHS and Huffman's sons David and Harry, so that it is now indexed by vehicle name, manufacturer, year produced, and city of manufacture.

For information on ordering *Indiana Built Motor Vehicles* or about membership in or programs of the Society, contact the Indiana Historical Society, 315 West Ohio Street, Indianapolis, IN 46202 or call them at (317) 232-1882.

DOING SOMETHING INTERESTING.....

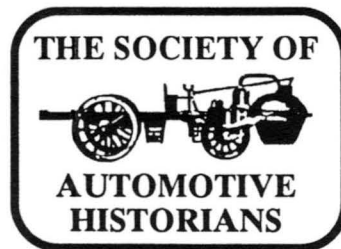
SASS PUBLISHES UNIQUE CAR, TRUCK, AND TRACTOR BOOKS

SAH member Herman Sass, of Buffalo, New York, has compiled and published a series of books on motor vehicles which have escaped the notice of "traditional" biographers. Many of the marques covered are products of Buffalo and nearby regions: Atterbury, Buffalo Pitts engines, Pierce-Arrow, Stewart, Buffalo-built auto accessories and parts, and an interesting treatise titled *A Guide to Cars and Trucks Made in Buffalo and Western New York 1895 -1986*. The latter volume also includes the stillborn makes which reached only prototype or sales prospectus stage.

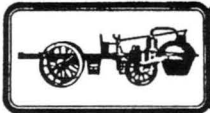
Other books in Sass's series cover Brockway, Reo and Diamond Reo, Diamond T, Federal, Sterling, and the Willys 77. The books contain text, pictures, and ads, and range from 30 to 100 pages. For further information, contact Herman Sass at 20 East Morris Avenue #7, Buffalo, New York 14214.

DOING SOMETHING INTERESTING in automotive history? We'd like to hear about it, and we're sure that other members would, too. Send news of your activities to Kit Foster, editor, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA.

BECOME AN AMBASSADOR FOR THE SOCIETY WEAR A LAPEL PIN WITH PRIDE



Handsome lapel pins with the insignia of the Society are now available for purchase by members. In response to the requests of many members, this pin bearing our Cugnot *farrier* logo has been designed and manufactured. Priced at \$5.00 postpaid, they may be ordered from treasurer Jim Cox, P.O. Box 339, Matamoras, PA 18336 USA. Checks, in US funds please, should be made payable to the Society of Automotive Historians.



SAH JOURNAL
THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

SAH Journal (ISSN 1057-1973) is published six times a year by the Society of Automotive Historians, Inc. Copyright 1994

CHRISTOPHER G. FOSTER, EDITOR
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA

Richard B. Brigham, Editor Emeritus

OFFICERS

Taylor Vinson
President

Nan E. Martin Christopher G. Foster James H. Cox
Secretary *Vice President* *Treasurer*

BOARD OF DIRECTORS

<i>Through Oct. 1994</i>	<i>Through Oct. 1995</i>	<i>Through Oct. 1996</i>
Matthew C. Sonfield	Nicholas Fintzelberg	Sinclair Powell
Paul N. Lashbrook	Karl S. Zahm	Patricia E. Chappell
Helen J. Earley	Thomas M. Deptulski	Jack L. Martin

PUBLICATIONS COMMITTEE

Nicholas Fintzelberg, Chair
James H. Cox Leslie Kendall Sinclair Powell
Christopher G. Foster

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

SAH members have always answered the call. When we decided to expand this *Journal* from eight to twelve pages, contingent on receiving sufficient feature material to fill the new-found space, my mail box started to bulge with member contributions. When I invited you to tell us of the interesting things you were doing in automotive history, you were quick to describe your recent endeavors. Now, however, I have need to ask you again.

A few months ago you received *Automotive History Review* No. 28. Many of you have commented favorably upon it, and our authors and I all thank you for those good words. It was a long time in coming and hopefully worth the wait, but the reason it was able to appear at all is that five of our members took time to plan, research, write, and revise articles for it. Each one of those members took a personal interest (doing something interesting....) and developed it into a work that each of us enjoyed reading and from which we learned a great deal. Alas, *AHR* No. 29 is not imminent, for your editor has miles to go with *Journals* and other Society tasks (like the new membership brochure) before settling into *Review* manuscripts. But when the time comes, I'll need some material, and while the cupboard isn't bare it's not overly full either.

Part of the problem is breadth. If we ran articles continually on the same subject, the Indianapolis 500 for example, most of us would tire quickly of the magazine. In each of the five issues I've edited I've tried to balance the coverage in terms of types and marques of vehicles; topics such as racing, manufacturing, and model histories; and period of history. This last item is quite important. While a few members have opined that automotive history stopped happening in 1942, many of us believe that the years since World War II deserve our attention and publication for the benefit of those who follow us in years to come. I've been careful to include at least one postwar article in each of "my" *Reviews*. At the moment, though, I hold more manuscripts for *Nineteenth Century* topics than I do for those of the last fifty years. While we don't aim to compete with the glossy color monthlies and bimonthlies on single marque or model features, there is much serious history that remains to be explored in recent times. Jim Valentine's piece on California truck and bus builder Crown Coach in *AHR* No. 27 is one example; Taylor Vinson's account of wartime production controls in No. 28 is another.

If you scan your back issues of the *Review* you'll also notice that some of the same bylines appear again and again. While I thank my stars each time another manuscript appears from one of these writers, I'm sure that each of you would welcome works from freshman authors. Perennial producer Jim Valentine put it quite poignantly when I tried to wheedle yet another article out of him: "I have buried the SAH in that New England [registration] material, and have already had two or three Fageol items in the *Review*. We need materials from *other* members as well, and also should cover other than one family's [the Fageols'] history."

You haven't written for publication before? Never fear. I'm happy to offer guidance along the road, and to perform major surgery if warranted. I know there are some budding articles in many of your archives, and your fellow members are eager to read them. It's all part of doing something interesting.....

–Kit Foster

**BACK ISSUES OF
SAH JOURNAL & AUTOMOTIVE
HISTORY REVIEW
COLLECT THEM ALL**

Through 1993 there have been 147 issues of *SAH Newsletter* and *Journal*. Numbers 2, 3, 4, 5, 6, 7, 20, 23, 25, 27, 33, 34, 39, 43, 46, 47, 48, 62, 63, 65, 68, 70, 94, 96, 99, 100, 101, 118, 124, 125, 126, and 129 are out of print, and several others are nearly gone. Single copies of all others are \$1.00 each; a complete set of remaining numbers (approx. 110-115 issues) is \$75.00.

To date there have been 28 issues of *Automotive History Review*. Numbers 2, 9, 18, 19, 20, 21, and 25 are now out of print, and some others soon will be. Full sets of the remaining 21 numbers are offered at \$63.00 as long as they are available (if the most recent No. 28 is not needed deduct \$4.00). Single copies are \$4.00 each postpaid. All prices are for USA delivery; inquire for shipment to other countries. All payments must be in US funds. Make checks payable to the Society of Automotive Historians, Inc., and order from **Fred Roe, 837 Winter Street, Holliston, MA 01746-1159 USA.**

PRESIDENT'S MESSAGE

"MISSING AND WANTED AS MEMBERS: People who are interested in Bianchi, Dallaunay-Belleville, Horch, Isotta-Fraschini, Playboy, Rochet-Schneider, and ZIS; hybrid vehicles; the cars of Argentina, Belgium, Korea, and New Zealand; and the lives of Louis Delage, Elwood Haynes, and Gabriel Voisin." These are a few of the more obvious omissions noted in a scan of our current membership directory.

My predecessor, Jack Martin, ended every one of his *Journal* messages with a plea for each of us to go out and get new members. There has never been an SAH president who didn't think the Society could use more of them, and I'm not about to break the mold.

SAH's record is this: From its initial meeting with eleven people in 1969, it gained the first 100 members in a bit over six months. Society publications indicate that seven years later, in 1977, we had almost 300 members. By the time of our tenth anniversary in 1979 the count neared 500. There it remained over the next five years; our fifteenth anniversary in 1984 saw us with 476 hearty souls. Although the current directory lists 699, this includes a number who have since let their memberships lapse, and today's count is more like 630. (The total number of people who have been members since the Big Bang of 1969 is over 1750.)

The non-renewals are puzzling. It's always a bit of a hurt when former officers and directors who are friends fail to renew, but people do move on to other interests. More understandable are the first- or second-year members who do not find that SAH was what they expected. The cost of dues has very little to do with it. However, recently, each year we gain a few more members than we lose, and SAH today appears to be in a position of net slow-growth.

If there were 100 people in 1970 who were interested in automotive history, I can't believe that there are as few as 650 twenty-four years later. A common remark from drop-bys at the SAH tent at Hershey is "why haven't I heard of you guys?" Last Fall (*SAH Journal* No. 147) I asked our director Matt Sonfield, who has an interest in marketing, if he could crystallize the essential appeal of SAH and recommend some recruiting tools to target and solicit prospective members. This he has done, with input from Kit Foster and myself and review by the board. The core truth is that SAH is an information-rich group of enthusiasts, and the message of this passion should be directed to those whose interest in automobiles runs deeper than their own car. These people are your friends; we all know folks who should be members of SAH but aren't. Word-of-mouth advertising, of course, is always the most effective ("Ask the man who owns one"). Advising us that advertising would probably not be cost-effective, Matt developed two short form letters that embody what we believe is the appeal of SAH today. One is directed to individuals, the other to responsible institutional officials. You will find these letters in this *Journal*, with the hope that you will feel inspired to use them as a guide in contacting prospects you may know, tailoring them as they fit the situation. Please give this your serious consideration. We need a little evangelization, I think, to spread the good news and convert the heathen. Each new member adds to the sum total of the knowledge that's available to all of us through his or her individual interests and life experiences in the love and lore of self-propelled vehicles. As I have said before, the more we grow the more we know.

Years ago I saw a melodrama which had the running gag of a gossip exclaiming "Oh that I had a thousand tongues that I might tell the news faster!" Today's equivalent is the Internet. Surely there must be one of you who is connected to the information superhighway and would be amenable to posting a version of this letter on an appropriate bulletin board. A recent Internet directory lists as one discrete category cars that are more than twenty-five years old (there's also one devoted to problems of British cars!). If any of you are interested in doing this, please get in touch with me so that we can coordinate this unique approach. I understand that there are twenty to thirty million people worldwide hooked into Internet. Who knows how many of them are interested in automotive history but have never heard of SAH?

With the near-exhaustion of supplies of our membership brochure, we are taking this opportunity to revise it to reflect the tone of the solicitation letters. It will retain its current size (intended to fit easily in jacket pockets or number 10 envelopes) but be brighter in appearance. Our goal is to have it ready for use at Hershey. We are also looking at how we might provide each of you with a copy.

Finally, I would like to submit this idea for your consideration: each year some SAH members make contributions to the Society in their dues renewal checks. I wouldn't want to discourage this, but think how SAH could grow if these contributions were gift memberships to friends who share (y)our interest. If each of us could be responsible for adding just one new member this year.....

—Taylor Vinson

DOING SOMETHING INTERESTING.....

FRIEDMAN PUBLISHES LEGENDS OF MOTORSPORT

Member Dave Friedman of Newport Beach, California, reports that his book *The Legends of Motorsport* is now available. A photographic volume covering Formula One, sports cars, Trans Am, and championship cars of the 1958-72 period, it appears as a limited edition: every copy is numbered and signed by the author. Also available is a leather-bound edition signed by 22 drivers of the era: Mario Andretti, Jackie Stewart, Chris Amon, Stirling Moss, John Surtees, Dan Gurney, Dennis Hulme, Innes Ireland, Jack Brabham and others.

For information on *Legends of Motorsport*, contact Dave Friedman at 3419 via Lido #624, Newport Beach, CA 92663 USA or call him at (714) 540-7422; you may FAX to him at (714) 540-7616.

GURR WRITES ON EARLY GEORGIA MOTORING

The Georgia Historical Quarterly has recently published an article on early automobiling in the Peach State by Steve Gurr of Gainesville, Georgia. SAH member Gurr, executive vice president and dean of the faculty at Gainesville College, has extensively studied the early history of the motor car in his state; his article "Toy, Tool and Token: Views of Early Automobiling in Georgia" appears in the Summer 1993 issue of the *Georgia Quarterly*.

Dr. Gurr also advises that his more extensive work *Horseless Carriages in the Peach State* will be published by the University Press in 1996.

BROOKS STEVENS - TALENTED DESIGNER

by Val V. Quandt

In August 1993 I had the privilege of interviewing Brooks Stevens at his auto museum in Mequon, Wisconsin. This article is the result of that interview and written materials furnished by Mr. Stevens.

Stevens credits his father, William C. Stevens, executive vice president and director of design and development with the Cutler Hammer Company in Milwaukee, Wisconsin, with interesting him in the automobile. In 1916 the senior Mr. Stevens invented the preselective steering wheel gear shift, as used on the Premier automobile.

In the late 1930s, Brooks Stevens designed land yachts, which functioned as mobile homes and sales offices for William Plankinton, the Western Printing Company of Racine, Wisconsin, and the Johnson Wax Company, also of Racine. *Automobile Quarterly*, Volume I Number 1 (Spring 1962) has a two-page spread of a Brooks Stevens sketch of a huge and luxurious land cruiser, a motor home called the "Gondola Terra." It advertised 101 built-in features for the comfort and convenience of the sportsman and executive. It was intended to be a futuristic vehicle of "tomorrow."

Later, Stevens designed the Jeep station wagon, and the Jeepster phaeton for Willys Overland Motors. Between 1948 and 1955 he collaborated with Kaiser and Frazer on their line of passenger automobiles.

In 1951 Stevens designed a race car using a Henry J chassis and a Willys F-head engine. These cars were raced for several years at the Road America circuit at Elkhart Lake, Wisconsin; at Janesville, Wisconsin; at Sebring; and at other locations throughout the United States. Stevens saw a need for a new kind of racing car, to compete against the only existing American racing car of the time, the Cunningham. The first two of these Stevens-designed cars were called Excalibur J, one having an L-head Henry J engine of 2 1/2 liter displacement, the other a Willys F-head. They raced in competition against more exotic vehicles and competed well in races across America. From 1952 to 1954, using the F-head engine, they won thirteen first place trophies, nine second places, and finished third seven times. There were further racing events annually through 1957, including yearly appearances at Sebring. Brooks Stevens and his Excalibur J cars received their strongest accolades for their performance in the Sebring twelve-hour endurance race on March 7th, 1954.

Mr. Stevens noted that the demise of the Kaiser automobile ended that firm's involvement in the Excalibur development. But the Excalibur Js began to reappear on racing circuits in 1983, as vintage racing grew in popularity. The cars were driven by Stevens' son David, his grandson Tony, and friend Robert Shaw.



Brooks Stevens with the Excalibur J, which saw plenty of racing action in the 1950s.

Between 1953 and 1956, Stevens designed a succession of cars which saw limited production, three to six vehicles of each design. These were the Valkyrie of 1953, the 1956 Gaylord, and the '56 Scimitar.

Stevens traced his interest in the Mercedes-Benz SS180 phaeton to his acquisition of one from the estate of singer Al Jolson. Stevens was then an engineering consultant to Kaiser-Frazer Corporation. In the 1960s, while a consultant to Studebaker, he used the Mercedes radiator theme for his redesign of the Studebaker Hawk.

In the late 1950s and early 1960s, Brooks Stevens designed for Willys, including some vehicles for the Brazilian market. From 1963 to 1967 he did design work for Studebaker, and in 1969 and 1970 he contributed designs to American Motors Corporation for their Hornet, Gremlin, AMX, Javelin Landau, and Ambassador. Later, in 1980, Stevens worked on AMC's XJ100 Wagoneer and the Cherokee station wagon.

Stevens and his sons David Brooks and William C., the latter known as Steve, developed the Excalibur I in 1964. This was based on a four-fifths-scale rendering of the 1927-30 Mercedes-Benz SS doorless roadster. The SS Automobile Company was born in August of '64 for the manufacture of the cars. It became the sixth-largest American manufacturer at that time. By 1966 some 100 Excaliburs had been built. Stevens was searching for some variation on the word "sword" and came up with the Arthurian legend sword, the "excalibur." The vehicle used a Chevrolet Corvette engine, and a Studebaker Daytona chassis. By 1970, approximately 1,000 cars had been built, including the Excalibur I cars and the original Excalibur racing cars.

In its first two years the Excalibur was offered only as a two-passenger roadster. In 1966 a four-passenger phaeton was added to the line. The Series II debuted in 1969 and ran until 1974, the Series III following through 1979. Then there was a change to the Series IV, in 1980, which was styled after the larger 1937-38 Mercedes 500/540K. The Series IV ran through 1984. A Series V was produced from 1985 to 1988, and was offered in a four-door sedan. The total produced from 1965 through 1988 was 3,608 automobiles.

In the middle of 1986 the company filed for Chapter Eleven bankruptcy. Later that year, Henry A. Warner became president of the acquisition company which purchased the assets of the firm. Management of the company has passed through several German interests since that time.

The Stevens brothers, David and Steve, were responsible for the development of the Excalibur Jr. all-aluminum go-kart produced by the Gilson Manufacturing Company from 1960 to 1968.

In the early 1980s, the Briggs and Stratton Company of Milwaukee devised an experimental car using a gasoline engine and electric battery power. This Briggs and Stratton Gasoline/Electric Hybrid was touted as an energy-saving design concept. It was developed with the assistance of the automotive craftsmen at Brooks Stevens Design Associates. A descriptive, pictorial leaflet about the car shows a handsome vehicle which could seat two adults and two children and carry some luggage. Tandem wheels at the rear of the vehicle supported the considerable weight of the twelve storage batteries. Briggs and Stratton clearly stated that they did not intend to go into the manufacture of automobiles, but rather wished to demonstrate an alternative to the standard gasoline-driven automobile.

The gasoline engine in the Briggs and Stratton car was an 18-horsepower Model 42, from the Briggs and Stratton line. It was small for the job, but adequate when amplified with the battery power for low speed travel over short-to-medium distances.

The design work of Brooks Stevens goes beyond the automotive field. His fertile mind designed Steam-O-Matic irons, the Petipoint iron, the Hamilton clothes dryer, outboard motors for Outboard Marine Corporation, and Lawn Boy lawn mowers. For the Milwaukee Road he designed the Hiawatha and Olympian trains from 1941 to 1946; other work included Allis Chalmers tractors in 1934, machine tools, furniture, office buildings, sales and showrooms, and a myriad of other designs for industry, including some medical products. Mr. Stevens has had 585 clients during his long career in automotive and industrial design.



WHAT IN CLAYT HILL?

Does any SAH member know anything about a gentleman named L. Clayton Hill? Apparently he took part in a discussion on styling held by the Society of Automotive Engineers in 1931, and was reported in their *Journal* for January 7th, 1931 making some very far-sighted predictions about streamlining: headlamps being faired into the fenders, and then fenders into hood. "Almost before we are aware of it, the whole front end of the car will be made as one streamline unit."

I have not read the article, only a passage quoted from it by Paul C. Wilson in *Chrome Dreams*. I want to refer to it in my forthcoming book on *The Art of the American Automobile*, but it would be interesting to know who Mr. Hill was: an employee of General Motors or some other large corporation, a freelance designer, auto engineer, or what? **Nick Georgano, Kinneries, Steam Mill Lane, St. Martins, Guernsey GY4 6NJ Channel Islands**

ROYAL DUTCH SHEERLINE

I am investigating the history of a unique Austin Sheerline (A-125) four-door, six-window convertible sedan built in The Hague in 1952 by the Dutch coachbuilder Pennock for the Dutch Royal Family. This photograph shows the car on a royal trip.

After a trip to the Netherlands West Indies, the Royal Family sold the car to a dealer who in turn sold it to a Dutch salesman living in Lake City, Pennsylvania. His name was William Oxener, and he was probably a representative of the local General Motors dealer. After he sold the car it became the property of a cigarette company or organization, who used it for public relations purposes.

Mr. Osener passed away in the early 1960s in Freeport, Long Island, New York. The Mayor of Lake City, Mr. Herbert Palmer, has found out for me that this car was indeed used in Lake City, and would have been scrapped but was instead rescued and is in a private collection "somewhere in Michigan."

I saw the car being built in 1952, and I would very much like to know of its present whereabouts, and who owns it. I look forward to hearing from anyone who knows about this car. **Frans B. Vrijaldenhoven, Ursuland 125, 2591 GW The Hague, Netherlands.**

TH. AND E. EXPLAINED

I was delighted to find Mike Worthington-Williams's letter about Th. Schneider in *SAH Journal* No. 150. I have just published a book about the cars manufactured in Besançon, mainly Ravel and Th. Schneider (reviewed in *SAH Journal* No. 149, the inspiration for Mike W-W's letter - Editor). Both makes were founded by my great grandfather Louis Ravel, the Th. Schneider in conjunction with Theodore Schneider.

M. Schneider's real first name was Théodore, but the cars have always been called "Théophile," even in Ravel's family. I guess he had to call the cars Th. Schneider to distinguish them from the Rochet-Schneider, which Schneider had helped to create, and from the Ets. Schneider which built trucks under the Schneider brand.

I would greatly appreciate it if any readers could tell me if any Th. Schneider or Ravel cars are known to exist in the United States or Canada. One person has sent me pictures of a 1929 Th. Schneider in Toronto, but dating from the 1960s, and he does not know the whereabouts of the car today.

As for M. Montaut, his first name was Ernest. **Marc Douezuy d'Ollandon, 9 rue des Fruits, 91600 Savigny, France**

AND A VOTE FOR ÉDOUARD

In view of the continuing discussion concerning Th. Schneider, has anyone noticed that the showroom window in the photo of Crocker's FIAT (*SAH Journal* No. 149, which contained Taylor Vinson's review of the Th. Schneider-related books) advertises one of M. Schneider's cars, few of which must have been sold in USA?

While we might be reluctant to replace Théophile with Théodore, correct history must be observed. And while Taylor mentioned it, further clarification concerning the famous Schneider Cup races for hydroplanes would be helpful. As I understand it, the cup was instituted by Jacques Schneider (born January 25th, 1879), son of the armament manufacturer. Jacques Schneider, who was apparently not (closely) related to "Th.", died May 1st, 1928, in relative obscurity at a time when the competition for his cup was reaching its epic period.

For Montaut, I believe Édouard is correct. References can be found in *Automobile Quarterly*, Vol. I No. 2. **Frederick A. Usher, 1066 Mission Canyon Road, Santa Barbara, California 93105**

RAILTON REVIVAL AND AIR BRAKES

Further to Taylor Vinson's "The Dead Shall be Raised" in *SAH Journal* No. 149, perhaps we should add the ill-timed, ill-judged, and infelicitous resurrection of the Railton, which happily seems to have foundered - though this may in part be attributed to the tragically early death of William Towns, whose normally sure touch seemed sadly absent from the styling of this latter-day Fairmile coupe. To a Railton fan the total lack of US componentry was a complete negation of the original car's *raison d'être*.

A propos Walter Pittoni's question about air brakes, a sort of air brake was fitted to Malcolm Campbell's "Bluebird" in 1934 for the 1935 land speed record attempt. The car was re-designed by Reid Railton for this successful foray. To quote from *25 Years at Brooklands Track* by R.H. Beauchamp (Regency Press, 1984): "Just aft of the twin rear wheels were two air brakes - one on each side of the car in the top skin of the body - of two square feet each. These flaps were mounted on a tube inside the body and operated by a lever on the tube powered by a large cylinder - vacuum operated." I'm not sure if they were actually used in anger. And of

course to truck operators "air brakes" are something rather different these days! **John O. Dyson, 103 Westoning Road, Harlington, Dunstable, Beds. LU5 6PA England**

TRANSCONTINENTAL TRIPS

Since the question about the 1908 transcontinental trip in a FIAT (cover, *SAH Journal* No. 149) generated an enthusiastic response, I'd like to ask SAH members for help in learning more about several similar runs:

Charles D'Arcy and three others left San Francisco on September, 4th, 1907, hoping to break Lester L. Whitman's 1906 coast-to-coast record of just over fifteen days. Breakdowns prevented this. Does anyone have details about D'Arcy's finish in New York City?

Similarly, I have plenty of clippings about the start and early going of two other transcontinental trips: Blanche Stuart Scott's May 1910 crossing, and the 1911 journey made by the three-wheeled Motorette of Hartford, Connecticut. Does anyone have information to share about the finishes?

According to the August 22nd, 1913 *San Diego Union*, mortician R.H. Hambley of San Diego and William Peck, "a Los Angeles automobile man," were planning to drive a motor hearse across the country - with an embalmed body in the back. The book *American Funeral Cars & Ambulances Since 1900* (Crestline, 1973) carries a photo of a Great Eagle hearse "in the western United States on its coast to coast funeral trip," but provides few other details. Does anyone have clippings or more information about this trip? Did it finish? When? What were the organizers trying to prove?

I have two clippings about Ivan Kelso's May 5th, 1914 start from New York in a Merz cyclecar. As yet, I don't know whether he and his wife reached Los Angeles. Can anyone help?

Paramount silent-film actress Anita King drove a KisselKar from California to New York City alone in 1915. She supposedly arrived in New York on October 19th, 1915, and I would like to know more about her trip through the eastern United States and her arrival in New York.

When Robert Hammond wheeled his Empire auto into New York City on May 23rd, 1916, claiming to have cut 25 hours from Cannonball Baker's week-old transcontinental record, the *New York Times* was skeptical. Reporters sent telegrams to Hammond's supposed check-in stations, but learned that no one at the Plains Hotel in Cheyenne, Wyoming - or at several other stops west of the Mississippi River - had seen or heard of him. The newspaper concluded that this run was a hoax. Does anyone have more information?

In July 1916, thirty-eight Saxon six-cylinder cars took part in a relay run, crossing from New York to San Francisco in six days, eighteen hours, ten minutes, according to a Saxon ad. I have just a few short articles about this trip. Does anyone know more?

My thanks to anyone who can assist me with any of the above. **Curt McConnell, 921 E St., Lincoln, NE 68508 (402) 475-2234**

THE QUEEN'S RIDE

The automobile shown with Queen Liliuokalani in *SAH Journal* No. 150 is almost certainly a 1913 Cadillac Standard touring, Model 30. The cowl lamps, wheel hubs, windshield supports, and right-hand-drive all seem to me to be a combination unique to the 1913 Model 30. An original ad in my collection and a picture on page 173 of Maurice Hendry's *Cadillac, the Complete History* would appear to back up my identification. **Don Einarsen, 324 North MacKenzie Dr., Stanwood, WA 98292**



ILLUSTRATED DUESENBERG BUYER'S GUIDE, by Josh B. Malks. 128 pages, 200 black-and-white photographs. Softbound, 7 1/2 x 9 1/2 inches. ISBN 0-87938-741-6. Motorbooks International, 729 Prospect Ave., Osceola, WI 54020 \$19.95 plus \$4.50 shipping.

This book is the culmination of years of research, writing, editing, and generally sorting out the crazily complex history of the magnificent Duesenberg Model J, America's ultimate motorcar. SAH member Josh Malks reminds us in his colorful text that Duesenberg earned its level of prestige from high marks in every important area of auto manufacturing: advanced engineering techniques, luxurious appointments, mechanical innovations, rugged performance, dazzling body designs, and a celestial roster of distinguished owners.

In just 128 pages, Malks accounts for all of the more than 480 Model Js produced. From the 200 historic photos, the reader gains a sense of what it was like to own and drive a majestic Duesenberg during the Classic era of motoring.

Included are chapters on the people who created the car, a description of exactly what Duesenberg built, a discussion of Duesenberg enthusiasts' special parlance, an examination of the cars' top speeds, the custom body principle, and Duesenberg's sometimes baffling, always intriguing numbering system. True to the Buyer's Guide format, there's even useful guide for Duesenberg shoppers. Prospective buyers are advised that a supreme Duesenberg find is an authentic, complete, open-bodied, one-of-a-kind, celebrity-owned, supercharged, Auburn-Cord-Duesenberg Club-certified automobile. Start your search now!

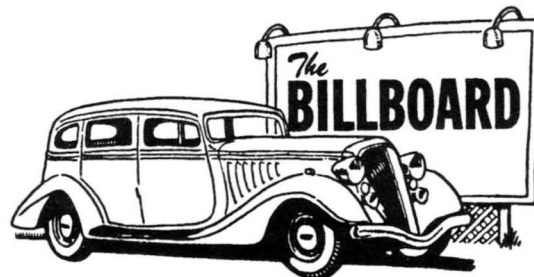
Most admirable, though, is Malks' logical organization (and the resulting accessibility) of the book, in which cars are categorized according to custom coach builders. The names, locations, and dates of forty American and European body manufacturers, which supplied elegant coachwork for Duesenbergs, serve as unit headings. Through quick, easy, and index-assisted reference, you'll know, for example, precisely how many body styles, in short wheelbase and long, were produced by The Holbrook Company of Hudson, New York.

The carefully-designed text helps to eliminate the joyful extravagance and endless fascination that surrounded the now-departed custom body era.

Malks' writing is lively, skillful, funny, opinionated, and creative. Best of all, he has fashioned in many ways a corrective and clarifying history. As the clear-eyed author states in his introduction: "It's not the intention of this book to simply repeat already-available information. Excellent books and articles have been written on the subject of the Duesenberg brothers and their company, and the Model J in particular. There is also a great deal of questionable material in print. Gordon Buehrig used to say that much of the latter was written simply to express the romantic imaginations of the writers and to enhance the mystique of the Duesenberg."

Surprisingly, the fact-based details in this compact volume somehow enhance the Duesenberg legend better than anything else could hope to. The *Illustrated Duesenberg Buyer's Guide* is certain to enhance your shelves of automotive books.

—Gregg Buttermore



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.

FORSALE: VINTAGE MOVIES ON VIDEOCASSETTE. Rare films of the twenties and thirties on VHS. A 1927 tour of the Auburn Automobile Company factories; 1935 speed endurance tests by Ab Jenkins on the salt flats; design studio clay model making demonstrations from 1938. Send for free list of videos at popular prices.

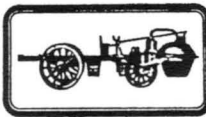
Gregg Buttermore, Archivist, Auburn Cord Duesenberg Museum, P.O. Box 271, Auburn, IN 46706

DURYEA BOOKS! 1944 book *Who Built those Duryea Cars*; 1945 book *1895 Times-Herald Chicago Race*, both by J. Frank Duryea. Mint originals, \$25.00 each or \$45.00 for pair. VISA/MC. Add \$3.50 shipping. **Walter Miller, 6710 Brooklawn Parkway, Syracuse, NY 13211 (315) 432-8282 FAX (315)432-8256**

WANTED: Anything Auburn, Cord, or Duesenberg. Published writers building research library. **Rob and Sharon McLellan, 9111 Longstaff Dr., Houston, TX 77031 (713) 772-3285 FAX (713) 772-3287**

WANTED: Photographs and documents about Th. Schneider cars, particularly pictures and information about racing Th. Schneider at Brooklands circa 1910-20. Also ACF Grand Prix 1912-14. **Marc Douezy, 9 rue des Fruits, 91600 Savigny, France (33) 1 69 08 97 01**

DELAYED: Work on the next edition of the *International Directory of Automotive Literature Collectors* has been delayed as we are moving to Michigan. Notices about listings will be sent later this year. **John Lloyd, P.O. Box 2070, Ann Arbor, MI 48106-2070 USA**



Sir Speedy Printing
78 Howard Street
New London, CT 06320

FIRST CLASS



AMERICANS IN PARIS (Classics, too): With all hoopla about Chrysler's plans to market Jeeps and Neons in Europe, we forget that US cars were once, if not commonplace, at least readily available there. This 1962 Rambler Classic Custom Cross Country Wagon appearing at a Paris show was, perhaps, assembled in Belgium. Of interest are the Jeeps, not then a sibling marque, in the background. The Universal Jeep at the right is, quite curiously, a CJ-3B fitted with a side-valve engine, a combination rare if not unknown in the USA. Patrick Foster Collection.