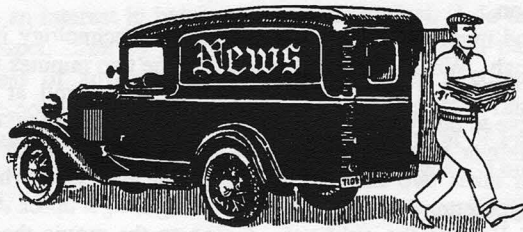


# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January-February 1996

Issue Number 160



## MEMBERSHIP RENEWALS DUE

Speaking of the number one source of income for SAH...Following the current member directory, the 1996 Society of Automotive Historians membership renewal form was mailed. Forms and dues are to be returned to president Kit Foster at 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA. If you did not receive your renewal form, contact Kit as soon as possible. The deadline for renewals is March 1st.

## BRIGHAM AWARD

As announced in the last Journal, nominations are also sought for the Richard and Grace Brigham Award which is presented annually to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. Nominations should be sent to Brigham Committee chair:

Matt Sonfield  
24 Tennis Court Road  
Oyster Bay, NY 11771 USA

Copies of all 1995 issues (or a representative sampling for frequently published periodicals) must accompany the nomination, and will be returned after the award is presented, if so requested.

A publication may receive the Brigham Award only once in a five-year period. Previous winners ineligible for this year's award are:

- Special Interest Autos*
- The Bulb Horn*
- Collectible Automobile*
- La Vie de l'Auto*
- The Classic Car*
- The Hispano-Suiza Society Newsletter*

Nomination deadline for the Brigham Award is also March 1st, 1996.

## E.P. INGERSOLL AWARD

The E.P. Ingersoll Award was instituted to recognize the best treatment of automotive history in other than print media. Previous winners have been video productions and audio tapes, but any non-print media are eligible. As for the other publication awards, nominated works must have been produced in 1995. Deadline for all nominations is March 1st, 1996.

Nominations, with a copy of the work, should be sent to:

James A. Wren  
5930 Glen Eagles Drive  
West Bloomfield, MI 48323 USA

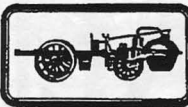
## PUBLICATION NOMINATIONS SOUGHT FOR CUGNOT AND BENZ AWARDS

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 for the best article on automotive history appearing in a periodical during the same period. Cugnot and Benz Award Committee chair Nick Fintzelberg has announced that nominations will be received until March 1st, 1996. Nominations may be made either by mail, phone, or fax to:

Nicholas Fintzelberg, Chair  
730 Golden Park Avenue  
San Diego, CA 92106 USA  
Phone (619) 222-0072  
Fax (619) 222-2684

Nominations are encouraged for works on subjects directly related to automobiles, automotive accessories, of the automobile industry. The Committee is especially to learn of works from publishers not regularly known in the world of automotive history. However, topics which are narrow in scope, which are principally photo-journalistic in nature, or which do not reflect original research or the use of primary sources are unlikely to be realistic contenders.

Nominated works must bear a copyright date or date of issue in calendar 1995, although serial articles appearing in parts of 1994 or 1996 will be considered for the Benz Award if they have not previously been nominated. Nominations should be accompanied by a copy of the work; if this is impossible, the address of the publisher must be given in full so that the Committee may request a copy.



# 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.

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Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$25.00 US per year.

Send membership inquiries and changes of address to:

Society of Automotive Historians, Inc.  
1102 Long Cove Road  
Gales Ferry, CT 06335-1812 USA

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## EDITORIAL COMMENT

Every time I get into a car, the thought of how far transportation has come in the past hundred years astounds me. What would have taken days in 1896 takes but a few hours in 1996. My grandfather came from Italy in 1909 by boat and it took weeks. In that same period of time in 1983, he flew to Switzerland, then to Rome, then took a taxi to his hometown and flew back to Philadelphia.

On Friday, January 5, a friend and I drove from Philadelphia to Detroit in about eight hours; a leisurely drive that would have taken days only eighty years ago. Our 1996 Ford Taurus made the trip without any problems, but I don't

think I could have relied so heavily on a 1916 Ford Model T to make the same trip without mishap.

Our lives have become so reliant on the speed of modern technology. When I need something delivered overnight somewhere, I know that the Postal Service or UPS or FedEx or any number of companies can do the job. Just a century and a half ago, the Pony Express would attempt to deliver your letter the few hundred miles of their route, but there was no guarantee that the rider and/or the horse would ever make its destination.

I find myself complaining that modern technology isn't fast enough. When I get tired of waiting the two minutes that it takes to boil a mug of water for my tea, I yell at the microwave to hurry up! When my office email system takes a day to deliver a message, it ruffles my feathers. When my computer takes two minutes to print a file that would have taken a typesetter days just twenty years ago, I get upset.

And I'm not the only one. Going to the movie theater gave way to renting a videotape which is giving way to "pay-per-view" cable. Speed limits of 55 miles per hour on our highways weren't fast enough, so they were raised to 65, then to 75 and above. Call the local pizza place and they can have your dinner to your door in a half an hour, but people still watch the clock and say "where's that pizza guy!?"

When a microwave, an SST, a 65 mile per hour speed limit or a 486DX computer isn't fast enough, I have to sit back and think. These projects, cooking, traveling or typesetting, have become miracles of modern technology, but we don't fully appreciate them.

I am glad that my fax machine can deliver a letter anywhere in the world in under a minute. I am glad that a potato will cook in a microwave in under five minutes. I am glad that my desktop publishing program eliminates the need for a typesetter. And I am glad that I don't have to hitch up the wagon to travel the 600 miles to Detroit. From Philadelphia to Detroit and back (for a three-hour walk through the Detroit Auto Show) in under 48 hours is a miracle of modern technology. I want to thank Henry Ford, Gottlieb Daimler, Otto Benz, Nicholas Cugnot, Leonardo diVinci and the many other people who made my trip possible. It is because of these people that I call myself an automotive historian.

- Sam Fiorani

## THIS MONTH IN HISTORY

### *Ninety-five years ago...*

January 10, 1901 Oil was discovered near Beaumont, Texas. The gusher, known as Spindletop, dropped the price of a barrel of crude oil to five cents.

### *Eighty-five years ago...*

January 11, 1911 The Selden Patent was held valid but not infringed upon in court (Electric Vehicle Company v. C.A. Buerr). The ruling stated that the Selden Patent was for vehicles powered by Brayton-type engines and not Otto-type.

### *Sixty years ago...*

January 11, 1936 General Motors was hit by the first large-scale strike.

### *Forty-five years ago...*

February 3, 1951 August Horch, founder of the company that bore his name, died.

### *Forty years ago...*

1956 The 42nd National Auto Show opened in New York. This was the first national auto show since 1940.

*Ten years ago...*

January 1986 Toyota Motor Manufacturing, U.S.A., Inc.  
founded in Georgetown, Kentucky to build Camrys.  
February 1986 General Motors buys 58% of Group Lotus  
for \$31.8 million.

**PRESIDENT'S PERSPECTIVE**

"What does SAH recommend that I do regarding the eventual disposition of my library? My heirs won't have a clue!" I have been asked this same question, in several different ways, by nearly half a dozen members over the last year. While it's not the most upbeat note on which to lead off another *anno domini* it's something that all of us might cogitate about.

The question actually has two different answers, one if you know what you want done with your books and literature, and another if you don't. If you do know, of course, you can go ahead with arrangements and your legal advisor can tell you how to make sure they're carried out. Where SAH might come in, however, is when you *don't* know what to do with your treasures. I can, from personal knowledge, give some suggestions, and I'm sure other members can, too.

The obvious answer that comes to mind, if you don't have a family member just itching to inherit (and pledge to maintain) your painstakingly-accumulated collection of automotive books, photographs, or literature, is to give the material to a library. That's easier said than done. You will need, while you have the inclination, ability, and energy, to ascertain which libraries might *want* a collection such as yours, and what they might do with it once they got it. It is not uncommon for libraries and museums to have a "no-strings" stipulation on all gifts; that may seem like looking the proverbial gift-horse in the mouth, but consider the poor curator or librarian charged with looking after six copies of a single title or item lovingly given, *in perpetuum*, and you may just be able to forgive him or her for wanting to trade *yours* for the similar item they don't have. Do they have trained archivists, curators, and conservationists on their staff? Is the public allowed to handle the items? Are they available for open research or held under lock and key in a dark and dank cellar? The way you feel about giving or leaving your things to an institution should involve all those questions and more. Think and enquire before you act. Henry Austin Clark, Jr. gave his legendary collection to the Henry Ford Museum; Charles Betts his to the AACA Library and Museum, but neither changed hands before each of those gentlemen had conducted extensive discussions with those institutions, and probably other candidates as well.

If yours is not a "museum quality" collection, as many of ours aren't, and no one in your family wants to be burdened with its care and feeding, you give could or leave it to a like-minded friend. One of our members recently told me that was how he acquired the very noteworthy collection of another member: "I have wondered for years how and why [he] chose me as the recipient of [his materials], and the only conclusion that I have been able to reach is that I once asked him point blank what was going to happen to his stuff when he was gone.....[I think] he realized through our correspondence and very infrequent face-to-face contacts that I had the same interests as he did and would provide a good home.....I think that's what did it." Now I'm not advocating that a bunch of younger members start point-blank inquiries of older

historians, but if you've got some stuff that will need sympathetic hands you might consider who among your colleagues or correspondents could fill your shoes, so to speak.

Of course, your things *could* be sold. Some will consider this unthinkable, but it may be that *no one* has the same regard for the same collection of, say, Edsel, Corvette, Scripps Booth, and Pic-Pic literature that you do. But each of these collections, or the individual items within them, could find a new, loving home *and* generate some cash in the process, either for you, your heirs, or your favorite charity. There are a number of people who make a business of this (and some of them advertise with us, too). Some regard them as opportunists, I'm sure, but they are serious about what they do and they provide what is for some a vital service. Better a bookseller who is also an historian (SAH member, too) than a farm auctioneer, it seems to me. The library of the late Michael Sedgick (once described to me as "quantity, not quality") was disposed of, a volume at a time, through one of the postal auctions. It brought more money for its beneficiary that way, the auctioneer pointed out to me, and ended up, for the most part, in caring hands. I know; I bought a good part of it myself (Michael was my earliest mentor in automotive history, and his dog-eared, loose-paged encyclopedic works are among the most useful - and cherished - items in my library).

Some will have noticed that I said nothing about giving your library to SAH. The Society, some years ago, concluded that it would never maintain a regular home, and the modest library that had accumulated would better be sold. It was. The day may come when SAH acquires a place for a library of its own - the agreement with the Auburn-Cord-Duesenberg Museum to house our growing collection of Cugnot winners is a possible beginning - but for now we don't have anywhere to house a general library, bequeathed or otherwise. Donations are always welcome for the annual silent auction, however, and the spouses of some late members have given libraries (or parts of them) in recent years. A similar provision might be part of your own estate planning - you can be reasonably sure your treasures will reach caring hands, and your Society will benefit in the process.

I am neither attorney nor archivist, so I have undoubtedly missed some significant points. Members in those professions, or with any other relevant background are encouraged to give us their counsel on this matter. As unjust as it may seem, you will inevitably take the knowledge with you and leave the pages behind.

-Kit Foster

**25 YEARS AGO AT SAH**

Seven of the 12 pages of *Newsletter* #15, January-February 1971, featured a comprehensive article by President (and SAH co-founder) *Marshall Naul* called "Some Notes on the U.S. Pre-Classic V-12s". It covered Ambassador, Austin, Davis, Enger, Ferro, H.A.L., Harding, Haynes, Heine-Velox, Kissel, Meyer, National, Packard, Pathfinder, Singer, and the Weidely engine. Naul noted that "George Weidely would be eminently suited for some biographical research." Has there been any since then?

New members included Fred Roe (#127).

- Taylor Vinson

## NEWS FROM EUROPE

In September, I visited several of our European members, and thought our readers might be interested in what's going on on The Continent.

Robert Przybylski is a writer for *Moto Magazyn*, the leading motor magazine in Poland, and provided a tour of the Warsaw Technical Museum's infrequently visited automobile and motorcycle collection. Basically this consists of three sections, the best arranged of which is devoted to motorcycles which have been made in Poland. The second section is a room primarily devoted to Polski Fiats which have been made in the country since the days of the Topolino in the mid-'30s. Of interest here were several prototypes that never saw production. The room also contains a 1902 Adler. The third section is a room with cars owned by members of various Polish car clubs, one being a 1927 Chrysler convertible. No signs are in English, the information given is next to nonexistent, and only one automotive postcard (the Adler) was available. Robert's account of the Polish motor industry (1920-39) appeared in *Antique Automobile* (Jan-Feb 1993) and he has written one on the Jelcz truck for SAH. Some of you were able to meet Robert when he came to Hershey this year to gather material for a book he is writing on American cars.

In the Czech Republic, Dr. Jan Tulis was preparing for the old-timers Formula One gathering at the Masaryk Ring outside of Brno, expecting Sterling Moss to attend. This was held on October 1 but I didn't see any US press coverage of it. He is seeking information on Ford, Chevrolet, and Dodge trucks assembled by the Zbrojovka company for UNRRA in 1945-46, and we are trying to help him. Readers of the *Journal* will recognize Dr. Tulis as one of SAH's most frequent contributors and enthusiastic supporters.

1995 marks the centenary of Laurin & Klement, whose cars were given the name Škoda after that armaments manufacturer acquired control in the middle-1920s. In observance of the occasion, a book has been published covering the pre-Škoda years of the company, the first in a series of three. It is a truly handsome volume, and represents the return of the Czechs to a level of quality of binding, paper and illustration second to none. Unfortunately, it is available only in Czech. A comprehensive display of Laurin & Klements and Škodas enlivened the courtyard of the Troja chateau in a northern suburb of Prague. After the exhibit, the cars returned to Miada Boleslav to go on display in a new Škoda museum. Noteworthy was the large 1950 "Škoda Special" sedan used by the Communist Party chief, Gottwald, which, with a top speed of 100 kph, could only be termed a vehicle of state.

I did not visit the Prague Technical Museum this time, but understand that it is now displaying the Mercedes in which Heydrich, the Nazi "Protector" of Czechoslovakia, was fatally shot. The Museum acquired the car in 1993.

Tatra appears to be the only Eastern European car and truck manufacturer that has not been taken over by a Western or Asian concern. On January 1, 1995, the car and truck operations, already geographically separated by several kilometers, became separate corporations. They say that both are preparing new models. Meanwhile, at Tatra Pibor, as the

car company is now known, the old rear-engined V8 613-4 soldiers on, exclusively in long wheelbase form and tarted up for '95 with a grille cloned from the '70 Gremlin. A new Czech manufacturer appeared at the Frankfurt Show, RAF of Pilsen, with a car resembling a Morgan. It is probably no relationship to the RAF auto company that was acquired by Laurin & Klement around 1913.

The Aero, 13,500 of which were built between 1929 and 1940, is a cult car in Germany and the Czech Republic, Central European MGs or Morgans if you will. Almost all were open, and anyone who says that there was never a handsomer body on a 2-cylinder car than the Type 30 will get no argument from me. It may be the only make whose owner's club was in existence before the first car was produced! *Vladimir Kabeš*, now of Bethesda, Md., was intimately involved with the car, his father having started the company as a sideline to his aircraft manufacturing business. Dr. Kabeš had invited me to the annual meeting of the Aero Owner's Club, held this year in the mountains on the Polish border, where he was the guest of honor. Aero's chief enthusiast is *Karel Jicinsky*, the president of the Veterans Car Club of the Czech Republic (whose 48 or so members are individual car clubs like Aero), who intends to write the history of Aero. In 1989, the Prague Technical Museum held an exhibit on the 60th anniversary of the car, and the Club had acquired and placed on view for us the large display boards from the Museum that amply illustrate the history of the make.

The most poignant moment of the meeting came in a village where the 76 cars, on rallye, had gathered for a noon break. In honor of the American guests, the town band broke into "The Marine Hymn", "Anchors Aweigh", and "The Battle Hymn of the Republic". Saying that these tunes had been forbidden for 40 years, Dr. Kabeš went to thank the bandmaster and noted tears in his eyes.

In Germany, Hannover's Schröder & Weise bookstore is the country's largest source of automotive books, models, and sales literature. It seems to be a peculiarity of the Continent that the books of one country are not distributed in another, e.g., if you want to buy, say, the new French book on Delahaye, you have to go to Paris for it. Furthermore, because of a limited market in the U.S., American booksellers rarely stock works in languages other than English. Herr Schröder agreed to send current catalogues on new books in German so that SAH can inform its members of their availability.

Who would visit Germany in September of an odd-numbered year be without stopping by the Frankfurt Auto Show? There I found an English-language handout titled "BMW Mobile Tradition." This is a new division of the company, chiefly comprised of the BMW Museum and its historical Archives, available for consultation by interested parties. The Division offers, as well, advice on the restoration of motorcycles and passenger cars, and stocks spare parts, either original or "perfectly reproduced."

Our far-flung members are among our most loyal. As we parted, Dr. Tulis said to me: "Mr. Vinson, I want you to know that SAH is very close to my heart." May this sentiment be reflected in membership renewals for 1996.

-Taylor Vinson

## IT COMES FROM THE MISTY AGES...

(Part 2 of 2)

by Keith Marvin

There is little to add to the initial installment of this long sought-after chronicle and thus I can't advance anything tangible regarding the number of Temple-Westcott cars which were completed. The heretofore "production" has been placed by various sources at "ten", "twenty" and "ten to twenty", all of which seem unlikely considering the mystery of the car and its genesis and lack of printed material. That the car had been reported at the time of its activity as having a six-cylinder engine is more than likely as I noted in the first part of this story. The fact that an eight was in the one known surviving car is more than likely; it is very possible as motors were frequently bought "on the cuff" in these low-production operations and when the credit ran out it was not uncommon for the builders to seek new channels for their power plant. But as to production, one is left hanging. There may only have been a single Temple-Westcott produced and if it started as a six, an eight might well have been substituted later on. We just don't know.

Thomas Olliff, who remembers the car before it was dismantled and who was familiar with the Temple brothers, stated that the engine had been a Herschell-Spillman V8. "How it got dismantled and scattered about is a mystery to me", he explains, but the remains are still in one pile in New Hampshire.

He also explained that a friend named George Carkin and he recall the car back in the early 1960's. "George remembers it as only one produced; I, several. The builder was father to the (Temple) brothers whom we met," adding that one of the brothers has since passed away.

"Scattered about were also lots of manifolds," he continued, "mufflers and patterns for exhaust systems which they were experimenting with.

"They also spoke of working on an engine automatic shut-off if the oil level fell dangerously low and", he concluded, "it had a heated steering wheel as it was pretty DAMN cold up in that country."

Mr. Olliff recalls several discussions concerning the car and he recalls that, according to them, the car was featured at either the Boston or New York Auto Show. If any *SAH Journal* reader has programs of these shows, more information on the Temple-Westcott might be brought to light.

Besides what I've been able to learn from Mr. Olliff and his friend, Fred Prichard, there still remains much to discover. We know about the engine but what about the other components? We know where it (or they) was (or were) built but how many? The figure of twenty I tracked down to the source of a rumor mill which was exactly that, judging from other facts from the same party. As for the "ten" figure, this appeared in "Framingham Historical Reflections" edited by Martha E. Dewar and Joan Gilbert which, in describing the Bela Body Works of Framingham, Mass., said "In this shop were built a lot of ten motor cars called the Temple Westcott [no hyphen] but bearing no relationship to the Westcott car, built in Indiana." The Bela Body Works subsequently moved its operations to Amesbury. (It might be noted here that the Westcott car to which reference was made in the previous sentence was built in Richmond, Ind., from 1909 to 1916 and thereafter in Springfield, Ohio until it ceased production in 1925.

The only other tangible item to add here is the inclusion of a radiator badge illustration which had been made for the car. There might be an implication that there had been serious thought of some larger production of the car. One badge was formerly in the collection of automotive historian and writer Karl S. Zahm of Rockford, Ill., and it would be interesting to know how many of them were actually made as I formerly owned one and have seen at least one and perhaps

as many as three in other displays. As Karl observes, "I regret that the detail is lacking and that I no longer recall the exact colors used in the cloisonne emblem. Still, it was a rather complicated affair what with its brick-like background, Roman-columned edifice in the foreground and small touring car above the roof over which the letters 'TW' appeared."

Thus is the tale of the Temple-Westcott as far as I've been able to determine. And although it isn't much to go on, at least the ground-breaking phase of the story has been recorded. It is my hope that someone, somehow, may take what we have up to this moment and strike out possibly bringing more of the Temple-Westcott and the mystery surrounding it into a clearer focus.

*The writer would like to thank Ralph H. Dunwoodie, Beverly Rae Kimes, Tom Olliff, Fred Prichard and Karl S. Zahm for their assistance in making this story possible.*

## QUESTION TIME

I like getting a feeling from SAH members about what cars they find attractive or not attractive. It may not have much historical importance, but it is interesting to find out the results of such a survey.

### "What is the least attractive automobile of the post-World War II era?"

Those ugly cars include '58-60 Lincolns for their "dished out sides and sunken in headlights and atrocious color schemes." Another vote for '62 full-size Plymouths and Dodge Darts was registered. One of my favorite votes was the '91-96 Chevrolet Caprice. AMC products got an unusually high number of votes and may be the all-time worst looking brand when taken as a whole (I personally don't mind the looks of a '74-78 Matador Coupe or a '75-80 Pacer, but what do I know).

*Jay Kolb and John Katz* pulled a little known American car. The Mohs Safari Kar is, by Jay's vote, "the winner by far...What were they thinking?" How could you expect any less from Bruce Baldwin Mohs, a man who wrote his own raving history of his Mohs Seaplane Company?

*Michael McSems*, who voted for the Ford Elite, the 1972 Dodge Polara as well as the aforementioned '74-78 Matador, had the best comment about this question. He said that he would keep his votes to American cars, "as comparing Skodas to Studebakers is not really fair."

### "Oldest nameplate," continued

*Nelson Bolan and Elliot Kahn* brought up the question, "What is a truck and what is a car?" I offered my definitions, but input from others would be appreciated. For example, the current Chrysler Town & Country minivan could be considered a station wagon.

### Current Questions

The question from *SAH Journal* No. 159 is "What is the most attractive automobile of the post-World War II era?" This issue's question is "Given the opportunity to save a defunct nameplate, which would you resurrect and why?" As always, submissions will be accepted by mail at *SAH Journal*, P.O. Box 7073, St. Davids, PA 19087-7073, phone at (610)275-6866 or (610)964-4841, fax at (610)964-4745, or email at [SAHJournal@AOL.COM](mailto:SAHJournal@AOL.COM).

## SOME 1905 CONNECTICUT MOTOR VEHICLE REGISTRATIONS

by J.H. Valentine

Jeff Minard recently uncovered some Connecticut vehicle registration data covering the first four months of 1905. License numbers C1 through C3078 were included, but some entries were canceled, others specified no make and 316 covered motorcycles of no specified make. Those identified as self-made appear here separately with the owners' names. Passengers cars and commercial vehicles were intermixed with no body type data provided.

Locomobile	440	Holley	4	Blomstron	1	Philbrick	1
Oldsmobile	244	Mercedes	4	Brownell	1	Pierce-Racine	1
Cadillac	217	Milwaukee	4	Buffalo	1	Pope-Robinson	1
Knox	178	Overman	4	Canda	1	R. & E.	1
Columbia	164	Renault	4	Centaur	1	Reading	1
Rambler	120	Studebaker	4	ES Clark (steam)	1	Reo	1
Winton	112	Warwick	4	EW Clark	1	Rochester	1
Autocar	84	Acme	3	A Clement	1	Rochet-Schneider	1
Stevens-Duryea	71	Baker	3	Cleveland	1	Rodgers	1
Pope-Hartford	70	Billings	3	Condon	1	S & M Simplex	1
Orient	61	Bristol	3	Corre	1	Spaulding	1
Ford	57	Buffum	3	Crosby	1	Spencer & Goodrich	1
White	51	Conrad	3	Cudell	1	Springfield Arms	1
Stanley	49	Decauvill	3	Davis & Webster	1	Sterling	1
Franklin	44	F.I.A.T.	3	Desberon	1	Tincher	1
Thomas	38	Jones-Corbin	3	Desmarais	1	TH Turner	1
Pierce	37	Loomis	3	Dyke	1	Wheeler	1
Grout	35	Overland	3	Eagle	1	EN Wilcox	1
Long Distance	31	Pope-Waverley	3	Fenn	1	Woods	1
Packard	30	Union	3	Georges Richard	1		
Elmore	28	Yale	3	G.S. & G.	1		SELF-MADE CARS
Waverly	27	Berg	2	Haynes	1	Brown Co	
Toledo	23	Brasier	2	DWC Hill	1	GH Burdon	
Haynes-Apperson	22	Buick	2	Holcomb	1	AH Chapin	
Northern	21	Champion	2	Holsman	1	F Clinton	
Pope-Toledo	21	DeDietrich	2	International (steam)	1	Coe Mfg.	
Prescott	21	Desberson	2	EE Johnson	1	BF Doherty	
Panhard	18	Eldredge	2	Lewis Jones	1	WG Dunham	
Crestmobile	17	Electric Vehicle	2	Kidder	1	F Fenny	
Maxwell	16	Fillow	2	Knickerbocker	1	WM Gilbert	
DeDion-Bouton	15	Foster	2	Knight	1	AG Held	
Pope-Tribune	15	General	2	HK Lee	1	FE Holzapfel	
Mobile	14	Hercules	2	Logan	1	J Keeley	
Victor	14	Hodgetts	2	Lozier	1	HP Lee	
Searchmont	13	LR Jones	2	Mars	1	Mann & Marshall	
Peerless	12	Lamb	2	Matheson	1	Perfection (GP Marx)	
National	9	Mitchell	2	Mechaley	1	GA Prior	
Riker	9	Moncrief	2	Mercia	1	JG Pullar	
Waltham (gas)	9	Mors	2	Meteor	1	GW Sanford	
Cameron	7	Norton	2	Michigan	1	CB Slater	
Covert	7	Philbrick	2	Molle	1	FA Voss	
Darracq	7	Premier	2	Motorette	1	Walkley & Chudoba	
Corbin	6	Queen	2	Narragansett	1	PE Wardwell	
Marion	6	Remington	2	Neftel	1	Wesson Bros	
Stearns	6	St. Louis	2	New Haven	1	CH & WM Widmer	
V.E.C.	5	Spencer	2	Osborn Steam Wagon	1	EB Wilcox	
Apperson	4	Stanton	2	Palmer	1	AE Wilson	
Century	4	A & B	1	Peugeot	1	JL Wolfe	
Frisbie	4	American	1	Phelps	1	GN Woodworth	
						C Wurtenberg	

## SKODA POPULAR - A BRIEF HISTORY

by Dr. Jan Tulis

In 1933 the Skoda factory at Miada Boleslav commenced production of a completely new four seater, two door car, the Skoda 420. This model incorporated 'classic' Skoda design features: the typical 'U' chassis with a front-mounted four cylinder 995 cc engine producing 20 bhp at 2,800 rpm mated to a three speed gearbox. The vehicle was produced in limited numbers until the succeeding year. In 1934 the first Skoda 420 Popular was built, the 'Popular' name being a registered trade mark of the company and used until 1944 on the home market. (This title continued to be used from time to time for vehicles exported to various foreign countries.) The '420 Popular' had a similar chassis layout to the earlier model 420, but a smaller four cylinder engine of 903 cc (bore 65 mm x stroke 68 mm) producing 18 bhp at 3,600 rpm was installed giving a speed of 85 kph (53 mph). It is interesting to note that initial production of this Popular dispensed with the fitting of a differential. Basic data for the car was:

Length : 3,800 mm (12.4 ft)  
 Width : 1,400 mm (4.6 ft)  
 Wheelbase: 2,200 mm (7.3 ft)  
 Weight : 650 kg (1,433 lb)

The car was available in two body styles, a four seater cabriolet and a two seater roadster. The cheapest roadster cost 17,800 Czech Crowns, a very modest price even at that time. In the winter of 1934/35 the Skoda Popular was re-engined when the 995 cc unit from the original Skoda 420 was used. Design modifications had, however, increased the power to 22 bhp at 3,600 rpm. A further improvement came in 1937 when an ohv engine of 995 cc (27 bhp at 3,600 rpm) was fitted and four seater bodies were standard. Petrol consumption was approximately 8 litres/100 km (say 35 mpg). 1938 brought further improvements and redesign with the introduction of the Skoda Popular 1100 OHV when again a more powerful engine was featured; a four cylinder 108g cc ohv unit with a bore of 68 mm x stroke 75 mm giving 30 bhp at 3,500 rpm. A hydraulic braking system took the place of the hitherto mechanical installation. Bodywork was similar to other Skodas of the time: Rapid, Favorit and Superb. The new model found a ready acceptance and achieved great sales successes in all markets.

1939 saw the introduction of the most inexpensive version of the Popular selling for 17,300 Czech Crowns only. Designated 'Popular 995' this model reverted to the earlier 995 cc engine with its bore/stroke of 65 mm x 75 mm and 22 bhp output. This car continued in production until 1942 and endeared itself to many: Czech motorists referred affectionately to the 995 as Liduska - a young girl's name.

Between 1940 and 1944 passenger cars were produced in very limited numbers by the Skoda factory. Even so, improvements continued with the Popular 1100 OHV engine's output increased to 32 bhp with a resultant top speed of 100-105 kph (some 65 mph). In the Autumn of 1945, cars having completely new bodywork and fitted with a four speed gearbox were introduced, both these feature having been designed some time previously. Known originally as the Popular 1101, the name Skoda 1101 was soon adopted. Later

the nickname 'Tudor' was applied to both the 1101 and 1102 models. Incidentally, the name 'Popular' did not cease at this point, it turned up again later when used for special export models of the Skoda 440 in the mid-fifties.

### SPORTING ACHIEVEMENTS OF THE SKODA POPULAR

1934 - Four Skoda Populars made the journey from Prague to Bombay and back.

1934 - Popular cars won two Alpine cups.

1935 - Three streamlined Popular coupes won a number of awards and trophies. (These successes prompted the Skoda works to manufacture a limited edition of small streamlined sports cars having a top speed of 125 kph (77.6 mph) and sold under the name Popular Special).

1936 - Monte Carlo Rally. A Popular roadster, with larger 1,386 cc engine, won eighth place overall. (A further limited edition of sports cars from the Skoda factory followed and sold under the name 'Popular Monte Carlo'. Sales were very successful).

1936 - "100 Days in a Small Car". Mr F. Fistner used a Popular for his tour from Prague to New York and onwards across the USA, Mexico and return.

1937 - Nairobi Rally. A 1935 Popular roadster won the premier trophy after travelling the 8,800 km course from Nairobi to Johannesburg without mechanical defect.

1938 - Mercedes Rally, Montevideo. First place secured by Skoda Popular.

### EXPORTS OF THE SKODA POPULAR IN 1938

England, Belgium, India, China, Estonia, France, Italy, Yugoslavia, Hungary, Poland, Austria, Greece, Sweden, USSR, Turkey, USA, Argentina, Brazil, Bulgaria, Egypt, Finland, Holland, South Africa, Norway, Spain, Siam, Switzerland, Uruguay, Romania.

## WANTED:

### AUTOMOBILE LITERATURE

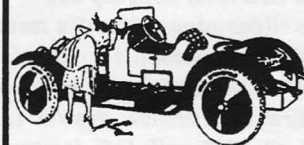
1900-1975

WALTER MILLER

6710 Brooklawn Parkway  
Syracuse, NY 13211 U.S.A.

PHONE: 315-432-8282

FAX: 315-432-8256



I buy sales brochures, repair & owner's manuals, showroom items, artwork, models & toys, posters or any items pertaining to automobiles, trucks or motorcycles...I travel to purchase collections.

## CAR AND MAN OF THE CENTURY ANNOUNCED

With its contribution to automotive history, the British weekly magazine *Autocar* marked its 100th anniversary by announcing a man and car of the century. After polling many in the industry as well as readers of the publication, the *Autocar* Man of the Century is Enzo Ferrari, the late founder of the Italian sports car marque bearing his name. The *Autocar* Car of the Century is the timeless Mini, designed by Sir Alec Issigonis.

## GEORGANO WINS MONTAGU TROPHY

Nick Georgano has won the Montagu of Beaulieu Trophy for his book *Britain's Motor Industry - The First Hundred Years*. The trophy is presented annually by the Guild of Motoring Writers to the member who makes the greatest contribution to recording in the English language the history of motoring. The award is sponsored by [*Thoroughbred and Classic Cars* magazine].

Nick is a founding member of SAH, and has won several of the Society's Cugnot Awards, most recently for *The American Automobile - A Centenary 1983-1993* published in 1992. He previously won the Montagu trophy in 1982 for *The Complete Encyclopedia of Motorcars*. He lives on the Channel Island of Guernsey. *Britain's Motor Industry...* is published by G.T. Foulis & Co., an imprint of Haynes Publishing, and can be ordered from all good booksellers.

## SAH CALLS FOR PAPERS

The Automobile Industry: Past, Present, Future  
September 4th, 5th, 6th, 1996  
at the  
Henry Ford Museum, Dearborn, Michigan

Proposals are invited on topics pertaining to the history, the present, the future of the US automobile industry.

Proposals should include the title of the submission, names and affiliations of presenters, chairs, participants etc., together with addresses, phone/fax numbers, e-mail addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a one-page abstract describing the content of the presentation.

Deadline for proposals: April 1st, 1996  
Notification of preliminary acceptance: May 1st, 1996

Submit proposals to:  
Christopher G. Foster  
The Society of Automotive Historians, Inc.  
1102 Long Cove Road  
Gales Ferry, CT 06335-1812  
Telephone (860) 464-6466, Fax (860) 464-2614  
E-mail zin@delphi.com or foster@mcix.com

## CONTRIBUTIONS SOUGHT FOR SILENT AUCTION

The annual Silent Auction of books, literature, and automobilia is the Society's major fund-raising event, and, next to membership dues, our largest source of income. Jim Schild has agreed to take over the chair of this vital function from veteran Karl Zahm.

Jim is looking for donations of automotive books, sales literature, small items of automobilia, and automotive art, to be sold to the highest bidder through a silent, postal auction. Past experience has shown that shop manuals are not good sellers, but all types of books and quality literature and art are in great demand. Since the Society is recognized by the Internal Revenue Service as a 501 (c)(3) exempt organization, donors may take tax credit for their contributions to the extent allowed by law. Please send your auction contributions, by July 1st, to:

James J. Schild, chair  
SAH Silent Auction  
933 Strodtman Road  
St. Louis, MO 63138 USA

## GAZETTE PLANS COMMEMORATIVE ISSUE

The Horseless Carriage Club of America is planning a special issue of their magazine, *Horseless Carriage Gazette*, to celebrate the centenary of the American automobile industry. The issue will be expanded beyond the *Gazette's* usual 68-page format, and will feature articles and photographs of vehicles built before 1900. Owners of such cars are asked to submit photos, and they and historians are encouraged to submit articles on such vehicles. Original, seldom-published photos are particularly sought.

All materials should be submitted, by the deadline of March 1st, 1996, to:

Horseless Carriage Club of America  
128 South Cypress Street  
Orange, CA 92666-1357

Further information may be obtained from editor *John C. Meyer III* at (818) 887-1646.

## OBITUARY LOUISE ZAVITZ

Louise Zavitz of London, Ontario, Canada, died recently after a sudden illness. She was the wife of long-time member *Perry Zavitz*. *SAH Journal* extends the condolences of the Society to Perry and his family. Perry would enjoy hearing from his many friends:

Perry Zavitz  
20 Westmorland Road  
London, Ontario N6J 3N3  
Canada



## HISTORY CONFERENCE CHANGES VENUE, SCHEDULE TO BE HELD SEPTEMBER 4TH-6TH AT FORD MUSEUM

The automotive history conference announced in *SAH Journal* No. 156 has been rescheduled for September 1996 at the Henry Ford Museum in Dearborn, Michigan. Titled "The Automobile Industry in America - Past, Present, and Future," the event will observe the centennial of the industry in the USA. Held Wednesday through Friday, September 4th, 5th, and 6th, 1996, it will be jointly sponsored by SAH and the Ford Museum, and will lead directly to the Museum's Old Car Festival on the weekend.

In addition to museum tours and exhibits at the Ford Museum, there will be tours to automotive sites of interest and exhibits at other Detroit area museums. The historic presentations will be managed by SAH and will include morning and afternoon sessions highlighted by a luncheon and keynote speaker.

Further particulars of the conference schedule, attractions, and travel information will appear in the next *SAH Journal*. Interested members should note these dates on their 1996 calendars.

## NOMINATIONS FOR FRIEND OF AUTOMOTIVE HISTORY

The Friend of Automotive History is the Society's premier award, recognizing exceptional contributions by an individual to the cause of automotive history, usually over a lifetime of service. Former Society president David Lewis again chairs the FoAH Committee, and is accepting nominations from all members of the Society. Nominators should summarize the accomplishments and contributions their nominees have made in our field. Letters of nomination should be sent to:

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

The deadline for Friend nominations is June 1st, 1996.



*DELAHAYE, le grand livre*, by Jacques Dorizon, Francois Peigney, and Jean-Pierre Dauliac. Preface by Jacques Toubon, Minister of Culture of France. Hardcover, 432 pages, 9.5 x 10.6 ins./24x27 cm. Approximately 612 illustrations in black and white and 63 in color. ISBN 2-85120-440-8. Published in 1995 by E/PIA, BP 501, 75725 Paris Cedex 15, fax 33-1/4736 9465. Price 490 Francs. Distributed by Motorbooks International in North America.

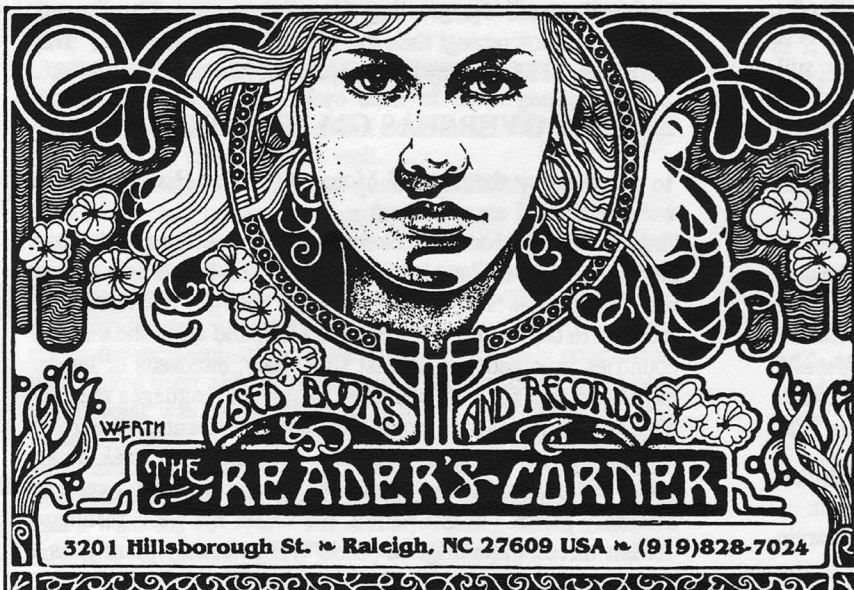
It took a powerful team to put together what is likely to be the final word on this distinguished marque which graced the French automotive scene from 1894 through 1954. Dorizon is a prominent collector of Delahaye cars and lore. Peigney is an heir of this ancient family enterprise, with access to knowledge and documents which have remained unknown until now. Dauliac, along with being one of France's top automotive writers, also is a many-chevronned editor. These talents add up to an end product the place of which in world automotive literature is assured.

The firm was founded in provincial Tours by a young engineer, Emile Delahaye, for the manufacture of cars of his own design. He began racing them, with some success, in '96 and in '98 was bought out by a pair of Parisian industrialists, Georges Morane and Leon Desmarais, ancestor of co-author Peigney. The new owners moved the business to Paris, where they put engineer Amedee Varlet in charge of design and the highly influential Charles Wiefenbach in charge of production. To the basic range of touring vehicles they quickly added industrial and marine lines. The permanent house tradition of building fire-fighting equipment began at the turn of the century. The marque became a factor in boat racing in 1904 and in 1906 achieved distinction as the builder of the first dual-overhead-camshaft engine — a feature which it failed to exploit in the classic, hemi-head manner.

Its road machines — passenger and industrial — were of conservative T- and L-head engine design, but noted for their high quality of workmanship and for their reliability. It was not until 1923 that pushrod models began to appear, although those with side valves continued to be made into the early 30s. There were notable exceptions, but body design tended consistently to be conservative, even stodgy, to appeal to a very "correct" segment of the modest French market of the time.

A complete and radical turnabout occurred in 1933, with introduction of the new Super-luxe line, the chassis of which were conceived to be readily adaptable to luxury, sports/GT, and even to competition use. Amazingly, this overnight change of character was a brilliant success. The chassis

(continued on next page)



became the darling of France's most glamorous coachbuilders, new international speed records were established, and gorgeous Delahaye sports/racing cars began stealing Bugatti sales and trophies. This was the charmed era of the Delahaye Type 135, and it continued into the 1950s. The crowning point of the saga was the mighty V-12 which, under type numbers 145, 155, and 165, did much to thrill 50 million Frenchmen on road and racing circuit. As with the 135, a single mechanical base was used successfully to create separate and global images of luxuriant elegance and of racing prowess.

There is much, much more, including an excellent 123-page catalog of all of the touring models produced during the firm's 60 years of activity. The quality of the abundant photos is excellent. There is a notable lack of technical drawings, particularly of engines, and the absence of a transverse section of the three-camshaft V-12 is particularly felt. The book's considerable importance as a reference work is marred by its lack of an index.

- Griffith Borgeson

*CARS OF CUBA*, by Cristina Garcia with photographs by Joshua Greene. 64 pages, 53 photographs in color. Softbound, 8 5/8"x6". ISBN 0-8109-2631-8. Published by Harry N. Abrams, Inc., New York, NY. \$14.95 plus \$4.50 shipping and handling. Distributed by Motorbooks International.

From the land where time stands still, in this case for nearly 35 years, where no American automobile has reached its shores. Most of the smaller European ones like the VW "Beetle" have been cannibalized for parts to keep Detroit iron running; the Soviet-built Ladas pretty much fell apart shortly after delivery—and with no spare parts accompanying them. For that matter, the Soviet Union has also collapsed and since this was Cuba's one tangible support, the island's traffic pattern is pretty much dependent on U.S.-built cars delivered two generations ago before the U.S. and Cuba severed diplomatic relations in 1961.

It is a common misunderstanding by many that most of today's rolling stock there comprises hybrid vehicles and, while it is true that many exist, Garcia's book shows tangible evidence that many of the older American cars have been maintained in pristine condition and running order, no matter how many times their odometers have passed the 100,000-mile mark. One might coin the adage, "Taker cars of Detroit and Detroit will pay you back with interest." And so it does. But this is the Detroit of a time long since past and, along with Ford, Chrysler and GM products (including Edsels, DeSotos and LaSalles), it is still common to see Hudsons, Packards and Kaiser-Frazer products rolling through Havana and other parts of the country in spanking shiny condition and excellent operating shape, thanks to the ingenuity of their proud owners. Nor is the panorama limited to Detroit as Willys and Studebakers are still in everyday use.

These superb color photos will give the reader some idea of what one can do when pushed between a rock and a hard place. One irony to this writer is that all their license plates read "CUBA" and one wonders why? Those cars are sticking to home turf, at least as long as Dr. Fidel Castro is calling the shots. The cars at least must brighten up the seedy city of Havana which, when I visited it B.C. (Before Castro) was considered the "Jewel in the Crown" of the West Indies.

Recommended to all, especially those who enjoy off-the-beaten-track automobile history and situations pertaining to it.

- Keith Marvin



## TIMELINE CORRECTION

Re your "This Month in History" column in the *SAH Journal*, may I offer you a tsk tsk?

The Chicago Times-Herald's 1895 "motorcycle" race was first scheduled to occur on July 4th. This date was selected in May, and almost immediately it became apparent that the schedule was too optimistic. Consequently a postponement to the more realistic date of September 2nd (Labor Day) was made. To allow additional time for inventors and tinkerers to complete their horseless buggies, the date was moved another two months to November 2nd. A "consolation" race was held on that date because many of the nearly 90 applicants failed to show, and the main race was again rescheduled, this time for November 28th, Thanksgiving.

The consolation race was won by a Benz owned by the H. Mueller Manufacturing Company, and driven by Oscar Mueller. In this event, the Duryea was damaged when a farmer with a hay wagon became so excited over these strange contraptions that he hawed his team when he should have geed. To avoid a collision, J. Frank Duryea was forced into a ditch, damaging the differential housing. The Duryea was then withdrawn from the consolation race, which was won by the Mueller Benz.

The Thanksgiving Day race was run in deep wet snow which had fallen the previous night. The snow resulted in most drivers withdrawing from the event. Of the six vehicles which left the starting line, only the Duryea and the Mueller Benz completed the grueling 52 mile course. The Duryea achieved the winning time of 10 hours 28 minutes. **Bill Cuthbert, 4555 Cherry Avenue, Santa Maria, CA 93455.**

## OVERSEAS GM HISTORY

Please visit the General Motors Overseas History Project website at <http://ourworld.compuserve.com/homepages/Terravia>. Your participation in this project is invited. The biggest challenge researching this subject is to bridge the gap between this location in the center of the Eastern USA and all of the various countries involved. In the last five years, hundreds of letters have been sent to many countries in several languages seeking historical information, copies of advertisements, Chevrolet chassis and engine serial numbers and trying to track down sales and/or production numbers for the various overseas assembly plants. In this period, the writer has been fortunate to visit three of the original pre WWII assembly plant sites -

Osaka, Jakarta and Bombay. Accounts of these visits have been covered in "The Generator and Distributor" magazine of the Vintage Chevrolet Club of America.

Prewar production or sales numbers have been located for Australia, New Zealand, Switzerland and Denmark for the prewar years. They are still needed for all other countries by GM brand of car.

Readers please pass the news of this project on to anyone you may know who owns a prewar GM vehicle or who may have an interest in being a part of the project. I do not mind correspondence by regular mail so please E-Mail name and address of anyone who may not be using a computer to correspond. Most languages are not a problem. My family can manage Spanish, Portuguese, Japanese and a bit of French. I have always found a way for other languages. **Thomas F. Krill, 74371,227@compuserve.com**

### A NOTE OF THANKS

Following publication of the obituary for my wife Mildred in *SAH Journal* No. 156, I received some wonderful letters from places like Australia, Switzerland, and many places in between. I have been unable to thank all of the them, so I would like to thank them in the *Journal*. All the cards and letters were most appreciated. **Elliott Kahn, 58 Verbena Street, Clearwater Beach, FL 34630**

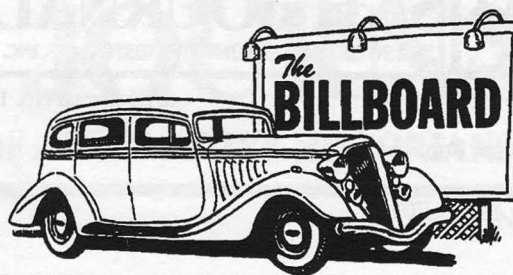
### JUDICIOUS RESTRAINT

I enjoyed Taylor Vinson's review of Carl Breer's book, *The Birth of Chrysler Corporation and its Engineering Legacy*, in *SAH Journal* No. 157, especially where he commented that [he] "found that Breer exercised a judicious restraint in the use of technical language and had the happy faculty of explaining in plain English the benefits of each innovation." Actually, Breer's manuscript was, as one would expect of an engineer not versed in writing skills, quite technical in content, tended to wander considerably, and had innumerable passages that defied understanding. It forced me to virtually rewrite entire sections (especially the technical ones), delete much extraneous material, and transpose texts from one area to another. It gave me more headaches than any piece I have ever attempted to edit before. My driving force was that I truly believed Breer's material should go into the public domain, no matter what pain it caused me.

Because of the work involved in bringing Breer's text to publication, I am more than pleased that it has received such an enthusiastic reception. It's made it all worthwhile. **Anthony J. Yanik, 5757 Folkstone, Troy, MI 48098**

*The book was edited by member Tony Yanick from a manuscript found after Breer's death in 1970. Certainly not all engineers write badly, but there's plenty of truth in Yanik's generalization, as I have discovered in a career involving both engineering and editing. Oft times the author finds the process of being edited as painful as Yanik found his task with Breer's text, but the result, as he points out, is invariably rewarding to both. Perhaps the Society should add to its goals the matching of nascent authors with proficient editors.*

-Kit Foster



The Billboard welcomes non-commercial advertisements from members. Ads are free, and should concern items of interest to historians: information, books, literature, photographs, illustrations, memorabilia; offered, wanted or to trade. Ads for vehicles or parts are not accepted. To advertise regular sales or services, contact ad manager Don Leach, One Poplar Point Road, Edgewater, Maryland 21037 for display ad rates.

**WANTED:** Additions to my pre-1860 domestic and foreign auto indexes. More names, dates and cars are needed for research study. I will pay your price for the indexes to antique auto magazines, i.e. *Bulb Horn*, etc. in hopes there are some pre-1860 listings. **Dean Lehrke, 1927 Telephone St., Ft. Mill, SC 29715. (803)548-4631.**

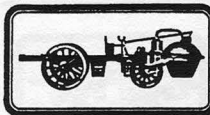
**WANTED:** Information on the Berline Inter, a French micro-car built from 1953-55. I would very much appreciate if someone can provide me information beyond the automobile encyclopedias. **Gerron Hite, P.O. Box 162282, Austin, TX 78716-2282.**

**WANTED:** Contact with Fisher Body employees (full-sized Chevrolet production) from 1958 through 1964. I maintain extensive database of assembly details and component variations among plants. Also seeking original assembly manuals (not reprints), and any other original assembly line documents for these years. Information is presented through annual seminars and in print to guide historically accurate restorations. Documentation service provided. Will travel to document virgin cars of these years. Please contact **Verne Frantz, c/o Jersey Late Greats, PO Box 1294, Highstown, NJ 08520. (609)448-0526 after 7pm.**

**WANTED:** Any information on the child's race car built by the National Sales & Mfg. Co. of Des Moines, Iowa, in the mid to late 1930's. These were both gas (Briggs & Stratton) and electric (for fairground use) powered. I especially would like to have any period photographs. Contact **Walt Gosden, 197 Mayfair Avenue, Floral Park, NY 11001. (516)358-5362.**

**WANTED:** Specifications for Buda JC-214 six cylinder engine, as fitted to 1931 Checker M-6 taxi; also, any specs on cab itself. **Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 (860)464-6466, fax (860)464-2614.**

**WANTED:** Catalogue from 1956 (I think) Connecticut Autorama, which has a centre page press release for the Aurora, a car built in Branford, CT during the 1953-57 period (see "Father Juliano's Fantastic Flop" by Michael Lamm, *Special Interest Autos* #135). The car apparently didn't make it to the show because it wasn't finished in time. I have a copy of the catalogue, but would love to have an original. I am in the process of restoring the car. **Andy Saunders, 37 Whitecliff Road, Parkstone, Poole, Dorset BH16 8DX England, phone (01202) 733926.**



# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January-February 1996

SAH Journal No. 160

Gladys & Carmine Publications

P.O. Box 7073

St. Davids, PA 19087-7073

## FIRST CLASS



*In 1936, the model positioned between the Rapid and Superb was the Skoda Favorit. The reliable cars were noted for their excellent workmanship and interior appointment. Dr. Jan Tullis supplied this photograph and authored the Brief History on page seven.*