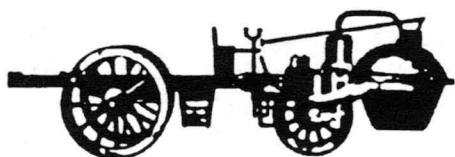


SAH Journal

The Society of Automotive Historians, Inc.
Issue 203
March—April 2003



www.autohistory.org

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April 15th
is the deadline for
SAH Award Nominations
see page 15

Gentlemen, Start Your Engines

by Albert Mroz

In the early years of motor vehicle development one of the biggest problems with the internal combustion engine was how to start it. Most engines in those days had to be hand-cranked. But first the ignition had to be retarded or the engine would very likely backfire, often times spraining or breaking the person's wrist or thumb. There was a special "over-the-top" way to hold the crank to help prevent this hazard, but many thousands of people had serious injuries from starting an engine back then.

Hand-cranking also limited the size of the engine. With a large engine it was almost impossible to overcome the compression in the cylinders by arm strength alone. Hence the hand-crank was nicknamed the "armstrong" starter. Early on, there were several different inventions which attempted to resolve the problem of "firing up" the internal combustion engine.

Electric vehicles had the distinct advantage of needing only the flip of a switch and the push of a lever to get moving. For pickup and delivery work it was especially convenient to shut off the electric motor at each stop rather than having to crank start an engine each time or be forced to leave it running. *Motor Age Magazine* stated in its October 12, 1911 issue, "The self-starter is one thing that is badly needed. Once it arrives it will place the gasoline car on an equality with the electric car."

Steam-powered vehicles took time to get warmed up, but no hand-cranking was necessary either. However, the energy density of gasoline, as well as its availability and storage convenience, made the internal combustion engine the most effective fuel for land vehicles. Once the Model T arrived and the oil industry gained momentum, the internal combustion engine was here to stay.

The compressed-air starter

Some of the first self-starters used compressed air to turn over the engine. Two methods were used. One used a separate compressor; the other used exhaust gases. Both required a storage tank, valves and tubing which had to seal perfectly, otherwise the compressed air would leak out and it was back to hand-cranking. The air storage tank had to be fairly large to have adequate air or exhaust gas supply and also be of heavy enough construction to hold high pressure safely. All this was not easily accomplished nearly one hundred years ago, but many companies tried their hand at it.

As early as 1904 William Forest Meserve built a passenger car with a four-cylinder two-cycle engine that had a compressed-air starter. The successful Alexander Winton offered a Model C car with a two-cylinder engine in 1905 which had an exhaust gas starter device that could also be used to fill the pneumatic tires. The Triumph Motor Car Company of Chicago offered a compressed-air starter on their Model A in 1907.

One of the most interesting vehicles that used compressed-air starting was the Bi-Autogo, which was built by James Scripps-Booth in 1912. The vehicle had two auxiliary wheels that folded up on each side once a speed above 20 miles per hour was reached. The Bi-Autogo was powered by a V-8 motor (three years before Cadillac) and could attain 75 miles per hour. It featured 400 feet of copper tubing for engine cooling.

continued on page 11



Thomas S. Jakups, Editor

Ah, Spring!

If you are still housebound in April—and you know how much it rains in April—I hope you will take the time to check out the books reviewed in this issue of the *Journal*. There are eight reviews including one on a package put together by the Rolls-Royce Owner's Club.

Over the past few months I have been amassing a decent collection of reviews—thank you *Ferdy Hediger* and *Keith Marvin*—and I'm glad I had the space this issue to start publishing them. I invite you to send in a review of a book you have enjoyed and help replenish the stock.

I am also looking for more articles to publish on page 1 of the *Journal*. Again, I appreciate the efforts of my steady contributors, such as *John Perala* and *Albert Mroz*, and I invite you to send along an article to this publication, which reaches over 900 subscribers and countless more readers.

Another thing April is good for is spring cleaning. It's the perfect time to

thin out the herd—all those books and magazines lying around or filling up bookshelves that you have no more use for—duplicates, one-time readers, whatever. Auction Chair *Leroy Cole* works throughout the year gathering items for the Silent Auction. The auction catalog will be published with the September/October *Journal*, but it is never too early to send in your books and magazines to Leroy. On page 15 you will find a few of Leroy's reasons to participate in our annual Silent Auction.

Also on Page 15 is the Billboard. I draw your attention to the Help Wanted ad placed by *Richard Langworth*. Richard suffered every auto historian/collector's nightmare. As you know, he received the Society's Friend of Automotive History Award this past October in Hershey. Richard has contributed much to our hobby and I hope that we can come through for him now.

—Tom Jakups

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**Copy Deadline for Journal 204
April 30th**



Dale K. Wells, President

Some time ago I recall a writer quoting words of wisdom by the Chinese philosopher Confucius, who supposedly said, "How fortunate are those who live in interesting times." I have recalled those words many times in my journey through life. In automotive history we have certainly seen some interesting times in our lifetimes. My experiences with automobiles probably parallel those of many of you.

There are many wonderful books about the early pioneers, their mechanical innovations and traveling on the primitive roads of their day. Although I grew up during the Depression years, my world was full of 1920s automobiles, and because of the economic struggles of the 1930s, those cars of the Roaring '20s were highly desirable to a large segment of the population. Although we knew friends and relatives who bought brand new cars, I do not recall ever climbing into one until a neighbor showed up with a new 1941 Ford.

As a youngster I recall riding with an uncle in a 1920s Maxwell. One of my father's friends was driving a mid-20s Chevrolet touring car. Our family car during the 1930s was a 1929 Hudson Super Six sedan. It was my father's first brand new car, but from my earliest memories, it was already a well-used, but reliable, used car. Having struggled through the Depression years, my father replaced the Hudson with a used, one-year-old 1939 Buick. When he brought that car home, the thrill was equal to that of buying a brand new car. It had a radio, a heater, a

Interesting Times

glove compartment, a column shift, turn signals, automatic choke and the most beautiful chrome horn ring on the steering wheel. Being only one year old, it was good as new to us, and it still had some new car smell left. Now those were interesting times as we approached World War II.

Growing up in a small Michigan town of 7,000 population, we saw very few luxury cars of the era, except when travelers came through town. Exceptions were a few people who were brave enough to buy used luxury cars because they were priced so low. One neighbor was still driving a huge Packard, probably of 1927 vintage. A man who did some odd jobs for my father was driving a used 1934 Pierce-Arrow which I was able to ride in a few times. And the local Presbyterian church gave their pastor a brand new 1939 Cadillac 60-Special sedan in recognition of his many years of service. After WWII, the pastor traded it in on a Buick, and my brother subsequently bought the Cadillac. More very interesting times.

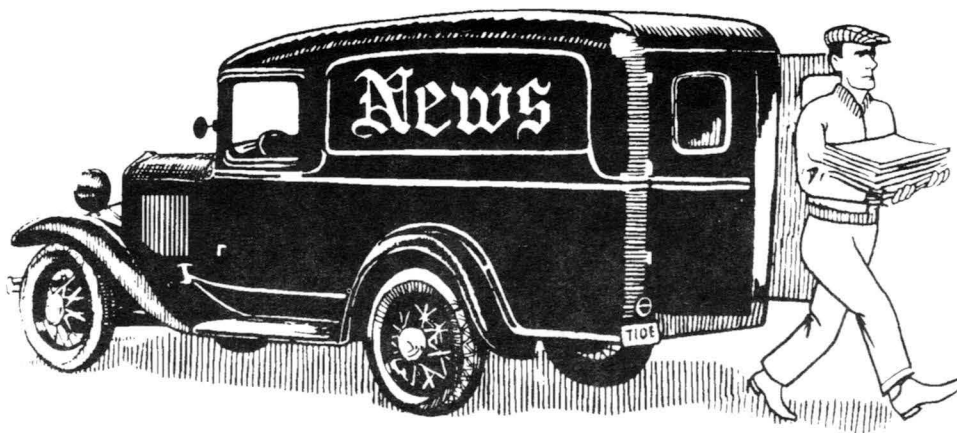
The man who had previously owned our 1939 Buick traded his 1940 model on the new 1941, so my father traded our 1939 for the 1940, and that is the car in which I learned to drive. When WWII erupted, no more new cars were available until 1946. Along with food rationing came gasoline rationing and tire rationing. The national speed limit was reduced to 35 miles per hour. Many people quit driving altogether and put their cars up on blocks for the duration. One of my Classic car friends has a beautiful low mileage 1940 Packard 160 sedan which was in storage until the late

1970s. With new tires, battery and gas tank, it is now a collector's tour car.

Speaking of new tires, near the end of WWII my father needed new tires for the 1940 Buick. The local rationing board would not or could not let him have them. At the local Buick garage one day, there was a mid-1930s Buick hearse parked in one corner. A local funeral director had retired and asked the dealer to sell the hearse for him. My father noticed the tires were in excellent condition and asked the dealer if he would sell the tires. He would not, as it was going to be hard enough to find a buyer anyway. My father asked what he wanted for the hearse, agreed on the price and bought it. He had the 700-16 Fisk tires removed from the hearse and exchanged them with the 6.50-16 tires on the 1940 Buick Special. He then found a buyer for the hearse, and we drove the Fisk tires through to the end of the war.

When new cars became available after the war, my father bought the first 1947 Buick Roadmaster sedan that our local dealer was able to obtain. That was his first new car since the 1929 Hudson. I was finishing high school and heading off to college. My father let me have the 1940 Buick, and that was my first car. We sanded and patched a few small rust spots and applied a fresh coat of the original Verde green paint. With some painted whitewalls, new seat covers and a new floor mat, it was still running with nearly 200,000 miles when I was able to trade it towards a used 1946 Buick. Then came some more interesting times, but that will be another chapter for another time.

—Dale K. Wells



SAH in Paris 2003

SAH returned to the historic setting of the Automobile Club de France for the eighth annual European meeting and dinner, held February 6th. The gathering, having grown to a consistent size of over fifty people, was this year hosted in the Concorde Room, overlooking the Place de la Concorde. Members and guests were present from France, Switzerland, the Netherlands, the United Kingdom, Norway, Finland and the United States.

The Paris meeting has become a venue for presentation of SAH awards, particularly to recipients unable to attend



Asbjorn Rolseth, Cugnot Award winner
Photo: Kit Foster



Maurice Louche (L) receives his Award of Distinction from Taylor Vinson.
Photo: Kit Foster

the annual meeting at Hershey in October. This year, two book awards and the Friend of Automotive History were presented in Paris.

Taylor Vinson, chair of SAH's Cugnot Awards for books in languages other than English, conferred the Nicholas-Joseph Cugnot prize on Asbjorn Rolseth for *Handwerk på Jul* (*Rolling Coachwork—The Story of Norwegian Bodymakers*). Published by Asbjorn in Oslo, *Handwerk på Jul* is written in the Norwegian language. For an appreciation of the magnitude and significance of this work, see *SAH Journal* No. 196 (January-February 2002), page 5.

An Award of Distinction was presented to Maurice Louche for his French language *Le Rallye Monte-Carlo au XXème Siècle*, which had previously won France's prestigious Prix Bellecour for the best book in automotive history for 2001.



Karl Ludvigsen (R) receives the plaque naming him SAH's Friend of Automotive History for 2002 from Kit Foster.

Photo: Taylor Vinson

Five other books were also nominated. From Germany, *Maybach-Karosserien aus Ravensbruck, Hermann Spohn und Sein Werk*, by Dr. Gerhard Mirsching, and *Baummaschinen aus Hannover, Von Hanomag bis Komatsu*, by Horst-Dieter Görg (a co-winner of the previous Award of Distinction) and Hans-Hermann Habenicht. From the Czech Republic, *Automobily Aero a jejich doba* (*The Aero Automobile and its Times*), by Ing. Karel Jicinsky, and *Automobily Wikov*, by Miroslav Gomola. From Estonia, *Autod 1920–2000*, by Margus-Hans Kuuse.

Frank Gump, Beverly Rae Kimes, and Jim Laux served as the judging committee along with Taylor. Nominations for works published in 2002 should be sent to Taylor Vinson by May 1. Submissions must include a copy of the book. Taylor's address is 1314 Trinity Drive, Alexandria, VA 22314. As with the English-language Cugnot nominees, these books will find an eventual home on the SAH shelf at the Auburn-Cord-Duesenberg Museum library.

Kit Foster, acting for David Lewis, chair of the Friend of Automotive History Award, conferred SAH's highest recognition on Karl E. Ludvigsen of Bury St. Edmunds, Suffolk, UK. Cited by nominator Fred Roe as "a prolific researcher and writer with a technical bent and an emphasis on racing subjects,"



Kit Foster displays *The Splendid Stutz*, inscribed with the signatures of the SAH Board of Directors that was presented to Laurent Friry (L). Photo: Taylor Vinson

Karl Ludvigsen is a veteran of a long career in automotive journalism, history, public relations and consulting. His UK-based Ludvigsen Associates consults for the motor industry, and among his many books are three Cugnot winners.

A special award was presented at the beginning of the night's program. The SAH directors had voted to express appreciation for the dedicated work of *Laurent Friry* in arranging and coordinating the Paris meeting for the past eight years. On behalf of the board, Kit Foster presented Laurent with a copy of *The Splendid Stutz*, the seminal work on that marque and a Cugnot winner in 1997. The book was inscribed by all the directors.

Record Cars at Rétromobile

Most of those who attended the SAH dinner were at Paris Expo the next morning for the opening of Rétromobile XXVIII. Sometimes billed as the "French Hershey," Rétromobile is different in nearly every respect (smaller, indoors and without rusty metal) but equally attractive to automotive people of every persuasion. The 2003 show was designated "The Year of Records," centerpiece by four cars from the National Motor Museum in Britain: Malcolm Campbell's 1925 Sunbeam, the 1927 1000hp Sunbeam, the Golden Arrow and the 1964 Bluebird.

Rétromobile brings together museums, auto manufacturers, car clubs and vendors of cars, parts and automobilia. Displays echoed the record-setting theme, the Fondation de l'Automobile Marius Berliet of Lyon exhibiting a Delahaye 104 lorry configured as that of Prince Sixte de Bourbon-Parme, used in 1929 to attempt a direct route across the desert between Algiers and Lake Chad. *Paul Berliet*, head of the Fondation and an SAH Friend of Automotive History, opened the display with a press conference on Friday morning.

Although most dealers bring well-restored cars, there are always a few patinated, "as found" gems. This year's barn-fresh examples included a Hispano with rare Maurice Proux body, a Voisin tourer and a clever Lorraine Dietrich faux cabriolet by Henri Labourdette. Hidden by its landau irons was a set of rear doors.

Displays of classic motorboats and a Christie's auction on the first Saturday rounded out Rétromobile, which ran through February 16th.

The Secrets of Conservatoire Citroën

On Saturday afternoon, SAH members and guests enjoyed a tour of the Conservatoire Citroën at Aulnay, a Paris suburb. Not a public museum, the Conservatoire is Citroën's heritage collection and archive repository; it is opened occasionally to group tours for clubs and other organizations.

Occupying a 6,500-square meter building adjacent to a Citroën assembly plant, the Conservatoire has 1.6 kilometers of shelving for archives, not yet sorted after a move from other quarters. Curator Charles Herval conducted a tour of the vehicle collection, which includes, in addition to examples of nearly every Citroën production model, many prototype and concept automobiles. Of particular interest were three 2CV cars originally built for the cancelled 1939 Paris motor show. They were discovered a few years ago, walled in at another Citroën facility. These cars, water-cooled prewar models, are in as-found condition. Other seldom-seen vehicles include the Urbain I and II of

the early 1970s, the Trevor Fiore-designed Karin of 1980 and the Citela city vehicle from 1991.

—Kit Foster

Raymond A. Katzell 1919–2003

Gentleman. Friend. Scholar. All of these, and a true automotive historian. I was privileged to know *Ray Katzell* through our mutual interest in Stutz automobiles. In 1988 we both joined the newly formed Stutz Club, and on occasion would meet at our annual meeting or on the field at Hershey. Each year we would have an informal gathering at Hershey where a few dozen Stutz enthusiasts would meet to talk about the cars of Harry Stutz, their racing legends and their mechanical intricacies. Ray could hold his own in most of these discussions, and he contributed much wisdom and humor in our conversations.

At one of our gatherings in Hershey, member Mike Holt from Scotland presented the group with a serious challenge. Stutz is a marque forever entrenched in literature and legends of the Roaring '20s, yet no comprehensive history had been written about Harry and his products. Mike suggested we, as a club, challenge our members to assemble our combined resources and write that history while many people and family descendants with first hand knowledge were still around to help us "set the record straight." In no time at all, Ray Katzell spoke up and said he would compile and edit all that we could gather and arrange to publish the Stutz history. Specific car models and subject matter were duly assigned to knowledgeable members, and over the next several years Ray and his enthusiastic wife, Kitty, assembled, wrote and re-wrote the history.

Seven years from the time of Mike Holt's challenge, *The Splendid Stutz* was published in 1996. In the summer of 1997, while serving as president of the Stutz Club, I was notified that the book had won the Cugnot Award. We were all delirious with joy and pleased to attend the SAH awards program in Hershey that fall. There had been days and moments

along the way when Ray had to solve many difficult problems, but his determination and skills prevailed. The book is a fitting tribute to Ray and all the Stutz enthusiasts involved. But for Ray's untiring efforts we may not have finished the job.

Ray passed away on February 5, 2003. To Kitty, we express our love and sincere condolences. We are thankful to have known Ray for these all too brief years. I will always cherish my memories of him and will never pick up *The Splendid Stutz* without seeing his face and hearing his voice. Farewell. Sic transit gloria.

—Dale K. Wells

Thank you, Patrons!

In April 2001 the SAH directors created a Patron membership category, to recognize those members who contributed \$20 or more in addition to their regular dues. The Society thanks the following members who contributed at the Patron level during 2002:

David Kinney
Gregg Merksamer
Tom Adamich
Dale Miller
Chris Zinn
Richard Adatto
Beverly Rae Kimes
Jim Wohlmuther
Mike Lamm
John Hopfenbeck
John Moir
The late Terry Ehrich
Vladimir Kabes
Frank Allocca
Lawrence Clark
Charles Strandburg
Rick Carey
Joe Freeman
Nick Fintzelberg
Rob McLellan
Karl Zahm
Ira Goldman
Dale LaFollette
Paul Maghielse

Welcome New Members

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Moody, Maine
Wayne L. Ausbrooks #2726
Encino, California

Ralph White #2725
Spring, Texas
Robert Cooperman #2724
Bowie, Maryland
Ken Yohn #2723
McPherson, Kansas
Richard Kappeler #2722
Oyster Bay, New York
Michael A. Jacobsen #2721
Simi Valley, California
David R. Meyer #2720
London, England
William S. Rothermel #2719
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Ronald V. Trefry #2718
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Bettina Van Curen #2717
Altadena, California
Ed Reilly #2716
Bowie, Maryland
John D. Lorenz #2715
Flushing, Michigan
Sarah P. Carr #2714
Tunkhannock, Pennsylvania
Victoria Campbell #2713
Bell Canyon, California
Alan Campbell #2712
Bell Canyon, California

Reinstated Members

Carl J. Schmitt #2130
Walla Walla, Washington
Don Radbruch #1864
Sagle, Idaho
Patrick R. Foster #1332
Milford, Connecticut
Mermie Karger #0420
Exton, Pennsylvania

Report on the SAH Library

The Society of Automotive Historians' library is located in the archives and library unit of the Auburn-Cord-Duesenberg Museum in Auburn, Indiana. Jon Bill, the museum's archivist, is in charge of the overall activity.

Each year the books entered in SAH's Cugnot Award Contest (including now the non-English language entries) are delivered to the ACD Library-Archives. They then are placed in a section labeled "SAH Library books." The 2002 contest books (approximately 18 in number) were delivered early in 2003. The total number of books in the SAH section

is now approximately eighty. They are fully available to researchers. Under agreement with the ACD Museum the SAH books are lent to the museum and remain the property of the Society.

—Sinclair Powell,
SAH Library Coordinator

Member News

A belated congratulations to Keith Marvin, who was made an Honorary Member of the Stutz Club by acclamation of the Board assembled at Hershey in October 2002. Keith was honored for his overall impact on automotive history and on the Stutz in particular.

Last Call for Beaulieu Encyclopaedia

Early in 2001 the Society began offering a membership benefit through our publishing entity SAH Press, making the newly-published *Beaulieu Encyclopaedia of the Automobile* available to members at a substantial discount. The *Encyclopaedia's* companion *Coachbuilding* volume was added to the offer in 2002. Since that time over 100 members have taken advantage of the offer.

As this issue goes to press, our stocks of *Coachbuilding* are exhausted and only two sets of the *Encyclopaedia* remain. These will be sold on a first-order, first-filled basis at the current price of \$240.00 US plus \$10.00 media mail shipping within the USA. Since we must meet a minimum quantity to re-order, further orders will have to wait until we have five or more confirmed orders in hand, and, due to the decline of the US dollar, will be priced around twenty percent higher. Rush your order now to **SAH Press, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 Best bet: fax your order with credit card details (Visa, MasterCard, AmEx) to 860-464-2614.**

—Kit Foster

A Poll: 20 Most Significant Fords of the Last 100 Years

When the Ford Motor Company was celebrating its 50 millionth car back in 1959, Ford International ran a magazine

advertisement featuring eight cars that were considered Ford's most significant vehicles to that date: 1908 Model T, 1927 Model A, 1932 Model Y, 1934 Eifel, 1939 Mercury, 1939 Lincoln Continental, 1949 Ford and 1955 Thunderbird. (Note that some of these dates are calendar years, not model years.)

This year Ford's centennial coffee table book, *The Ford Century*, lists 25 vehicles that Ford now considers to be their "Heart & Soul" offerings (six of which are not actually Fords at all, but Jaguars and other acquired marques).

Without giving away Ford's own choices, I would like to hear from SAH members as to what you think were Ford's 20 most significant vehicles of the past 100 years. I will publish the results in the June 2003 issue of *The Universal Car*, and make copies available to anyone who participates in the poll. [Results will also be published in the next *Journal*.]

Just to get you started, here are some additional models to those listed above that I think deserve consideration: 1903 Model A (first Ford), 1904 Model B (first four-cylinder Ford), 1906 Model K (first six-cylinder Ford), 1932 Model 18 (first Ford V-8), 1934 Ford Coupe Utility (first in a long line of Australian Ford utes, and the beginning of Australian Ford design), 1939 Ford Taunus (first of a long line of Taunus cars), 1948 F-1 (first F-Series pick-up, in recent years, Ford's best seller), 1956 Continental Mk II (short-lived ultra luxury coupe that would influence Lincoln design for decades), 1960 Falcon (the first compact U.S. Ford and beginning of Ford Australia's current Falcon range), 1963 Ford Taunus 12M (Ford's first V-4 and first front wheel drive), 1965 Mustang (the beginning of a legend that Ford couldn't kill if it wanted to), 1966 Ford Transit (the first product of English and German joint development and the best selling truck in its class in Europe), 1966 Ford GT 40 Mk II (sensational Le Mans winner), 1968 Escort (first pan-European built Ford passenger car, also a champion rally car), 1972 Ford Courier (the first product of the Ford-Mazda partnership), 1977 Fiesta (first successful front-wheel-

drive Ford), 1986 Taurus (the car that saved Ford in the 1980s), 1991 Explorer (took Ford to the crest of the SUV craze of the 1990s—of course the full history of this vehicle is still in the making).

If you want to go out on a limb, here are some unlikely candidates, but interesting nonetheless: 1936 Matford (first use of the 60-hp V-8, the first "big" European Ford), 1951 Consul (first Ford with OHV engine, 12-volt electrical system and McPherson struts), 1958 Edsel (you know the story), 1966 Ford Zephyr and Zodiac (Ford's first bottom breathing V-6 sedans).

Please send your version of the 20 most significant Fords (including Lincoln and Mercury) of the past 100 years to The International Ford History Project, P.O. Box 11415, Olympia, WA 98508, USA, or e-mail to Michael MacSems at IFHP@aol.com. **The deadline for all submissions is May 5, 2003**

—Michael MacSems

Editor's Note: Michael definitely knows his Fords and has thrown out quite a few for consideration. I'm sure the poll will uncover even more little-known but significant Fords. Are there any Buick aficionados out there who would like to conduct a similar poll to mark that car's 100th anniversary?

Recently Out

N7 and *Murder in the Monte Carlo Rally*, both by G.R.N. Minchin with an Appreciation of Neville Minchin by Tom C. Clarke. 2002 Rolls-Royce Foundation, Mechanicsburg, Pennsylvania.

Recently unearthed would be a better term. An original copy of *N7*, first published in 1930, is extremely rare, while *Murder in the Monte Carlo Rally* has not been previously published. Both books have been handsomely produced to high standards of quality—the original typeface, Kennerley Old Style, was computer generated and the covers are beautiful—by Mermie Karger for the Rolls-Royce Foundation with proceeds from their sale used to support its museum and programs. To order the package, which costs \$40 plus shipping, call the Rolls-Royce Owners Club at 717-697-4671.

Reading one book and then the other, one is struck by how each reflects the tenor of its times. *N7* proceeds at a leisurely pace as its noble hero pursues the villain, who comes off as a pretty decent chap, throughout various escapades along Route Nationale 7, the main route between Paris and the Riviera. The heroine is an orphan who is taken in by her rich uncle. It's a genteel story as Pat falls so delicately in love with Miss Anstruther—until he gets up the nerve to call her Phyllis—even going so far as to be flustered over using the word *dear* in a code they had improvised. Together the smitten duo plot to catch Phyllis' uncle with the goods—smuggling gold into France, a rather tame crime.

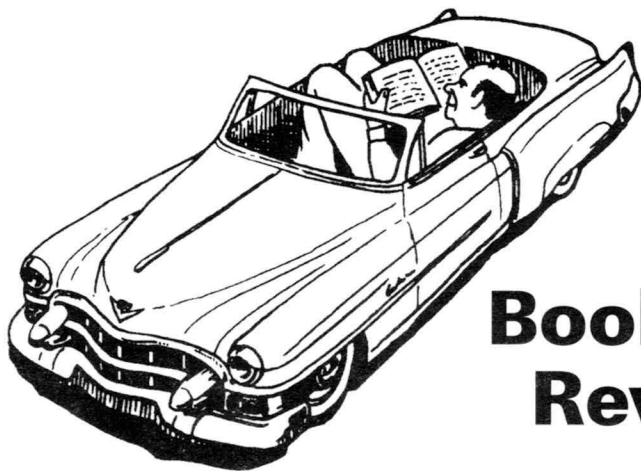
Fast forward some 25 years to the mid 50s for *Murder in the Monte Carlo Rally*. Here the villain is a loathsome cur who cheats on his intended while taking women to bed for their money, all the while gambling his inheritance away and robbing his company. Fearing exposure he plots to kill his business partner and future brother-in-law.

The first half of the book is fast paced as characters are introduced, the conflict established and the murder plot takes shape. Once the attempt is made, however, the action slows to a crawl as a diligent detective sets out to prove what the reader already knows. In today's world of *NYPD Blue*'s Andy Sipowicz hauling in someone "he likes for a crime" and then "persuading" him to confess, the Scotland Yarder is a little too methodical.

N7, on the other hand, has a nice rhythm to it. We accompany the hero on his little adventures along the National Road as he works to trip up the villain and win the love of his lady. Along the way there are colorful characters who fill out the story. It is not until the end of the book that the reader learns how the gold is actually smuggled into France.

Throughout the narrative the author throws out little bits of information which turn out to be important later in the narrative. I found myself on at least three occasions flipping back to past scenes to reread these clues.

—Tom Jakups



Book Reviews

King of the Boards: The Life and Times of Jimmy Murphy, by Gary D. Doyle, 2002, ISBN 0-9729144-0-4.

Hardbound, 8½ x 10½ in. 336 pages with 300 photos and more than 50 color paintings and art drawings. Available from the author, 914 E. Osborn, #302, Phoenix, AZ 85014, 602-636-0471, www.king-of-the-boards.com. \$90.00

King of the Boards is a serious history book that is well researched, well written and filled with incredible illustrations. It is mandatory for the library of any person interested in automobiles or automotive art and should become one of the standard accounts of auto racing in America in the early 1920s. *King of the Boards* is a terrific read. I heartily recommend it to you.

That pretty well sums it up although I didn't write it. This is the final paragraph in the foreword to the book by Jay Leno. What he has written pretty much explains what we have here.

King of the Boards is the story of Jimmy Murphy, the extraordinary racing driver who was a top performer both on and off board tracks. The board track itself was his playground and his expertise in racing events was widely known in the "Murphy years" not only by aficionados of the track but also by the man in the street as well. Jimmy Murphy was one of the track's brightest stars, always on the march for planetary status with such other talented drivers as Ralph DePalma, Tom Milton and Louis Chevrolet. Murphy, it seems, had a strategy in racing and drove his cars with an understanding

which wasn't evident in many other drivers who took chances or otherwise handled their cars in a slapdash manner. Jimmy Murphy understood his cars and one almost believes that they understood him. In 60 major racing events he won most of them. He knew what he could do on a track. He knew what he couldn't do. He drove accordingly.

That the Murphy story is an outstanding contribution to racing history goes without saying, but the value of this book doesn't stop there. It is lavishly sprinkled with photos, many of which are being published for the first time, plus an abundance of paintings in color from top automotive artists of the past such as Peter Helck, Walter Gotschke and Gordon Crosby plus current ones like Peter Hearsey, Barry Rowe and Jim Dietz. I found the layout of two pages especially intriguing: "The drama of the finish," in which Fred Wagner and Jimmy Murphy are shown "making it interesting" as the checkered flag waves down the winner at Tacoma in 1922, is duplicated by a color sketch of that photo by Peter Hearsey.

Any volume such as this needs at least one appendix to include information otherwise excluded in the text. In *King of the Boards* virtually everything is covered in no less than 11 appendices. And if such information as Appendix 3 (Comparison of Registered Automobiles and Farm Horses 1900-1930) is of dubious value, I find that such information is helpful in creating a backdrop covering the years of Murphy's successes on the track.

The bibliography is 20 pages long and of considerable extended value to the general text itself. Both the text and bibliography will provide you with a complete understanding of the subject plus the lesser known aspects of the era. This is undoubtedly one of the finest chronicles written on the life and times of one person, in this case one of the finest race car drivers of all time.

—Keith Marvin

Bentley, by Jan Tulis, 2003, ISBN 80-7226-787-6. 138 pages, well illustrated with black and white and color photographs, text in Czech with short resumés in German and English, hardcover 7½ x 9½ in. Computer Press, Prague. Price in CS about Euro 10 (US \$11) plus postage and packing.

The author, *Dr. Jan Tulis*, is a member of the Society of Automotive Historians and has published and co-authored various articles and books on collector automobiles in the past. This is the first book on the famous British marque in the Czech language. Even if there are already many books in English available on the history of Bentley, this very nicely produced and carefully compiled publication merits the attention of any historian and enthusiast.

Not only does the new book contain many hitherto unpublished pictures and facsimile prints of documents, but it also covers the latest developments of the famous marque. It is neatly organized in the following chapters: Short Biography of Walter Owen Bentley, Vintage, The Silent Sports Car, Rolls-Royce Twins, Phoenix Rises from the Ashes, Special Bodies, The Latest Developments, Bentley in Motor Sport, Radiator Figure Heads and Emblems, Anecdotes on Special Bentleys, Major Developments over the Years, A Systematic Catalog of All Bentley Models, The Coachbuilders and on Which Chassis They Worked, Bibliography, Advertisements, Eleven Color Photographs of Selected Models. Have you seen pictures of the new Bentley limousine, the Project 90, the Robert Jankel stretch-limousine and estate wag-

on, the Hooper Empress, the R Continental by Pininfarina, the Cresta, Graber, Kōng, Vanvooren, Viotti and Saoutchik bodied models?

Whereas it is fairly easy to understand the technical specifications, dates etc., the text will represent a major challenge for most enthusiasts. In view of the numerous illustrations, the good quality print, the glossy paper, the solid binding and—last but not least—the very competitive price, the book is a bargain for any classic car lover.

With 3000 copies it will soon be sold out, and it is strongly recommended you place the order immediately. Orders are accepted by Computer Press, a.s. nam. 28. Dubna 48, CZ 635 00 Brno, Czech Republic, Fax +420 5 46122112. e-mail ondrej.weigel@press.cz

—Ferdinand Hediger

Stretching It: The Story of the Limousine

by Michael L. Bromley and Tom Mazza, 2002, ISBN 0-7680-0672-4. Hardcover, 8½ x 11 inches, 220 pages, 312 illustrations, in color and black & white. SAE International, 400 Commonwealth Avenue, Warrendale, PA \$49.00

According to my small 1953 dictionary, “limousine” is described as “an automobile having a permanently enclosed compartment for from three to five persons, the roof of which projects forward over the driver’s seat in front.” There is no reference to a separating glass partition between the driver’s seat and the rear seat, which seems odd to me as a car’s seven-passenger sedan model so equipped also did the trick (and for a slightly higher price). For this review, however, the issue is a minor technicality and to acquire such coachwork today one must seek custom coachwork on such a chassis as Rolls-Royce.

The limousine is not a thing of the past, however, and *Stretching It* is the tale of the earlier limousine and its lineal descendent, today’s “stretch” models, which may be seen several times daily in any city’s traffic pattern. These cars, unlike their forebears, readily catch the eye,

generally because of their extraordinary length, which comfortably allows the driver’s section ample room while still accommodating as many as nine or more passengers. Livery companies have found them ideal for such varied purposes as funerals and senior proms. For the most part they are officially known as limousines, which, regardless of their varied length, they assuredly are!

Stretching It gives a great deal of attention not only to the progress of limousine development over the years and the large field it occupies but to the oddballs as well. There is a market, though small, that delights in a car which represents individualism to the point of eccentricity. Among these curios is a stretch type so long it requires four sets of wheels.

The book also contains a great deal of information on those cars which have appeared over the years and stood apart from others, such as the Presidential Fleet, the Gothic perpendicular maroon Daimlers so dear to the Royal House of Windsor and the enormous Duesenberg “Throne” car of Father Divine.

A real plus is the bundle of information on chauffeurs of yesteryear—how they lived, how they drove and the “Book of Rules” issued by one automobile company that detailed what chauffeurs should do and should not do.

The owner of *Stretching It* will have a valuable source of automotive information for the bookshelf and will derive countless hours learning a great deal they didn’t know. I certainly did.

—Keith Marvin

Deutsche Autos 1885–1920, by Halwart Schrader, ISBN 3-613-02211-7. First Edition 2002, 381 pages, hundreds of black and white illustrations, text in German, hardcover 6½ x 9½ in. Motorbuch Verlag, Stuttgart. Price in Germany Euro 26 (approx. \$29 plus postage and packing). Also available at www.amazon.de.

At long last this first volume of the range of standard reference works on German passenger cars, covering the years from the beginning in 1885 until 1920, be-

came available. For nearly forty years the only book fairly completely covering this fascinating period was *Autos in Deutschland 1885–1920*, by the eminent early German automobile historian and writer Hans-Heinrich von Fersen. In the meantime many old documents, information and illustrations have turned up.

Halwart Schrader, the most productive and successful automotive writer of Germany, explicitly based this new reference book on von Fersen’s publication, reworking it thoroughly and adding thousands of newly found information and specifications. The vast majority of period pictures have been selected from company and private collections and archives. With the systematic listing of all vital technical specifications of the commercially offered models the book is an indispensable reference work for every serious automobile historian or amateur.

The text highlights the development of the various models. Apart from the famous makes, such as Daimler, Benz, Horch, Hansa, Opel, Adler, etc., the reader will find a surprisingly large number of lesser known makes. Just a few examples: Altmann (steam), Apollo, Argus, Cudell, Fafnir, Falke, Loreley, Nacke, Priamus, Scheibler, Westfalia. Altogether about 140 marques.

The illustrations are mostly published for the first time. Some are catalog or sales photographs or prints, but there are also pictures showing the old cars in period action in the streets and racing events.

Halwart Schrader competently and successfully reworked and vastly complemented the earlier book. It is much easier to use, thanks to the uniformly compiled lists. For any serious automobile historian, student, collector or connoisseur interested in facts and figures of early German cars, this book, which presently is available in German only, is a must. It is well produced with good quality paper, a solid binding and very reasonably priced. A fine book difficult to put down, but certainly serving for many years to come as a reliable reference work. Very much recommended.

—Ferdinand Hediger

Haynes-Apperson and America's First Practical Automobile: A History, by W.C. Madden. 2003, ISBN 0-7864-1397-2. 7 by 10 inches, 237 pages, 194 photographs and illustrations, hardbound. McFarland & Company, Inc., Box 611, Jefferson, NC 28640, 800-253-2187. www.mcfarlandpub.com. \$35.00.

Calling the 1894 Pumpkinvine Pike car of Elwood Haynes and the Apperson brothers "America's first practical automobile" doesn't strain credulity but might stretch it a bit. Elwood Haynes didn't even think the adjective was necessary. He went to his grave saying he built America's first automobile, period. But then, so did Henry Ford on occasion, and Elwood had him beaten by a mile. Outrageous claims were arguably as prolific in the wake of the automobile as any other invention in modern history.

So apparently were arguments. The Duryea brothers, to whom historians more often accord "first American automobile" honors, had a falling out and broke up their partnership before the turn of the century. Haynes said some unpleasant things to the Appersons, or vice versa, and their collaboration was kaput by 1902. In writing the *Standard Catalog*, I was amazed by the contentious relationships among principals of so many early automobile companies. What was it about the automobile that stirred such wracking emotion?

W.C. Madden doesn't dwell upon the Haynes-Apperson set-to except to state that it happened. But this book is a genuine first in putting between two covers the histories of two very important pioneer automakers. (Ralph Gray's biography of Elwood Haynes, published in 1979, was as much about the metallurgist as the manufacturer, and gave only passing reference to the post-divorce Appersons.) An added fillip is the "Roster of Employees" of both companies, which offers fascinating perusal. More than a few luminaries of the later industry got their start in one of these Kokomo companies.

The book has further charms, most especially in the photographs, many a wonderful surprise. Workers in bowler

hats and jaunty caps posing in the Haynes-Apperson factory, Elwood Haynes shaking hands with Charles Glidden, Apperson test drivers standing in front of their test car in studied nonchalance—the book is filled with such super images. And the selection of ads is terrific.

There are specifications for all models built by the two companies during their lifetime. And we find out, and see, what happened to their buildings after they died. This is a complete package—and is recommended.

—Beverly Rae Kimes

Porsche 356—Fahren in Seiner Schönsten Form, by Dirk-Michael Conradt, ISBN 3-613-01291-X. Special edition 2000, 264 pages, 267 black and white and 45 color illustrations, text in German, hardbound, 9x10½ in. Motorbuch-Verlag, Stuttgart, Germany. Available also in English titled **Porsche 356—Driving in Its Purest Form** from Classic Motorbooks, P.O. Box 1, Osceola, WI, \$49.95.

The Porsche 356 was and still is a controversial motorcar. Either you like it, you adore it, you love it to the point of ruining your household budget—or worse, your partnership—or you detest it, hate it for its arrogance, its superb road performance, its tail-happiness, its tiny dimensions and cramped, claustrophobic interior. One thing is certain, nobody can step out, can remain indifferent. Maybe because one could not afford it, one turned the back to it, but deep inside the burning desire is still there. Maybe because this car requires more driving skill than one can muster, one is tempted to talk bad about its road manners, but deep inside there is a great admiration for the pilots who drove it to victory in the most demanding races and rallies the world over. Such is the Porsche 356, the ancestor of a big family of superb sports cars.

Dirk-Michael Conradt certainly knows what he is writing about. He frankly admits being an addict to this drug, called Porsche 356. He experi-

enced the works, test drivers accelerating Porsches on the country road passing next to the house of his parents when he was a kid. He grew up, became an automotive journalist and chief editor of the well-known German monthly *Motor Klassik* and vividly explains how he first purchased a wreck of a 1954 vintage 356 (which proved beyond restoration) and later another 356C convertible of 1964, the long and costly restoring of it and how this now is the pride in his garage.

There is not much point in listing all the many chapters of this book. If ever there was a work of love, this is it! Written by a red-blooded enthusiast after years of research, interviews and experience, it is a most thorough and detailed study of one of the most successful, most envied, most individual and outstanding sports cars of all time. It is full of rare photographs, factory drawings, little known details, experiments, motor sport results, inside information, technical and performance specifications, production records, etc.

For anyone even remotely interested in the Porsche 356 or in automotive history, this great book is a must. Strongly recommended.

—Ferdinand Hediger

Formel—Ö Rennwagen aus Oesterreich, by Wolfgang M. Buchta, 122 pages, well illustrated with black-and-white and color photographs, text in German, soft-cover 6½ x 9½ in. Austro Classic, Lenau-gasse 10, A-3412 Kierling, Austria. Euro 11.80 (approx. US \$11) plus postage e-mail office@austroclassic.com

This booklet is the third Special Edition of the leading Austrian vintage and classic car magazine *Austro Classic*, of which Wolfgang M. Buchta has been the chief editor for many years. As he writes in the foreword, Austria did not provide the home of many automobile manufacturers and when talking of racing cars, everyone thinks of Italy, Germany, England and France. After thorough research, however, not less than fifty different

continued on page 12

Starters continued from page 1

According to *The Horseless Age*, the first Chevrolets had compressed air starters. John Walter Christie was another early inventor to design and use a compressed-air starting system. Christie formed the Front Drive Motor Company which built the Christie Tractor. At least 600 were used by several fire departments as successor to the horse when fire apparatus was too expensive to replace with new trucks. Today, large trucks that have on-board air compressors for their brake systems also use compressed-air starter motors, so it is apparent that this technology never really became obsolete.

Other starter methods

Other designs were more unusual but used quite commonly before the arrival of the electric starter motor. The most widely used at one time was the explosive gas method. *The Automobile Magazine* of January 4, 1912 stated, "The type which appears to have the most extensive adoption is the first-named, the acetylene gas starter." Presto-O-Lite used this method, which involved a hand pump that introduced acetylene gas into the cylinder before a spark exploded it, moving the pistons down and starting the engine.

An earlier method called the "Ignition Starter" required the driver to shut off the engine with the throttle open, leaving raw gas in the cylinders. If the pistons were in the right position, the ignition spark would cause the gas/air mixture to explode which would start the engine. A priming pump was devised later creating the so-called "Priming Starter." "The Christensen Gasoline and Air Starter" went one step further with the use of a compressed air tank and a separate carburetor/distributor unit along with valves and gauges.

Another method was the "Mechanical Starter" built by such companies as American Ever-Ready Works in New York. This type used a spring mechanism attached where the hand-crank would normally be and was actuated by a foot pedal in the driver's compartment. The "Lever Starter," still used on many motorcycles, was used by vehicle builders such as Duryea and Zimmerman.

Refuting the impossible

In the early days the electric motor had not been successfully applied as a starter for the internal combustion engine only because of scientific and engineering nay-saying. Everyone who had even contemplated the idea of using an electric motor to start a gasoline engine could prove to you on paper that it was impossible. According to all the expert calculations, it would take an electric motor nearly the same size of the engine itself to be effective, and this was obviously highly impractical.

History has a way of taking strange turns. It was 1908 and Byron J. Carter, known for the Cartercar and inventor of friction drive, who was vice-president of The Motorcar Company of Detroit at the time, was on his way to Belle Isle on the Detroit River. On the bridge ahead of him a woman had stalled her car and was blocking his way. Carter got out to crank-start her engine but was unaware that the ignition advance had not been retarded. As was the case so often, the engine backfired and the crank hit Carter in the face shattering his jaw. Contrary to much rumor and misinformation, Carter died on April 6, 1908 from pneumonia and other complications of his painful injury. *The Cycle and Automobile Trade Journal* of May 1908, *Motor Field Magazine* of May 1908 and *The Horseless Age* of April 15, 1908 each carried an obituary, among other publications.

According to a booklet from the Technical Data Department, Research Laboratories Division, General Motors Corp. of 1939 by Ralph A. Richardson, Carter's death had a profound effect on Henry Leland, who vowed to resolve the problem of hand-cranking engines, if only to prevent another death or injury such as that which his friend had suffered. He entrusted the challenge of resolving this technical problem to Charles Kettering.

Kettering was already an accomplished engineer who had just resolved the problem of using an electric motor to operate cash registers. It was a similar case in which engineers could use calculations to prove it was impossible to resolve the problem unless the electric motor was the same size as the cash register. Kettering had also developed a successful battery ignition system for Cadillac. He correctly deduced that the electric motor, just as in the cash register design, did not have to operate continuously but only for a short moment. A small motor could be overloaded briefly as long as it cooled down between uses.

According to the Public Relations Department of General Motors Corporation, "Boss Ket," as he was called, worked on developing the correct size DC motor in a loft located in Col. Deeds' barn at Dayton, Ohio. He first installed an electric starter on Christmas eve of 1910 and drove the car to Detroit to show Leland.

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Leland kept the car for further testing and Kettering installed an electric motor in another Cadillac back in Dayton.

In February of 1911 Kettering had a serious car accident in which he broke his leg, and the following day Leland's garage burned. Kettering traveled to Detroit against his doctor's advice and supervised the rebuilding of the burned car. After further testing all 1912 model year Cadillacs had electric starters.

Quickly accepted

Cadillac received the Dewar Trophy for the greatest contribution in automobile progress for the year. Other manufacturers quickly followed suit, with Ford and some truck builders holding out the longest before incorporating a battery and starter motor system of their own. Patent infringement lawsuits were abundant.

Moreover, after researching the history of the electric self-starter, it becomes apparent that Cadillac was NOT the only marque to introduce this newly invented device late in 1911 for model year 1912. According to *The Commercial Car Journal* of December 15, 1911, "The Philadelphia Truck Company, Philadelphia, Pa., is marketing what appears to be the latest thing in the commercial car line. It is an 1800-lb. to one-ton wagon (sic) equipped with a 28 h.p. motor and an electric self-starting device. Many pleasure cars are to be equipped with the self-starters for 1912, but this appears to be among the first commercial cars to be fitted with a self-starter."

Some companies thrived during the 1920s by selling after-market starters for new and older models of motor vehicles. These could be retrofitted using a chain drive, nicknamed "barbed-wire drive," or at the flywheel. Other manufacturers such as Reo prided themselves on the fact that their vehicles had electric starters as standard equipment.

Companies that built electric starters in the 1920s included Apple, Auto-Lite, Berdon, Bijur, Delco, Disco, Entz, Gray & Davis, Jesco, Leece-Neville, North East, Remy, Rushmore, U.S.L., Wagner, Ward-Leonard and Westing-

continued on page 14

Book Reviews continued from page 10

Austrian makes were found that produced competition cars from 1897 until the present times. Some were surprisingly successful, others were failures. Some were one of a kind only, others were made in small series. The booklet contains an astonishingly wide variety of racing cars, starting with very early high-wheeled Nesselsdorfer up to the latest formula and sports-racing models. Only a few of them are truly well known even to automotive historians and enthusiasts.

The first chapter deals with the pioneer cars, such as Austro-Daimler, Gräf & Stift, Puch, Lohner-Porsche, etc. built between 1897 and 1918. Rare old photographs show the cars in action in Austria and abroad and some color pictures of restored cars prove some of them are still alive. Short texts recall the most important sports events in which the cars participated.

In the second chapter cyclecars and full-size racing and sports racing cars of the period between the wars are described and well illustrated. Unforget-

table were the success of the tiny "Sascha" and the spectacular driving style of Hans Stuck, who was nearly unbeatable in European Hill Climbs around 1930 in the special Austro-Daimler. The powerful racers of Steyr and Puch and many small makes, not even mentioned in the *Beaulieu Encyclopaedia*, are presented.

The last part of the booklet deals with formula 2, 3, Junior, V, Ford and a variety of other racing cars built after 1945. As the makes are in alphabetical order, there is no need of an index. About fifty persons, who have contributed information and/or pictures, are listed.

Formel-Ö (Ö stands for Österreich) is one of those booklets that truly covers new ground. For historians it provides a wealth of information not published before and to the fan of sports and racing cars it contains rare and partly unknown outside of Austria models. Attractively printed on good quality paper, nicely made and with short, to the point texts and many rare pictures, this booklet is not expensive and highly recommended.

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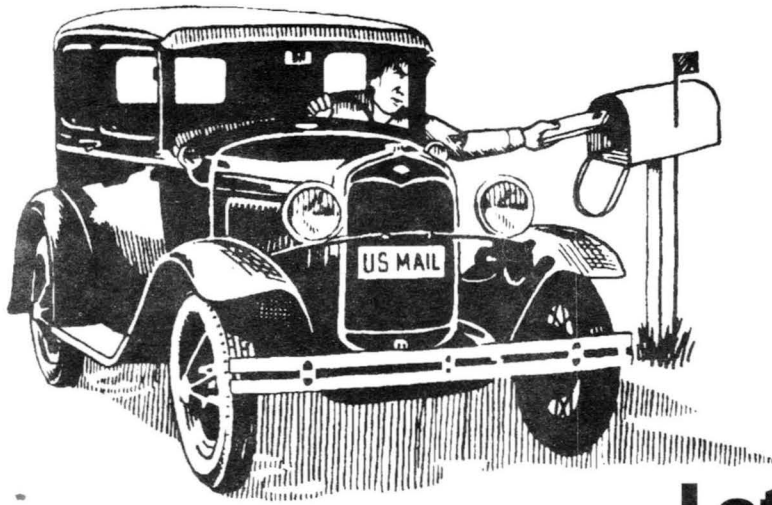
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Mr. Campbell and His "Traffic Transmission"

It has been my experience as a longtime SAH member that someone in SAH knows the answer to every automotive question. The ad for the 1924 Chandler below brings up another question: We all know

Letters

that Earl A. Thompson was the driving force behind General Motors adopting the synchromesh transmission, first introduced on the 1927 Cadillac. This Chandler ad, appearing three years earlier, says that "Chandler has made it impossible to clash gears or to fail in any attempted

speed change." No mention is made of double clutching, but presumably being "impossible . . . to fail in any attempted speed change" meant that double clutching was not necessary and not expected of a lady driver. Also, "The Traffic Transmission is built complete in the Chandler plant under Campbell patents."

My question is, how are they different? Surely Mr. Thompson must have known about the Chandler "Traffic Transmission" of Mr. Campbell. Also, one wonders why Chandler, or Mr. Campbell, did not make its "Traffic Transmission" available to other independent or "assembled" car makers. Another question is, who is Mr. Campbell? And what other inventions, automotive or otherwise, does he have to his credit?

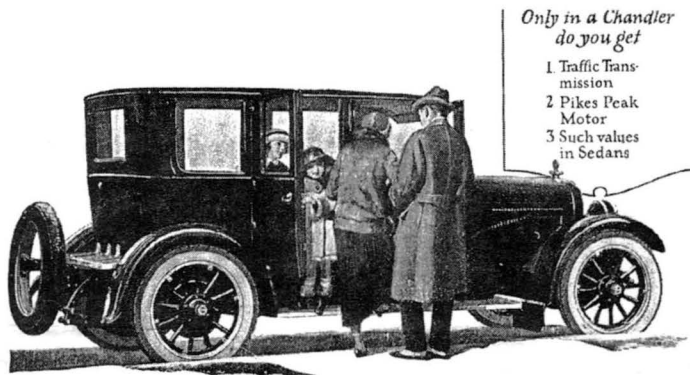
—Nelson Bolan

Wide of the Mark

The picture of the Willys Aero rear seat on the last page of SAH Journal #202 looked a little strange to me. The claim of a 61-inch rear seat cushion seemed hard to believe. So I checked the *Automotive Industries Statistical Issue* for March 15, 1952. (That was the first year for the Aero.) It is crammed full of specifications, including rear hip room. For the Willys, it is 61 inches. That is roomier than many of the lower priced cars, with the Plymouth P-22 being 9¼ inches shorter. Even some medium-priced cars were a pinch shorter than Willys. Pontiac measured 58½ inches. Even the Cadillac Series 75 limo was almost three inches shorter than Willys. However, to say that "No other passenger car has greater rear seating width" is simply not true, according to this data. Hudson and Nash hip room measured 64 and 64¼ inches, respectively.

The caption mentions the man wearing a hat. The 1952 Willys Aero had rear headroom of 34½ inches. That was good—about the same as Packard, but Studebaker was a half-inch greater.

—Perry Zavitz



Only in a Chandler do you get

- 1 Traffic Transmission
- 2 Pikes Peak Motor
- 3 Such values in Sedans

If You *Really* Want Your Wife to Drive

—telephone the Chandler dealer to place one of the new sedans at her disposal.

Let her learn by using the Traffic Transmission—obtainable in no other car—that Chandler has made it impossible to clash gears or to fail in any attempted speed change.

Let her learn that its operation is so simple and easy that she can drive coolly through the thickest traffic and take dangerously steep hills without the slightest worry.

Let her learn, too, that the silent and flawlessly smooth Pikes Peak Motor insures absolute power mastery over every

motoring situation—for its matchless high gear capacity has made Chandler the national performance champion.

She will admire the handsome Fisher body with its deep, full-toned paint finish, its broad, inviting, restful seats, its rich upholstery and its unstinted excellence of detail.

Yet with all these exclusive qualities of performance and beauty, the new Chandler sedans offer complete closed car satisfaction at an extra cost over open models lower than any other builder of quality sixes has ever before achieved.

(The Traffic Transmission is built complete in the Chandler plant under Campbell patents.)

5-PASSENGER 4-DOOR SEDAN \$1895

7-PASSENGER SEDAN \$2095

CHUMMY SEDAN \$1745

All Prices F. O. B. Cleveland

THE CHANDLER MOTOR CAR COMPANY CLEVELAND
Export Department, 1819 Broadway, New York City Cable Address, "Chasmotor"

CHANDLER

T H E C A R O F T H E Y E A R

A Brave New World Indeed

President Dale Wells' comments in the January-February issue of the *Journal* made me think about the link between

the history of the automobile and the future of the automobile. We spend so much time talking about the history of the automobile, we sometimes forget that what happens today will be history tomorrow. As a hobbyist and historian I've been fortunate to do freelance work for our local newspaper writing about old cars, but I also assist their regular auto writer in his duty of covering the new car world. After visiting the North American International Automobile Show in Detroit this January I can tell you that we had better pay close attention to the history being made in the times we now live in because the automobile is embarking on a major evolution.

Hybrids are no longer the future; they are today. Both Toyota and Chevrolet announced that some regular production vehicles, including the venerable Chevrolet pick-up, would now be available in a hybrid option. I think it is fair to say that we will be seeing a fairly large percentage of automobiles in the next ten years switching to this technology. It was made clear at the GM press conference announcing these products, however, that GM views these cars as a stop-gap measure on our way to fuel cells.

Based on the technology I have seen and the conversations I've had with executives and engineers at the new car shows, I feel it is safe to assume that the fuel cell will be the dominant form of power for automobiles in 20–50 years. This will bring about a major shift in infrastructure, as fueling stations to provide hydrogen have to be built. The adoption of the internal combustion engine fueled with gasoline at the beginning of the last century was easy because no infrastructure existed and people didn't have any preconceived notions. But this change to hydrogen and fuel cells will result in far more upheaval, and history will view it as one of the most radical technological changes. I also don't see any fewer automobiles in our future. Having and using the automobile has become such an integral part of who we are that I can't see a reduction in the desire to possess and use cars except for the type of change that happens slowly over many generations.

Yet, with the radical technological changes come certain themes that will seem familiar to everyone at SAH, those of personalization and choice. It was the need for manufacturers to compete for ever smaller portions of the consumer market that resulted in the fabulous custom body cars of the Great Depression. Now it appears that with fuel cell cars you will once again be able to have custom bodies or even to have multiple bodies for one chassis, as was once common for the more well-to-do motorist early in the 20th century. As my father always says, "There is nothing new in automobiles, except the technology."

The automobile will continue to evolve and the need for people to pay attention to this evolution and record the history in the making will never go away. SAH must reach out to younger people, embrace their views of the automobile today and convince them to record what is happening all around them to show future generations how the cars of their time came into being.

—*Jed Rapoport*

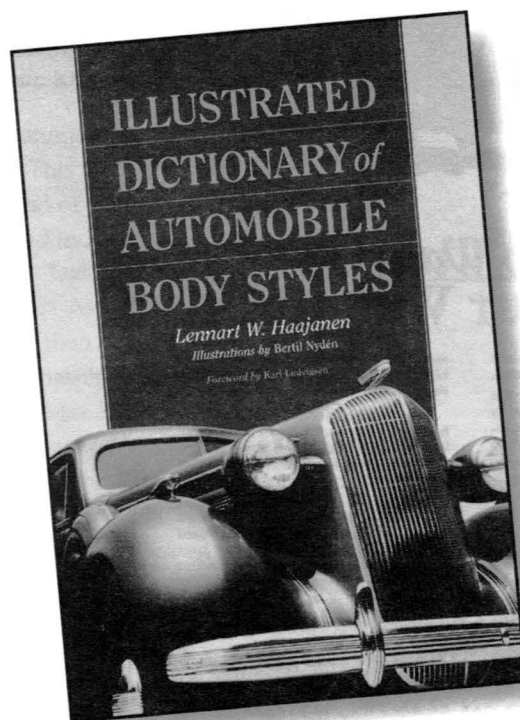
Starters continued from page 12

house. Batteries were provided by Exide, National-Carbon and Willard, the last being the most popular. Most systems were 6-volt but there also were 12-, 16-, 18-, 24-, 32- and 36-volt systems. Starter motors weighed up to 150 pounds (*The Horseless Age*, 1913).

Better, more efficient solenoids helped to prevent depleting the battery when motors had to be tuned well to start quickly. Many trucks of the 1930s and 1940s had a floor-mounted foot switch that eliminated the need for a relay, but by the 1950s buyers expected turn-key operation.

Essentially unchanged

Electric starters have remained essentially unchanged for the last fifty years. What has changed is that engines run quietly and cabs and passenger compartments are better sound insulated compared to those decades ago. Because most vehicles do not lock out the starter once the engine is fired up, many inexperienced drivers still grind off the teeth on their flywheel as they re-engage the



By Lennart W. Haajanen
Illustrations by Bertil Nydén
Foreword by Karl Ludvigsen

175 pages \$35 hardcover (7 × 10)
132 illustrations, appendix bibliography
ISBN 0-7864-1276-3 2003

This newly published reference work defines all distinct body types ever applied to automobiles anywhere, from the early days when many were closely derived from established types of horse-drawn vehicles ("cars" in their original sense).

It explains subtype designations and distinctions between similar types, comments on when and where individual body types were popular, traces how terms have taken on different meanings in different countries or time periods, and clarifies the use or misuse of various terms and designations.



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starter when the engine is already running. Replacing the ring gear is just as labor intensive as it was fifty or sixty years ago. Gentlemen, start your engines. ■

This article first appeared in *This Old Truck* magazine. It is reprinted with permission.

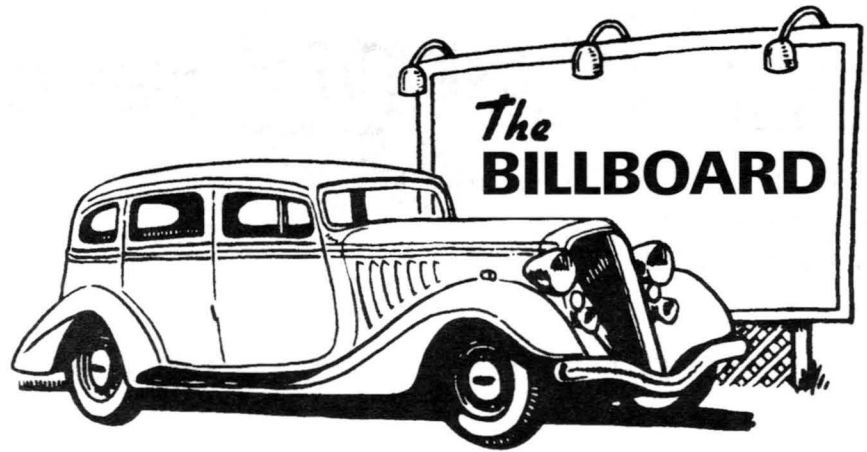
Reasons to Participate in Our Yearly Silent Auction

They're both from the Midwest, know how to work a room and are snappy dressers. Now it seems they both put out "Top 10 Reasons" lists. The following list you will see only in *SAH Journal*. *Leroy Cole* will have five more reasons to participate in the Silent Auction in the *May/June Journal*.

10. Keeps our children from selling our collections at a yard sale for a dime
9. Keeps our village post office from closing
8. Enhances the bottom line of long-form IRS filers
7. Keeps the Auction Chair from having to chair a real committee
6. Gives an outlet for those things "too good to throw away"

Final Notice for 2003 Award Nominations

April 15th is the deadline for submitting books, magazines, articles, organizations and people worthy of being nominated for SAH awards. (May 1st is the deadline for non-English Cugnot.) See *Journal* 202, page 7 for a listing of award chairpersons.



Help Wanted On January 10th a fire destroyed my two antique barns, four vehicles and a large part of my automotive history collection. I would appreciate hearing from any SAH member who can sell me any of the following, which represent my only record of some of my writing over the years and which were destroyed: *Special-Interest Autos* complete, *Road & Track* 1950–date, *Motor Trend* 1950–1965, *Sports Cars Illustrated* complete, *Car Classics* complete, *Car Collector* complete, *Automobile Quarterly* Vol. 5/1 and all of Vol. 9. Thanks very much. **Richard Langworth, 181 Burrage Road, Hopkinton NH 03229**

Photos and Anecdotes Wanted I have been asked by *Automobile Year* to write a profile of Floyd Clymer, a pioneer of automotive publishing and history in America. Floyd—no shrinking violet—was often photographed. So where are those photo-

graphs? I'd be most grateful for any photos and/or tips for sources of pictures of Clymer. I'll be needing them this summer. Anecdotes about Clymer are also welcome. **Karl Ludvigsen, Ludvigsen Library, Scoles Gate, Hawkedon, Bury St Edmunds, Suffolk IP29 4AU, UK, Phone & Fax: +44(0)1284)789246 karlcars@btinternet.com, www.karlludvigsen.com**

Photographs Wanted 1939 and 1940 Ford pick-up trucks. **George W. Green, 3421 Detroit Street, Dearborn, MI 48124-4169, 313-563-9107**

For Sale *Automotive History Review* (31 issues, missing 2, 9, 17, 18, 19, 20, 21 and 25) plus 170 issues of *SAH Journal* (missing 31 of the total issued—write for list of missing issues). Desire to sell as a lot only. \$300.00 **K. H. Stauffer, P.O. Box 421, Bally, PA 19503, 215-541-1251**



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YOU DRIVE . . . NO, I'LL DRIVE! The press release from Karrier Motors, Ltd. of Dunstable, Bedfordshire, tells us that "Dual steering is now available as a factory-fitted option on Dodge Commando 2 vehicles for specialized municipal applications." As a result of the Chrysler takeover of Rootes Motors the Dodge name seems to have replaced Karrier on the Commando line circa 1976. But why the dual controls? (*Kit Foster collection*)