

SAH Journal

The Society of Automotive Historians, Inc.
Issue 204
May—June 2003



www.autohistory.org

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Vehicle Sales Literature in Wartime

by Taylor Vinson

Among the collateral damage done by the German invasion of Poland on September 1, 1939, was the cancellation of the Paris and London automobile shows scheduled for late September and early October. After 1940, most vehicle manufacturers of the belligerents (Britain, France, Germany, Italy) devoted their production facilities to the war effort for the duration, and sales for civilian purposes ceased. Passenger car production in neutral Sweden also fell substantially due to needs of defense and fuel conservation.

Obviously, at the beginning of September 1939, all passenger car manufacturers had their programs in place for the next model year, and production and sales were permitted for some months thereafter. Some manufacturers issued sales literature for 1940 while others apparently did not. For example, the covers of Humber and Jaguar catalogs are specifically labeled "1940," as is a catalog on the Peugeot 202 U utility vehicles; in Denmark, the catalog for the '40 Ford was identical in artwork to its US counterpart. However, no one seems to have found 1940 sales literature for other makes such as Renault or Alvis (an ad shows a revised grille on the 12/70).

This article seeks to identify printed items that were issued by European motor vehicle manufacturers after the war began in earnest on the Western Front in May 1940. Collector Bob Tuthill notes a Mercedes 170-V catalog with a print date of "540." There's a BMW price list in Dutch dated June 1940 when the Netherlands was already an occupied country. Peugeot issued a price list ("tarif") as late as October 20, 1940 (as one historical source notes, the plant was not under German orders until December). Another collector, Steve Hayes, has a '39 Austin Eight catalog with a sticker attached, revising prices as of May 28, 1941. Volvo appears to have been selling its model 53-54 in the Netherlands equipped

continued on page 7



Early Season Ramblings



Thomas S. Jakups, Editor

Ah, the change of seasons! Last issue I was grouching about the snow on the ground and the cold temperatures. Now the trees are in bloom, the grass is green and in need of mowing and it's time to put the screens in. But most importantly, it is the start of another car season.

I love this time of year. When I was younger, spring meant the start of the baseball season. Now I've soured on baseball, at least the major-league variety, but I still get worked up over the Masters, the Kentucky Derby and, of course,

the reappearance of the cars. Like hibernating bears they are coaxed out of their dens on those first warm, sunny days. Their owners brave the sand still on the roads, and if they have convertibles, they drop the tops—along with the windows, unlike those driving around in the “Beamers” and Saabs who would do just as well with an open moonroof.

This spring the '63 Riviera made its debut as a summer cruiser. After seven years of all-season, all-weather driving I finally realized that I was a fool to subject this modern classic to such punishment, never mind the costs year after year to cut out and patch rust. So over the winter the car underwent extensive bodywork and with a new paint job it looks like a million bucks. Judy was gracious enough to cede her garage space to the Riv and now it sits proudly next to the '63 Chevy convertible, which, to be honest, is beginning to look a little shabby in comparison—ooh, just kidding, Judy.

While I'm excited about driving both cars again, I am less than thrilled

about the upcoming show and cruise season, where I will see the same cars and hear the same music and talk to the same people. I'm left singing that old Peggy Lee number, “Is That All There Is?” and wondering what exactly am I looking for.

What I'm looking for is that long ago exhilaration of jumping in the car and heading to the beach, on a picnic, to the drive-in or just an after-dinner run to Dairy Queen for a cone. Back before these same cars were restored and displayed and judged until the life was sucked out of them.

So this year I'm going to fewer shows and cruises. I'm going to stop fretting over every minor imperfection. I'm going to stop treating my cars as fragile collectibles.

This year I will drive and appreciate them, not for what they are, but for what they were—and should remain, a fast set of wheels to go where the fun is. So hop on in. You're riding shotgun.

—Tom Jakups

SAH Journal

The Society of Automotive Historians, Inc.
Issue 204 May—June 2003

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**Copy Deadline for Journal 205
June 30th**



Dale K. Wells, President

April 22, 2003, 11:00 P.M., Elkhart, Indiana. The New York & Boston AMTRAK train from Chicago stopped for passengers and Bonnie and I hopped aboard. As the train rolled out of the station and into the night we settled into our bedroom in the sleeper car and dozed off for the trip to Framingham, Massachusetts, to attend the spring SAH board meeting. We had breakfast in the diner as we passed through Buffalo and watched the light snow flurries settling outside as a cold spring morning dawned. At Albany, the train split, with half going to New York City, and the other half to Boston.

We got off at Framingham, “. . . somewhere west of Boston,” and were picked up by *Fred Roe* for the short ride to our hotel. While we were gathering there on Thursday, the early arrivers were given a tour of historic sites and factories where Northway trucks, Bela car bodies, GM B-O-P, Bay State, Metz, Ford Model T, Stanley cars and Luxor taxis were manufactured or assembled. Fred had researched and located these places in prior years, and he told stories about each one. *Sam Fiorani* had arranged for two vehicles, a new Chevrolet Express and a Lincoln Navigator, to transport the group during the weekend.

The Northway site is now used by various state and federal agencies and is surrounded by a high metal fence. We pulled up to the gate to get a good look, as the yard looked completely deserted and it appeared we would not disturb anyone. We were about to leave when three sol-

Somewhere West of Boston . . .

diers strolled out of the building and asked us to drive through the gate. At first, we wondered if they were going to give us a guided tour. No such thing—we were more likely suspected terrorists on a mission of espionage. They did not ask us to get out of the van for inspection, but they did get our driver's identification and noted the license number. Although we were really curious about the old Northway factory now, we were asked to leave and not take any pictures. So much for our post 9/11 new world order.

The day ended with dinner at the historic Wayside Inn in Sudbury where *Joe Freeman* had reserved a private room. We enjoyed an outstanding meal while the ghosts of Henry Wadsworth Longfellow and Henry Ford hovered about. I was not familiar with the history of the Inn, but we learned from *Stan Lyman* that Henry Ford bought the property and restored it for his use when in the Boston area on business at the Model-T assembly plant. Stan's father worked for Ford on that and subsequent historic acquisitions and Stan himself was architect for some later renovations of the Inn. So we received another lesson in automotive history while we enjoyed a gourmet dinner.

Friday we gathered at *Joe Freeman's* garage where he has a beautiful den and conference room upstairs. We covered many formalities and new questions about what SAH is doing or should be doing, and you will read about these items in later reports in the *SAH Journal*. At this time, I would say the state of the society is sound and in good hands. We have a great bunch of officers and committee chairs—attentive, dedicated and serious about what we are doing, and what we should be doing. Of particular interest is the subject of long-range planning. When this topic was presented, it was quickly proposed that we appoint a committee to look into such matters. In contrast to the typical reluctance of the general population to volunteer for anything, I had no more suggested that we ask for volunteers before *Arthur Jones*,

Paul Lashbrook, *John Marino*, and *Sam Fiorani* agreed to take on the task. They are now your official Long-range Planning Committee. Your thoughts and suggestions are welcome, as we were elected to do your bidding. New ideas and suggestions are needed in any organization in order to survive and adapt to the constant changes in society.

We took a break after lunch on Friday and visited the Larz Anderson Auto Museum with a guided tour led by *Joe Freeman* and curator *Evan Ide*. They presently have a stunning display of various race cars and were setting up for an auction which included a rare Lincoln, Cord L-29 town car, fire trucks and various old engines and machines.

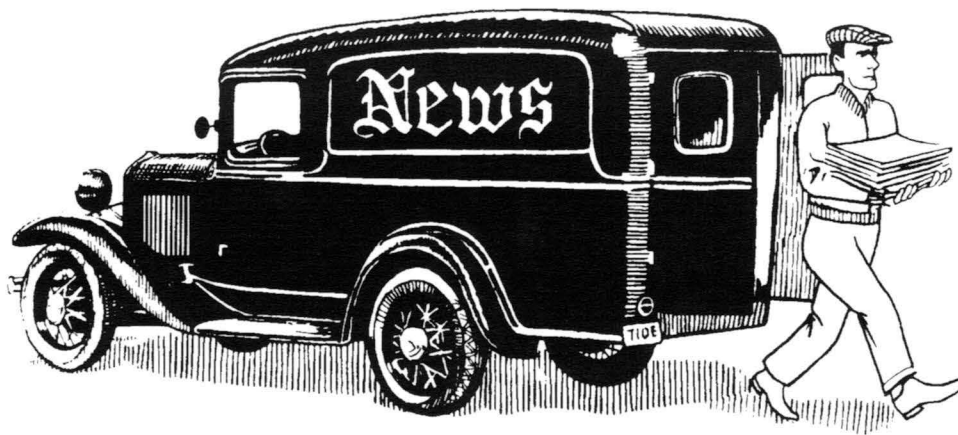
Most of us returned to the city on the MBTA Friday night for dinner at historic Durgin Park “Market Dining Room” at Faneuil Hall Marketplace—lots of good seafood available in the area.

We finished our weekend with another tour on Saturday. This time, we headed into the city of Boston, where we found the sites of the Napier, Lenox, Pope-Robinson, Clark, Sturtevant, and Country Club factories. I will confess, many of these names are new to me, and I must compliment *Fred Roe* for his diligent research in finding pictures of most of them. (Sounds like the beginning of a good book.)

We returned to Framingham, driving along the 800 to 1000 blocks of Commonwealth Avenue, where *Fred* pointed out various old car dealers' showrooms, including Maxwell, Buick, Cadillac and Packard. Interestingly, the latter two buildings still have the car names carved into the stonework, although they no longer serve as auto sales rooms. The tour concluded at the site of the Commonwealth Avenue hill-climb, first run in April 1903. The road configuration is exactly as it was then, though the area is much built-up.

Sunday morning it was farewell for travel home, all on their own schedules.

—Dale K. Wells



SAH Affiliates with AHA

The American Historical Association, at its 117th annual meeting held January 2–5 in Chicago, accepted SAH as an affiliate organization. The action was taken by the AHA Council in response to our application the year before. We join over 100 other history organizations in this broad AHA network.

AHA's affiliate program is open to organizations that exemplify a community of historians, have a formal organization structure, an identifiable membership and have a commitment to maintaining connections among historians. Affiliates must monitor, protect and ensure high quality in both their means and products of communicating with members. The affiliations are intended to benefit both the affiliate and AHA by "establishing a partnership in the doing of history." There is no cost to the affiliating organization.

Benefits to SAH include the possibility of joint publishing ventures, the opportunity to hold meetings and conferences in conjunction with AHA's annual meetings, which occur each January in major cities in the United States, expanded publicity in the community of professional and academic historians and the potential for joint prizes or awards. In turn, the AHA benefits by greater access to a historical constituency it might not otherwise reach. For many years, a significant number of SAH members have maintained individual memberships in AHA.

The American Historical Association, founded in 1884 and incorporated by the U.S. Congress in 1889, is headquartered in Washington, DC. Its

objectives include the promotion of historical studies, the collection and preservation of historical documents and artifacts and the dissemination of historical research. As the largest historical society in the United States, AHA serves as the umbrella organization for historians working in every period and geographical area. Among its 15,000 members are faculty at secondary schools and two- and four-year colleges and universities, history graduate students, independent historians and historians in museums, historical organizations, libraries and archives, government and business. Further information may be found at www.theaha.org.

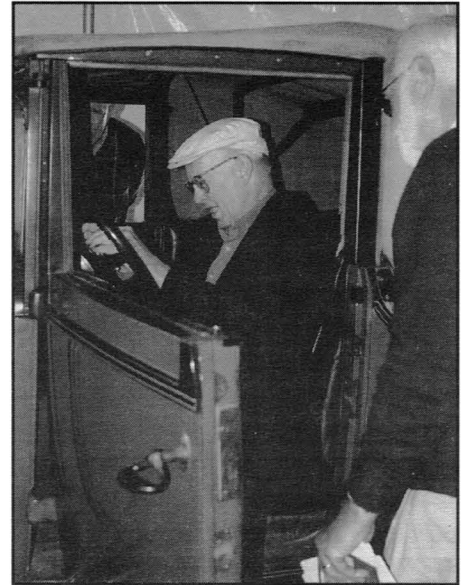
—Kit Foster



Joe Freeman (R) tries to impress Fred Roe with his knowledge of a 1913 Simplex from the Jameson collection, which was auctioned off on May 3rd at the Larz Anderson Auto Museum in Brookline, Massachusetts. Photo: Kit Foster

Spring Board Meeting

As you can see by the photos on this page, the SAH Spring Board Meeting in Boston was highly instructive and enjoyed by all who attended. Dale Wells provides a summary of the weekend in his President's Perspective, and highlights of the Board Meeting will appear in *Journal* 205.



Sinclair Powell tries out a Locke-bodied 1927 Lincoln from the Jameson collection while Darwyn Lumley and Dale Wells look on. Photo: Kit Foster

Welcome New Members

Aubrey Silvertooth #2741
Texas City, Texas
Buck Mook #2740
West Bloomfield, Michigan
Daniel A. Owen #2739
Phoenix, Arizona
Erwin Levold #2738
Sleepy Hollow, New York
Richard A. Ferron #2737
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Evergreen, Colorado
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London, England
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North Augusta, South Carolina
James A. Davis #2733
Bloomington, Minnesota
Bill Deibel #2732
Seattle, Washington
Sean E. Kane #2731
Rehoboth, Massachusetts

Free Library of Philadelphia #2730
Philadelphia, Pennsylvania
Patrick W. Ertel #2729
Yellow Springs, Ohio
Chuck Elderton #2728
San Jose, California

Jan P. Norbye 1931–2003

Jan P. Norbye was a master automotive scholar. He died March 20th in France. A stickler for accuracy with an intuitive grasp of the most arcane aspects of motor engineering, Jan leaves a body of work that advanced the cause of automotive history by significant measure.

Born in August of 1931, Jan began writing about cars while still in high school in Oslo, but his first real job was as service manager for the Norwegian importers of MG, Morris and Studebaker. He spent two years with Esso in Paris and a year with HRG in England before becoming service manager of Volvo in Sweden. Contacts with the English motoring press led to his articles appearing in magazines like *Auto Course*, *Auto-sport* and *High Performance Cars*. He longed to be able to write full-time.

When Karl Ludvigsen offered Jan the technical editorship of *Car and Driver* in 1961, he leapt at it and remained in the United States for more than two decades. In 1964 he became automotive editor of *Popular Science* and it was there that he met his wife, Margaret. A decade later he joined *Automotive News* as international editor.

Most of Jan's full-time magazine work was journalism. Automobile history was his passion, however, which he exercised as contributing editor to *Automobile Quarterly*, increasingly so after he met Margaret who was a champion typist. Jan's typing was the subject of considerable amusement among those of us automotive types plying the writing craft in New York at the time. Naturally he never acquired a computer.

Jan's scholarly articles in *Automobile Quarterly* were many and memorable. "The Evolution of the Cylinder Head," "Vehicle Dynamics" and his history of suspension broke new ground. His study

of Panhard et Lévassieur was the first published in the U.S. About 25 years ago, Jan and Margaret relocated to a quiet village in France where he pursued a freelance career. Margaret typed every article he wrote thereafter until her death last year.

And the articles were multitudinous. Jan wrote for the *Swiss Automobil Revue*, the French *Le Fanatique de l'Automobile* and the Italian *Il Grandi Automobile*, among many others. Among his many books were *The Front Wheel Drive Car*, *Autos Made in Japan*, *The Complete History of the German Car*, *The Gas Turbine Engine*, and *The 100 Greatest American Cars*. He was a major contributor to the recent *Beaulieu Encyclopedia*, edited by Nick Georgano.

For more than a year prior to his death, Jan was at work on a biographical dictionary of the major personages of the European automobile industry for McFarland. Senior Editor Steve Wilson told me that they are working with a cousin of Jan's to determine if he had finished the manuscript or how close he was to finishing it. His last letters to me before illness overtook him indicated he was "barreling to the finish" under the usual strict, self-imposed Norbye deadline. It would be wonderful to have the book published as a final tribute to this exemplary historian.

The Norbye oeuvre will cause him to live in memory. Those who knew him personally will remember his jolly side. I will never forget the old days. Double-dating with the courting Norbyes, I discovered what a terrific cook Jan was. Nobody ever made a better cous-cous. And it was thoroughly authentic. Adieu, my friend.

—Beverly Rae Kimes

Stuart B. Abraham 1916–2003

Stuart Broadus "Stu" Abraham died February 25th in Hagerstown, Maryland.

Stu was born in Washington, D.C., attended George Washington University and was an army veteran of World War II. He was a member, past president and past chairman of the board of directors of the American Truck Historical Society and received the Society's Harris Saunders Award for outstanding achievement and contributions. Stu was also a member of

the Maryland Motor Truck Association and a former board member of the Washington County Historical Society.

We extend our condolences to his wife, Ida Jeanne Abraham, his two daughters, five sons and the rest of the Abraham family.

Ralph H. Dunwoodie 1924–2003

As this issue of *SAH Journal* goes to press, we have learned of the passing of Founding Member Ralph H. Dunwoodie. Ralph, who had celebrated his 79th birthday in the last few weeks, died Thursday, May 1, 2003 at his home in Sun Valley, Nevada. A tireless researcher whose knowledge of early cars and trucks was unexcelled, he was named a Friend of Automotive History in 1989. A full obituary will appear in the next *Journal*.

**Southern California
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Society of Automotive Historians
presents its
21st Annual
Automotive Literature
Faire & Exchange**

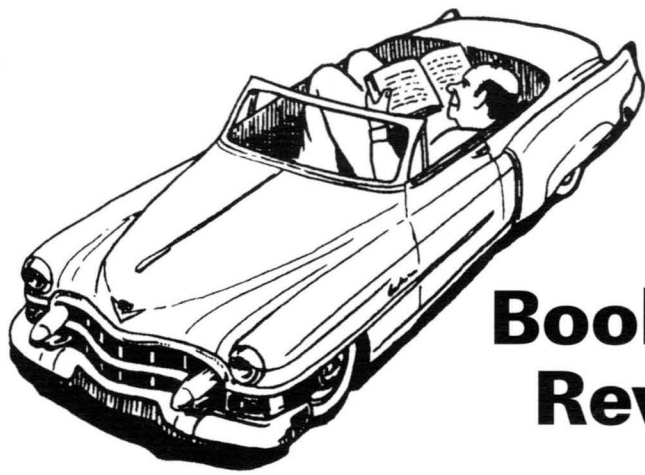
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Book Reviews

Indiana Cars: A History of the Automobile in Indiana, by Dennis E. Horvath and Terri Horvath, 2002, ISBN 0-9644364-5-0. Hardcover, 197 pages, well illustrated, indexed. Published by Hoosier Auto Show and Swap Meet, Inc. \$29.95 plus \$7.75 shipping and handling. To order, mail check to Hoosier Auto Book, P.O. Box 33489, Indianapolis, IN, 46209-0329 or call 877-769-3228.

The state of Indiana has played an extraordinary role in the history of the American automobile. However, in the past, interested persons have had to peruse various single-marque books to obtain a picture of the Hoosier State's contribution. Now, the full scope of this state's involvement with motor vehicles can be obtained by reading an interesting and informative new book, *Indiana Cars: A History of the Automobile in Indiana*, by Dennis E. Horvath and Terri Horvath.

The authors approach their subject in a logical manner. The first section of the book provides an overview by decades of Indiana automobile history. Beginning with the contributions of Elwood Haynes in the 1890s, the book chronicles the ups-and-downs of auto manufacturing in the state through the early 1900s, the first World War, the Roaring '20s, the Depression-plagued 1930s, World War II and on to the year 2000.

Across a period of well over a century an amazing number of Indiana-based companies produced motor vehicles. Some of these firms were of fair size, others of little or no consequence. The histories of a number of prestigious marques—including Cole, Auburn, Cord,

Duesenberg, McFarlan and Stutz—are nicely covered. The story of Studebaker, the longest-lived Indiana motor vehicle manufacturer, is set forth in considerable detail. Long a prosperous concern, with numerous engineering and other achievements to its credit, this company finally found itself unable to compete with the "Big Three" and was forced to close its doors in the 1960s. The book also describes various minor makes, including Crosley, LaFayette, Inter-State, Lexington, Premier (with its early-day "automatic" transmission) and ReVere.

The Indiana motor vehicle story then shifts to the motor truck. Such makes as Marmon-Herrington, Graham Brothers and International Harvester are chronicled. Several builders of military vehicles also are noted. Then a surprising number of body and coachbuilding firms are described, including Central Manufacturing, Weymann American and Union City Body (still in active operation today).

The book continues with brief biographies of an impressive list of Indiana automotive pioneers. Carl Fisher (of Indianapolis Motor Speedway and Lincoln Highway fame), Howard Marmon, Clessie Cummins, Fred Duesenberg, Harry Stutz and Ralph Teeter are among the numerous persons whose lives are covered.

Finally, several useful appendices are included. Appendix #2 outlines milestones in Indiana automotive history, while Appendix #3 lists by name the astonishing total of 414 cars produced in 76 cities of the Hoosier State. A bibliography and glossary of automotive terms conclude the written material.

Indiana Cars should be of decided

interest to a wide range of readers. This reviewer gives the book a solid recommendation.

—Sinclair Powell

Special Use Vehicles: An Illustrated History of Unconventional Cars and Trucks Worldwide, by George W. Green, 2003, ISBN 0-7864-1245-3. Hardcover, 7x10, 248 pages including appendix, glossary and index, 153 photographs. Published by McFarland & Company, Inc., \$35.00 plus shipping and handling.

In the Introduction to his book *George Green* writes, "This study explores a remarkable array of disparate functions for vehicles, including use in sales, advertising, training, charity and public service, religion and functional activities. Multimodal and government vehicles are also considered." He then goes on to say, "This book is not intended as an exhaustive collection of data on all special uses . . ."

This may not be an exhaustive collection but it is comprehensive. *Special Use Vehicles* travels the world and through the decades to present a catalog of vehicles that is mind boggling. The value of these vehicles, after all, is their portability in bringing products and services to the masses, whether they be customers, employees, distributors or the general public, so there is a tremendous demand for them. The first chapter alone, Sales Vehicles, runs the gamut from truck-mounted portable gasoline pumps from the early 1900s to the mobile mall concept utilizing tractor trailers in the 1980s.

Special Use Vehicles covers the frivolous—such advertising classics as the Oscar Mayer Wienermobile, which has a top speed of 100 mph, the Meineke Mufflermobile, the Zippo Lighter, which utilized two lighters that opened and closed on a 1947 Chrysler eight-cylinder chassis, and the Hershey Kissmobile.

It also details the many valuable mobile services these vehicles provide—dental and health clinics, training programs for school children, in-factory training, demonstration and testing units.

A particularly interesting chapter deals with multimodal vehicles. Automobiles and planes had barely made it past the prototype stage when individuals were attempting to build hybrids. A Metz Air-Car was offered as early as 1911. Glenn Curtiss made a prototype Autoplane/Auto-landplane with removable wings in 1917. William Stout designed a series of experimental Sky Cars in 1931 and in 1943 introduced his Scarab with four wheels and a pusher propeller. In 1946 Robert Edison Fulton, Jr., (a man with inventiveness in his genes) introduced his Amphibian monoplane. This was an aluminum-bodied convertible coupe with two sections: a wing and tail unit that came off in one piece and a narrow, two-seater car with four airplane-sized semi-enclosed wheels on struts. It had an air speed of 110 mph and a road speed of 45 mph. Other inventors have worked on developing airborne trucks, buses, motor homes, tanks, boats and submarines.

I was familiar with the Amphicar but learned that this was just one of many amphibious vehicles that were developed over the last two hundred years. The Conestoga wagons which brought the pioneers west was an amphibious vehicle. Anheuser-Busch's promotional Bevo Boat Car was originally designed as an amphibian for the government in World War I. DUKW's, vehicles used to carry troops and equipment between water and land in World War II, have been renovated and are now used as tourist sightseeing vehicles in several cities.

All in all, whether it be kitschy, functional or just bizarre—a Witchmobile used by a charismatic evangelist to warn of the dangers of the occult and narcotics—*Special Use Vehicles* is a testimonial to human ingenuity.

—Tom Jakups

Sales Literature continued from page 1

with a producer gas unit, according to a leaflet marked "+1941" by an early owner. Peugeot issued a sheet showing a small truck propelled by a producer gas unit on which someone has marked "42/43."

In the early years of the Occupation of France there were a number of manufacturers and converters of small electric vehicles, some of which issued sales literature (for example, Mildé-Kriegèr's "1941" folder). Limited production of passenger cars continued in Czechoslovakia during the war years, and ads for Skoda, Tatra and Aero, depicting various models, appeared in the local magazine *Auto* through 1944.

I might note in passing two anomalies earlier from The Great War. It's my understanding that passenger car production for civilian purposes ceased for the duration in this war as well. How, then, to explain the "Saison 1916" Cottin & Desgouttes folder, or the "1916" Panhard catalog with chassis specifications for five types of passenger vehicles? The latter, containing prices, in several places is stamped "Ces prix sont annulés." Perhaps that signals an end to production, but, if so, why wasn't the catalog withdrawn?

Another curiosity is a folder (P1091) on the Berliet Dauphine 11CV bearing a print date of "11-43." Paul Berliet explained to me that the date should be "11-44." When Lyon was liberated in August 1944 the plant was taken over by communist workers who assembled about 50 cars from parts left over from 1939. The quality of the cars was abysmal and the sales folder was

deliberately pre-dated to disguise the fact that the communists had built them.

As for the 1945 model year, Austin appears to have been the first car manufacturer anywhere to announce a "post-war" car. See "The new Austin 16" in the September 29, 1944, issue of *The Autocar*, when the end of the European war was more than six months away. The Volvo P-444 was introduced in Stockholm in September 1944 but was not sold until 1946. The earliest British catalog that's surfaced to date is an MG TC catalog recently acquired by a Belgian friend, who writes that it has an issue date of April 1945. I have also seen a catalog titled "1945 Jaguar" in another Belgian collection.

In the United States, production of passenger cars ended in February 1942, not to be resumed until July 1945. In the interim appeared an ad in the *Saturday Evening Post* for the "1943 Packard" showing war bonds superimposed on the outline of a Clipper. Ford, Chevrolet, GMC and Dodge printed "1944" and "1945" model-year folders for some trucks, but the first postwar passenger car item appears to be a small catalog that Nash issued in August 1945 for its dealers (showing a prototype, as the top grille contains one more horizontal bar than the production model).

Perhaps some of our readers can supplement this list. ■

BUYING LITERATURE

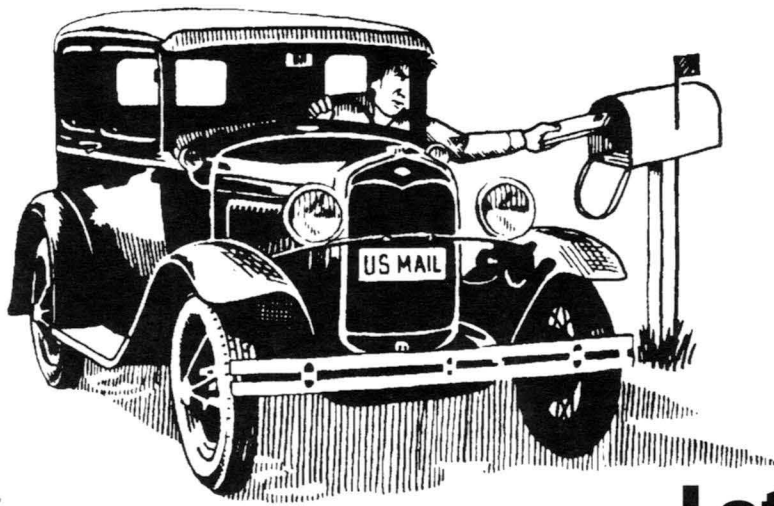
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Letters

Willys Commercial Vehicles

Some not-so-common models and a possible mystery.

Amongst those tangled strands of companies and projects with which John N. Willys was involved were a number of sporadic forays into commercial vehicles.

The first truck to bear the Willys name would seem to be the 1½-ton model made by Gramm after he gained control of that concern in 1913. It had a four-cycle, 240 cubic inch (3.9 liter) engine and chain drive to solid-tired rear wheels. The front wheels were shod with pneumatics. This unit met with ready acceptance in Australia due, in some part, to the cessation of production by British and Continental factories due to war.

In this discussion about trucks, the light pick-up and delivery van bodies fitted to car chassis are excluded, although such types were on offer most of the way through, wearing Overland, Whippet and Willys labels.

In the late 1920s some trucks were produced under the Willys-Knight name, powered by sleeve-valve engines. For 1930 there was a 1½-ton capacity model on a 131-inch wheelbase, which came with either the six-cylinder Whippet side valve engine, designated C 101, or a Knight sleeve-valve as the T 103. Other features included a four-speed gearbox, 5.44:1 axle ratio and cast spider wheels fitted with 30 x 5 tires. Its appearance was dominated by the Whippet theme, as its radiator, headlamps and front paneling were derived from the contemporary 96A and 98 car models.

For 1933 Willys produced, under contract, the ½-ton D1 model for International. This would seem to have had some commonality with the Willys 6-90 Silver Streak as they shared the same wheelbase length and a six-cylinder engine of 65–66 bhp.

During this period, however, there was also a Willys model exhibited at the 1934 Melbourne motor show, about which I am unable to find any reference elsewhere. Alongside the light Willys 77 types was shown a 2½–3-ton truck which had a wheelbase of 157 inches, a six-cylinder, 80-bhp. “Silver Streak” engine, Borg & Beck clutch, four-speed gearbox, differential with straddle mounted pinion and a full-floating rear axle. Features of the engine included nickel-steel cylinder block, gray iron pistons, tungsten steel valve seat inserts, silchrome exhaust valves and full force-feed lubrication.

A question mark hangs over the description of the engine, however, as the 80-bhp. “Silver Streak” car engine of 1931–3 had eight cylinders. The six-cylinder model which also used that name was of 65 bhp. Is it likely that the truck had the eight-cylinder engine?

Neither the *American Truck Spotters’ Guide* nor the *Encyclopedia of Commercial Vehicles* makes any mention of this particular model. It certainly does seem odd that such a subliminal type should feature in a market so far from home.

As for that dual control truck in Issue 203. During the years when the old

Rootes Group produced Karrier trucks, they became ever more focused on specialized vehicles; those for municipal roles being prominent. Municipal applications included such work as garbage collection and street sweeping where unimpeded vision along the left (curb) side was paramount. With dual controls the driver could use those on the “wrong” side when carrying out precision operations, then move to the proper position for open road travel.

—Max Gregory

Call for Annual Book Signing

I have been a member of SAH for a number of years and enjoy it very much. There are many good authors and publishers who are also members. I have had the opportunity to meet some of them and buy an autographed copy of their latest books. I would like to see a book signing become a regular event with SAH.

Hershey is the logical place and time, but where and when specifically is the question. The tent at Hershey is too small and the banquet may have too much going on at that time. I hope someone reading this will have a solution.

Who better to support the people who put the time and effort into writing a book than the members of SAH.

—Jay S. Kolb

Left, Right, Left, Right

Regarding the “why dual controls?” picture in the *SAH Journal* No. 203, those who have visited in the UK may have noticed the municipal vehicles used to empty drains. They are short-wheelbase tankers with water cranes and hoses fitted to literally suck gunk out of the storm drains. They are also fitted with power-driven brushes to sweep the gutters. We drive on the left side of the road, so to enable the vehicle operator to drive close to the gutter safely and get the job done properly these vehicles are usually left-hand drive. Naturally it is less safe to drive a lhd-vehicle around on the roads. Karrier was one of a small number of makers specializing in municipal vehicles (others include Shelvoke and Drury and Dennis) so dual controls

were offered as an added selling point.

—Bill Munro

Roy Nagel reminds me that dual-control is increasingly being used on trash collection vehicles in the USA, partly for these same reasons and also because it's better suited to one-person, multi-stop operation. John Satterthwaite wonders if it was for more convenient over-the-road travel to mainland Europe, where traffic keeps to the right. That would certainly be a benefit, but the primary application seems to be local public works use.

—Kit Foster

More on Dual Controls

I just received my copy of SAH Journal 203 and noted your question as to why the dual controls on the truck. Dual-control trucks are commonly used for trash/refuse/garbage trucks that are set up to work with standardized trash containers.

The truck driver can pick up and empty the trash containers without leaving the truck cab. He operates the truck from the side where the trash containers are located (right side in the U.S. and left

side in Great Britain). This allows him to see what trash empties out of the trash container. There have been a few cases where someone got into a trash container, the container was picked up and emptied, and the person was crushed to death by the trash compactor. If the driver sees something drop in that should not be there, he can quickly stop the trash compactor and climb up to inspect further and call for help if necessary.

Also, I suspect that Karrier Motors, Ltd. Dunstable, Bedfordshire, was actually a company/dealer that supplied truck bodies to be installed on various truck chassis and not a truck manufacturer.

I also noticed the left driving position has more gauges than the right driving position indicating the truck was actually a left-hand-drive model or the photograph was printed backwards. On the dual drive trucks I have seen, they generally do not equip both driving positions with full instrumentation but just the gauges needed when the truck is picking up the trash. In this case, the

truck driver drives to the neighborhood from the left seat which has full instrumentation and then moves over to the right seat with fewer instruments to drive slowly down the street picking up the trash containers and emptying them.

—Robert E. Chaney

I've seen sanitation trucks with the same dual controls as in the photo you show in Issue 203, page 16. When the guy on the right is out of the truck the guy on the left drives and when the guy on the left is working, the guy on the right drives. A number of years ago when cities went from three-man crews down to two this system of dual controls became the way to go. Anyway, I really enjoyed this issue.

—Dave King

Concerning the photo on the back cover of the March–April 2003 SAH Journal, the normal driving position was on the right.

The vehicles were fitted out for street sweeping, and for washing or disinfecting gutters and drains. In order to

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do this effectively the driver used the left-hand controls and could drive the vehicle tight up against the pavement (sidewalk to Americans) edge, often leaning out the side window to ensure he was as close as possible without mounting the pavement. My uncle drove such a vehicle for Bradford corporation in England for many years.

—Michael C. McGowan

As possibly the only member of SAH to have spent 40 years in local authority highways departments I can throw some light on the photograph on the back page of Issue 203.

The truck is a specialized street sweeper. It consists of a vacuum tank and air extraction pumps and sets of mechanically driven rotating wire brushes, which sweep the highway channel and suck up the disturbed debris into the vacuum tank. The driver in the U.K. would sit on the righthand seat until he reached a street he was going to sweep. He would then transfer

to the lefthand seat, from which he can see more clearly what his brushes are doing, aided by the enormous mirrors. Naturally, all instruments and controls have to be duplicated as the driver can spend much of his working day in the left seat transferring back to the other seat for the journey to the dump.

There is a second set of brushes on the right side of the vehicle, used mainly on one-way streets and on dual carriage-ways, when, of course, the driver would sit in the righthand seat. Incidentally, the wire brushes only last about a week if used continuously.

—Arnold Davey

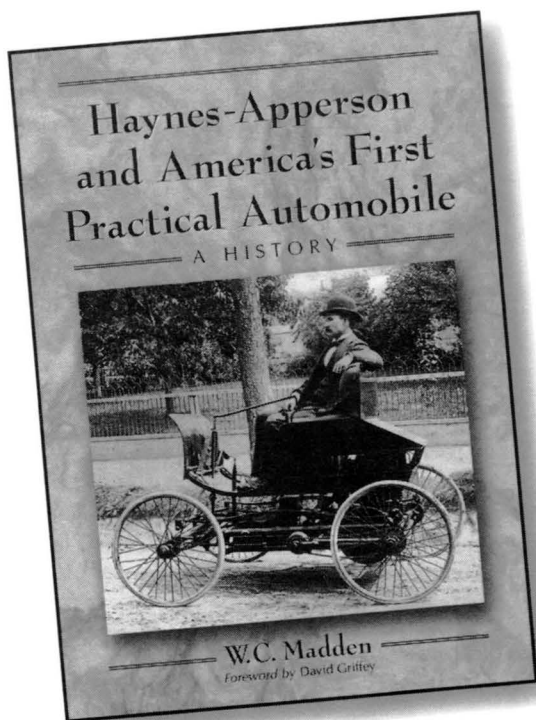
About Those Starters

Albert Mroz's article "Gentlemen Start Your Engines" in *Journal 203* is very interesting. One thing has not changed, however. No matter how good the starting system, the rest of the engine must be in good condition, including fuel and ignition systems, etc, before the engine will start. In the compressed air, the

acetylene gas and the wound up spring types, the motorist basically had one attempt to start the engine. If the tank ran out of its air or the acetylene, or if the spring ran down, the motorist had to do two things: fix what prevented the engine from starting in the first place and get out the crank to get it started the first time. In the 21st century we get out the jumper cables and find a friendly neighbor to borrow a jump.

As Mr. Mroz states, several after-market starters were available. The 1917 ad (below) shows how Westinghouse solved the problem on a Model-T Ford. There would have been a battery, but it is not shown. Something unusual is that the complete Model-T power plant is shown, including the transmission. The system is a combination starter-generator, which, I presume, all the after-market types had to be. As an added bonus for the Ford/Westinghouse customer, a distributor setup was also included to replace the temperamental Model-T Ford timer.

—Nelson Bolan



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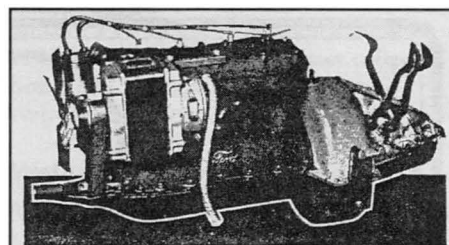
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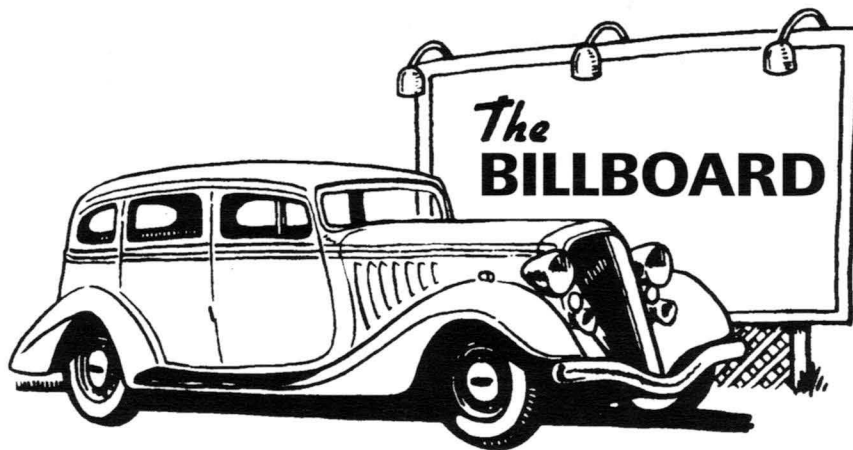
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Heavy Traffic

This is in response to *Nelson Bolan's* letter in *SAH Journal* 203 regarding the Chandler "Traffic Transmission," built under "Campbell patents." I remember coming across that term, but my recall is insufficient to explain exactly how it worked. I think it was a so-called "constant mesh" design, in which all gears are constantly engaged and the various ratio changes are effected by dog clutches, not by sliding the gears. I believe this results in shifts much less "crunchy" than a non-synchro sliding-gear box but not as smooth as with synchro rings. I haven't had time to go digging for a definitive answer, but perhaps another member would have more information to add.

Referring to the ever-useful *Standard Catalog of American Cars 1805-1942*, I note that "Chandler's constant-mesh Traffic Transmission was introduced in 1924. . ."

—Kit Foster



Information Wanted Also photos, ads, brochures, cars, parts, etc. on 1893–1908 Orient vehicles made by the Waltham Mfg. Co., Waltham, Massachusetts, including bicycles, motorcycles, tricycles, quadricycles, engines and cars. And the same for 1895–1908 DeDion Bouton and Aster engines and vehicles. Leads appreciated. **George Albright, 209 S.E. 15th Avenue, Ocala, FL 34471, 352-620-0750, (fax) 352-620-2363, e-mail g-n-albright@worldnet.att.net**

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international listing (1000 plus names) by return e-mail. Thanks! **Matt Sonfield, 24 Tennis Court Road, Oyster Bay, NY 11771 516-922-1462 evenings, e-mail: sonfield@optonline.net**

More Reasons to Participate in Our Yearly Silent Auction

It is sometimes hard to be patient but, as they say, good things come to those who wait. So without further ado, here are *Leroy Cole's* top five reasons for participating in the Yearly Silent Auction.

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A MOST VERSATILE VEHICLE—with a pretty face. Fiat's 600 Multipla, introduced in 1956, was an early hint at what would become the minivan. This November 1960 promo photo of the 600D version suggests an Aztec-like niche for a car targeted to outdoorspeople—though this family seems fonder of passive recreation. (Kit Foster collection)