

NEWSLETTER

The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

We now have an organization consisting of 53 persons with a common and abiding interest in the history of road vehicles. This membership represents a vast amount of knowledge about the evolution of the automobile and of the industry which fostered it.

So far each has expressed his keen interest in one phase or another of this large general field. What seems to be needed is a concensus of how best to serve these various interests. The makeup of this Newsletter has been a combination of ideas more or less expressed by the replies to the original questionnaire sent to the majority of you. However, the content of the Newsletter is the expression of the ideas of a relatively few persons. Greater participation by more members would be desirable, and necessary to sustain this periodical.

For the purpose of carrying out the considerable interest expressed in the questionnaire, it is proposed that the Society undertake the gathering of information, the editing and compiling of a roster of U.S. made passenger automobiles. This would serve many purposes:

- (1) Fulfill a general need for a definitive listing.
- (2) Enhance the Society, both in stature and financially, if it can be arranged to be published and distributed.

This would be a large task which would require many months to accomplish. It would also necessitate considerable research time on the part of members. It seems logical that a committee be formed to undertake such a task. Is there confirmation of this suggestion, and are there any volunteers?

Those who are in agreement and would be willing to assist should drop a line to the Newsletter.

Committees (and their tasks) which would be desirable are:

- (1) Roster Committee - purpose: compile and publish definitive listings of such vehicles as felt desirable by the general membership.
- (2) Bibliography Committee - purpose: to compile listings of contemporary (and past) articles, books, etc. pertinent to the history of road vehicles. For example: Articles from periodicals for 1969 (Automobile Quarterly, Bulb Horn, Antique Automobile, Automobilist, Cars & Parts, HCCA Gazette, Car Life, Road & Track and any others. Bibliography should be critical, rather than merely making a list.

ELECTION OF OFFICERS FOR 1970

Ballots have been received from a very high percentage of our membership, sufficient to constitute a majority. Officers elected were those suggested by the nominating committee, and are as follows:

PRESIDENT - G. Marshall Naul
VICE-PRESIDENT - Richard B. Brigham
SECRETARY/TREASURER - Guy P. Seeley, Jr.

MEMBERSHIP ROSTER

A roster of the members of the Society of Automotive Historians, in the form of a small booklet, is now in preparation. It will contain the name and address of each member (at the time of publication) with space provided for writing in additions or changes. This booklet will be printed and distributed to all members early in January, 1970.

A NEW FORMAT FOR THE NEWSLETTER

Beginning with the January issue (No. 5) the Newsletter will be published in book form, with pages 8½ x 11 inches in size. The number of pages, including the cover pages, will run from 12 upwards to as many as may be required.

This new format will make copies of the Newsletter much easier to file for reference, and will permit the book to be set up with its various departments in a regular place. Also, it will allow publication of many interesting items which have been received, but which have not yet been printed, partly for lack of space, and partly because they are better suited to the book form.

Among such items are many pages of material sent by Harlan Appelquist, listing the cars made during certain periods, with production figures and equipment details. Mr. Appelquist has done an exceptional job of compiling his material, and every historian will find it to be a useful reference source.

THE MAIL BAG - LETTERS FROM MEMBERS

From John Peckham, Troy, New York:

RE: Let's Correct the Roster, in the November Newsletter. There are two additional sources for obtaining dates which I have used with great success.

First of all, the County Clerk's office is a good place to start. Various affidavits and forms should be on file there. I was surprised how easy it was to find dates and names and addresses of officers. All I had to do was write down the information after the clerks found it for me.

The next place, you can get even lazier. Just pick up your phone and call the Office of the Secretary of State in your state. In a matter of minutes they can give you the date of incorporation and the date the company was dissolved. If the company went bankrupt, or some such formal method of ending its life, your dates are precise. However, many companies just drifted into oblivion and were finally dissolved for non-payment of taxes. As an example, the Daimler Manufacturing Company was incorporated August 2, 1898 and was dissolved on April 13, 1926, but the last automobile they built was early in 1907.

From Jack Trefney, Librarian, Frederick C. Crawford Auto-Aviation Museum, Cleveland:

As a point of interest to you on the House Organs, I can offer you some additional information on the AUTO ERA, published by the Winton Company. We have the September 1, 1921 edition of the AUTO ERA. A small paragraph appeared, "Our Twentieth Birthday - The first of September, 1921, marks the twentieth birthday of the AUTO ERA. Published for the first time on September 1, 1901, the AUTO ERA has never missed an issue since that date."

The September, 1921, edition is the latest issue we have in our library. How long after that date it was published I do not know. We have a complete set of the AUTO ERA from September, 1907, to August, 1920, with miscellaneous issues before and after those dates.

The Peerless Motor Car Company published a weekly sales bulletin called PEERLESS CO-OPERATION. Whether this would be called a House Organ or a Salesman's Notice I don't know. But, for your records, it started as a weekly on May 29, 1924 (our first issue is Vol. 1, No. 1), then became a bi-monthly, and was discontinued sometime after June 22, 1928 (our last issue).

From Ronald John Putz, Bay City, Mich. (since this letter was written Mr. Putz has become a member of the Society.)

Today in SPOKE WHEELS, I saw mention of the Society of Automotive Historians. Currently I am writing for publication in the ANTIQUE AUTOMOBILE the history of the DETROITER automobile (1911-1917). This has lead me to Mr. William S. Jackson, editor of ANTIQUE AUTOMOBILE. In his last letter he mentioned your Society, but had heard nothing before of it. From SPOKE WHEELS it appears that members join by simply paying certain dues.

After the AACA article appears which will deal with the DETROITER history, I hope to write an entirely different article for the HORSELESS CARRIAGE GAZETTE dealing with the two presidents of the DETROITER companies, namely Claude S. Briggs and Alfred Owen Dunk. Both were associated with other cars besides the DETROITER. Briggs was with KRIT and BRUSH, Dunk with the Detroit Electric Car and many other small firms.

From Henry H. Blommel, Connersville, Indiana:

Good to see that all is well in getting started on the Society. Here is an interesting note for "Let's Correct the Roster" -

The Central Mfg. Co. (Connersville) started to supply Auburn Auto with bodies in 1923. In 1929 the assembly of the "Bread and Butter" AUBURNS, and closed car bodies was all done here. Starting on January 1, 1934, the limousine was moved down here. During April of 1936, the engineering, sales and general offices and all departments were moved to Connersville. The Auburn, Indiana, building sat idle for two years until they were sold in receivership during 1938.

All of the papers of the Auburn Automobile Company, including the sales promotional material, company records, everything, sat on the second floor of the office buildings from August, 1937, until the first week of March in 1941. At this time, Auburn-Central received the first contract to build JEEP bodies. They built all of them, 1941-1948. During that first week of March, 1941, the maintenance department was told to clean out the top floor. All of the records of the Auburn Automobile Company, 1900 to 1937, were pushed out the back door into a dump truck, hauled to the Connersville dump and burned.

In the fall of 1963 I spent 17 weeks in the basement of the local library. Each night I would find something new, and the end result was my "Indiana's Little Detroit". I have had a lot of help from former plant officials here in town - men who built the product - and they have been glad to help me at any time.

Keep up the good work.

continued on next page

THE MAIL BAG -continued

From Burton M. Cohen, M.D, Elizabeth, New Jersey:

My own personal (and non-commercial) interests in Automotive History began with an extensive conversation with Harry Pulfer, the dean of automotive heraldry. At that time I began to look into Rolls-Royce and Bentley heraldry and into the numerous coachbuilders formerly engaged in the construction of bodies for those marques. Gradually a collection began to develop encompassing RR and Bentley insignia, step, sill, firewall plates, mascots and identifying plates affixed to those makes by the coachbuilders. It is astonishing how little knowledge concerning these builders exists, other than what is filed in Mr. Pulfer's fertile mental cross index system. RR (Conduit St., London) lost most of their records in the Blitz of World War II, and most automotive museums have no such information, requesting that when available data reach me, that I bring them up to date. The Royal Institute of Coachbuilders (London), which one might expect to be a veritable gold mine of such data, dating as it does, through its membership, into the 18th century, came up with 3 names for me. Apparently there is no place where these trade marks or coachbuilders' identifications were registered, few photos of such plates exist, and there is no systematic reference source.

Where original could be purchased or obtained through the good graces of colleagues and interested parties (only the British do something for fellow-fanatics without \$\$\$\$ being uppermost, I have found), these were cleaned up and mounted, many worn down by decades of use.

Where rubbings could be obtained, the good offices and stewardship of Harry Pulfer turned them into exact facsimiles of the highest order. Through one process or the other we have assembled about 240 of our total list in original or facsimile form. The enclosed list, which I use to elicit possible help, reveals my deficiencies. (This list appears on page 6 of this Newsletter under "Information Exchange". -Ed.)

I will volunteer to serve as a possible reference source for the Rolls-Royce and Bentley coachbuilders' inquiries for the Society, or to serve in such manner as you might find useful.

NEW PUBLICATION OF INTEREST TO AUTOMOTIVE HISTORIANS

A new quarterly publication, now in its third issue, with special interest to automotive historians, has come on the scene. It is called the AUBURN-DEKALB VANGUARD, and is published by local historians in Auburn, Indiana.

Associate editor John Martin Smith has a special interest in tracing the history of Auburn and DeKalb County-built automobiles, and plans to produce an entire series of histories on the local makes. Items on McIntyre and Zimmerman have already appeared in the first issues.

Other marques they plan to cover and are seeking information and photos on are: Auburn, Cord, McIntyre, DeSoto, Imp, Model, DeKalb, McDowell, Kiblinger, Handy Wagon, Zimmerman, Eckhart, Nyberg and Union. Editor Smith comments that full credit will be given anyone supplying information or photos.

The AUBURN-DEKALB VANGUARD costs 50¢ per copy, runs 36 to 48 pages in a 6 x 9 format. This item sent in by William S. Jackson, Editor of ANTIQUE AUTOMOBILE, West Derry Road, Hershey, Penna. 17033.

REPRINTS, ANYONE?

Harry Pulfer has loaned us a mint copy of the program for the Grand Circuit Races, held at Columbus Driving Park, Columbus, Ohio, July 13 thru 17, 1903, in which Barney Oldfield was a participant - and was barred from several of the races as being just too much competition for the other entries. The program also contains several illustrated auto ads, including White Steamer, Santos-Dumont, Thomas, Studebaker, Cadillac and Oldsmobile.

From Marshall Naul we have received a copy of the table of automobile makers which appeared in MoToR magazine in March, 1909. This table lists over 600 automobile manufacturers who were in business before 1909, lists their years of operation, changes of name, and transfers of ownership. The copy we have on hand is a reprint of the original, reduced in size, and not of the best quality. However, enlarged negatives have been made, and copies made from them are entirely legible, but not of high quality.

Reprints of both of the above items are in preparation, and are offered to members of our organization at \$1.00 each. This just about covers the cost of printing and mailing. Any surplus above actual cost will be sent to our treasurer to be added to the Society's treasury.

Order from Brigham Press, P. O. Box 6465, Marietta, Georgia 30060.

THE ALSO-RANS - A residue from a number of lists of U. S. makes of automobiles.
A continuation of the feature started in the No. 3 NEWSLETTER (Volume 1).

MAKE	MANUFACTURER and LOCATION	YEARS	REF.
Allis-Chalmers		1914	N
Allith		1908	TWA
Alma		1913	N
Alter-Car	Cincinnati Motor Mfg. Co., Cincinnati, O.	-1914-	(Note 1)
Altha (Electric)	Altha Auto & Power Co., Dover, Del.	1901-06	TWA
Altham	Geo. J. Altham, Altham Int'l Motor Co. Fall River, Mass.	1897-98	BNE
Altman		1898	N
Alxo (In error for Alco?)		1905	N
Amalgamated	Chicago, Illinois	1905	Yost
American Autocar (Electric)		1899-1900	N
American Auto.		1899	TWA
American Auto		1904	N
American Auto Vehicle		1907	N
American Beauty	Decatur, Illinois	1920-21	Yost
American Benham		1917	TWA
American Gas		1895	N
American LaFrance		1917	N
American Motor		1902-03	N
American Motor		1905-06	N
American Power Carriage:	American Power Carriage Co. Boston, Mass.	1900-	TWA
American Six		1915-16	N
American Southern		1921	(?)
American Steam Car	American Steam Automobile Co. Newton, Mass.	1935	N
American Steamer		1926-28	BNE
Ames (Steam)	Chicago, Illinois	1903	TWA
Ames	Chicago, Illinois	1895-96	Yost
(Amesbury)	Amesbury Automobile Co., Amesbury, Mass.	1898	TWA
Amesbury		1911	N
Amesbury		-1900-	BNE
Amos		1898	N
Amos		1915	TWA
Anderson (Steam)		1913	N
		1900	TWA

References: BNE, The Automobiles of New England, in The Antique Automobile, 1950-51
MoToR, MoToR's Historical Table of the Motor Car Industry, March, 1909
TWA, The World's Automobiles, G. R. Doyle & G. N. Georgano, 4th ed. 1963
N, National's AUTObiography, Chicago, Illinois, 1964
Yost, Automobiles of Illinois, Stan K. Yost, 1961
() Indicates name of the make is in question

Note 1. Unknown whether connected with ALTER of Grand Haven, Michigan, of 1914-17.

THE ALSO-RANS - REPLIES TO LAST MONTH'S LIST

		Ref.	Correspondent
(A)	American Automobile Co., Portland, Maine	H	CWB
(A)	American Motor Carriage Co., Newton Center, Mass.	H	CWB
(A)	Anderson Mfg. Co., South Boston, Mass.	I	CWB
(A)	L. J. Aubrey Carriage Co., New Haven, Conn.	H	CWB

A.B.C. (Steam) These initials stand for American Bicycle Co., a Pope-built conglomeration. This included the electric WAVERLEY of Indianapolis and the steam TOLEDO. The latter was manufactured by the Automobile Department, American Bicycle Company, in Toledo, 1900-02. The history is quite complex (See *American Automobile Manufacturers*, John B. Rae, Pg. 11-12. Also see *Motor Age*, Sept. 6, 1900, pg. 880, the latter reference thanks to Ralph Dunwoodie) Thus the A.B.C. of 1900 was not a make of vehicle, and should be eliminated from rosters.

ABENAQUE - Abenague Machine Works, Westminster Station, Vermont. This was the name for gasoline and steam traction engines. No evidence of licensable vehicles. No reference. Anonymous.

ABLE - Able Eight was an alternate name for VERNON, Vernon Automobile Corp., Mt. Vernon, N. Y. See *Encyclopedia of Motor Cars* (Vernon entry) by Keith Marvin. Credit to G. N. Georgano.

A. C. F. - American Car & Foundry Motors Co. Busses only. No. Ref., Anonymous.

ACORN - 1910. Acorn Motor Car Co., Cincinnati, Ohio. Commercial vehicles only. Thanks to Ralph Dunwoodie for 1910 catalog.

ACME - 1902-03. Possibly Acme Motor Car Co., Reading, Penna., although this is given separate listing in National's *Autobiography*. Much information on ACME from Ralph Dunwoodie.

THE ALSO-RANS - REPLIES, continued

ADELPHIA - Winfield Barnes Co., Philadelphia. Formerly ALSACE in 1919, ADELPHIA in 1920-21, for export. Company also made auto accessories. In receivership October 25, 1920 (See *Motor Age*, Oct. 28, 1920, pg. 24). Plant sold by receiver in January, 1922. Correspondent, R. B. Brigham.

ADMIRAL - 1913-14. Admiral Motor Car Co., St. Louis, Mo. Commercial vehicles only. Ref: *Commercial Vehicles*, Vol. 9, 1913-14.

AERO - 1921. Several correspondents consider this must be same as AEROTYPE or PAGE of Stamford, Conn., 1921-24.

AEROCAR - 1948 to date. Aerocar, Inc., Longview, Wash. Automobiles with appended wings for conversion to airplane. First model constructed and operated in 1948. A total of seven built to date, including one Model III, now up for FAA certification. This must be some sort of a record - seven vehicles in 21 years. Ref: Letter from M. B. Taylor, President of Aerocar, to Ralph Dunwoodie.

AETNA - 1913-15. Aetna Motor Truck Co., Detroit. Commercial cars only. Ref. *Horseless age*, April 1, 1914, pg. 503. Correspondents, G. M. Naul, G. N. Georgano.

AETNA - 1920-22. Aetna Motors Corp., New York City. Trucks only. No. ref. Anon.

A. I. C. - 1913-14. American Ice Mfg. Co., New York City. Commercial only. Ref: *Commercial Vehicles*, Vol. 9, 1913-14. Correspondents, G. M. Naul, G. N. Georgano.

AIRMOBILE - 1937. Lewis American Airways, Inc., Rochester, N. Y. Prototype only, now in Harrah's collection. Ref: *Antique Automobile*, Nov.-Dec. 1969, Pg. 12. Correspondents, G. M. Naul, Anonymous.

AIRWAY - 1948. T. P. Hall Engineering Co., San Diego, Calif. (or Airway Motors, Inc.) Believed to have made prototype only. Ref: none, correspondent, anon.

AJAX - Ajax Motors Co., Seattle, Wash. 1914-15. Ref: *Motor Age*, March 5, 1914 says ".....to be built". Correspondents, G. M. Naul, G. N. Georgano.

ALAMOBILE - 1902. Alamo Mfg. Co., Hillsdale, Mich. Stationary engines only. Experimental car? Ref: none, correspondent anonymous.

ALDRICH - 1897. Robert Aldrich, Millville, Mass. (1897-98, no ref., by anon.) Built by C. H. Thruston, Worcester, Mass. Ref. C. W. Bishop's *New England Automobiles*.

ALL-AMERICAN or A.A. Various dates given 1919-1927. All American Truck Co., Chicago. Later absorbed by Fremont Motors Corp., Fremont, Ohio. Ref: none. Correspondents, G. N. Georgano, anonymous.

ALL POWER or ALL FOUR - Various dates given, 1917-1924. All Power Truck Co., Detroit. Ref: none. Correspondents, G. N. Georgano, anonymous.

ALLEN & CLARK - Should be CLARK, 1907-09. Allen & Clark Co., Toledo, Ohio. Commercial only? This needs clarification. Ref: *MoToR*, Jan., 1908, pg. 77. Correspondents, C. W. Bishop, G. M. Naul, G. N. Georgano.

ALLEGHENY - 1905-08. Allegheny Automobile Co., Allegheny, Penna. Verification needed. Ref: none, correspondent, anonymous.

AVERAGE MAN'S RUNABOUT - 1906-07. Adams Automobile Co., Hiawatha, Kansas. Ref. *MoToR* 1909 list, *Cycle & Automobile Trade Journal*, March, 1906, pg. 121. Cor. R. Dunwoodie.

ADDITIONS: by anonymous AIR SCOON, 1947, AIR SCOTT, 1947, AIR SCOUT, 1947 (*looks like ol' Anonymous stuttered on these. Ed.*) AIR FALCON, 1956, ALBION, 1910. ALKEN, 1958.

ABBREVIATIONS: Ref: H - Hiscox, Chapter IX "List of AM. Mfgs.." No certainty connected with such listings, merely presumption of manufacture, awaiting further evidence.

Ref: I - *Horseless Age*, Feb., 1899, pg. 18. Intention to produce autos.

THE NEWSLETTER - A FEW BACK ISSUES ARE AVAILABLE

This is the fourth issue of the Newsletter. For new members, who may not have the earlier editions, a few of the first three are still available. If you would like to have any of these, write to R. B. Brigham, Brigham Press, Box 6465, Marietta, Georgia 30060, or to G. M. Naul, 5 Queen Ann Drive, Christine Manor, Newark, Delaware 19711. No charge for these, of course, but please send a stamped, self-addressed envelope. The supply is limited.

MATERIAL FOR REPRINTING - DO YOU HAVE ANY?

Elsewhere in this Newsletter two reprinted items are offered to our members. If you have an item or two which you would be willing to share with others, send a description of your material to Brigham Press, P. O. Box 6465, Marietta, Georgia 30060. DO NOT SEND THE MATERIAL ITSELF.

Because our membership is small, press runs on reprints are short. For this reason it is impractical to print in color, or to reprint items of many pages.

Reprinted items will be offered at the actual cost of printing and mailing, and any funds which accumulate above this figure will be turned over to the Society's treasury.

LET'S CORRECT THE ROSTER - FAREWELL TO THE FWICK!

Some years ago - probably no one knows how many - a typesetter dropped an "a", and the FWICK automobile was born. Now the name appears in every old car list as the last entry in the "F" section.

A strong suspicion that the name was a mis-spelling prompted the writing of a letter to Dr. V. R. Nelson, of Sioux Falls, South Dakota, who replied:

In response to your letter regarding the FAWICK automobile, I have been able to find some very interesting information.

The Sioux Falls city directory for the years 1911, 1912 and 1913 lists a Fawick Motor Car Company located at 811 West 13th Street, Sioux Falls, South Dakota. The owners and founders were Thomas L. Fawick, engineer; his brother, Nevis O. Fawick, plumber by trade; and Harry N. Hanson, machinist.

I also found several old news stories in our local paper, The Argus Leader, which gave a very interesting history of the FAWICK FLYER and its predecessor, the SILENT SIOUX.

Sioux Falls had its centennial in 1956. The souvenir booklet for the event had a picture of Teddy Roosevelt in Sioux Falls riding in a FAWICK FLYER touring car.

Dr. Nelson enclosed photocopies of articles which appeared in the Argus Leader on March 17, 1946, and July 6, 1964. These were made from old, faded pages, which are very readable, but which would reproduce poorly. However, they offer the following information.

Thomas L. Fawick designed his first car at the age of 18. This was the SILENT SIOUX, and in 1908 a number of local business men formed a company to manufacture it. Later the Fawick brothers organized the Fawick Motor Car Company and took over the assets of the Silent Sioux company in 1910, and built cars known as the FAWICK FLYER. This was a four cylinder 40 horsepower touring model. For experimental purposes several 60 horsepower vehicles were built, but the builders made a specialty of the other type.

"The Flyer was capable of going 60 miles an hour", said N. O. Fawick, who was then engaged in designing store fronts and fixtures. "We had one in the Elks Convention races which could do 83".

Thomas Fawick went on to bigger things. In 1918 he established the Twin-Disc Clutch Company, of Racine, Wisconsin. He sold his interests there in 1928, when he designed a noiseless overdrive mechanism for automobile transmissions. These patents he sold to Borg-Warner. In 1930 he moved to Akron, Ohio, where he innovated rubber mounts for auto engines, which are standard today. Chrysler bought this Fawick idea. After World War II he acquired the Federal Motor Truck Company, which he sold in 1954.

When the latter of these articles was printed (1964) Thomas Fawick, at the age of 75, was chairman, president and controlling stockholder of the Fawick Corporation, a Cleveland, Ohio, manufacturer of industrial clutches and brakes.

It seems a shame to drop an interesting name like FWICK from the roster - but the correct name was FAWICK. The car, according to the newspaper records, was built in very small quantity from 1910 into 1912. The information for the Sioux Falls city directory for 1913 was probably gathered in 1912, which would account for the listing in the 1913 book.

INFORMATION EXCHANGE - QUESTIONS AND ANSWERS

WANTED: Information on FINA SPORT manufactured by Fina Imported Motor Car Co., NYC, headed by Perry Fina, 1954. Presumed only 6 were constructed, one extant example being restored in Pennsylvania. Only reference found is in *International Car Review*, Vol. 1, No. 1, February 1954.

G. Marshall Naul, 5 Queen Ann Drive, Christine Manor, Newark, Delaware 19711

WANTED: Information on the following vehicles, believed to be ambulances and/or hearses: BENDER, BARNET, CANADA BODY, COMAT, ERBY, ECONOMY COACH, EUREKA, FLEXIBLE, GILLING BROS., HOLCHER, OWEN BROS. and SEAMAN.

Frank T. Snyder, Jr., Box #551, Hackensack, New Jersey 07602

WANTED: Information, exchange or purchase of literature, heraldry, coachbuilders' plates, RR club badges, mascots, insignia dealing with Rolls-Royce and Bentley, particularly such data dealing with the following coachbuilders: BINDER-JANSEN, FIGONI & FALASHI, VIOTTI, LeLAITRE, CAROSSERIE SCHEBERA SCHIPIRO, BOON & PORTER, DANSK KAROSSENFABRIK, COCKSHOOT, FACEL-METALLON, JONKHEERE, LABOURDETTE, WEYMANN, FERNANDEZ & DARRIN, ARNOLD, GRABER, MARTIN & KING, ABBOTT, DOLL & RUHRBECK, FOX, De VILLARS, VANVOOREN, RANALAH, OFFORD, PALMER.

Burton M. Cohen, M.D., Medical Arts Bldg., 230 W. Jersey St., Elizabeth, N.J. 07202

FOR SALE OR TRADE; Copies of the Italian illustrated magazine on cars, *LaManovella*, illustrated French magazines *La Vie Automobile*, *L'Automobiliste*, English magazines *Light Car*, *Veterans & Vintage*, *Motor*. All have been clipped for ads relating to car names, hence are not valued highly. Will sell, or trade for other European mags.

Harry Pulfer, P. O. Box 8526, La Crescenta, Calif. 91214.

RESEARCHING: Need any and all information, particularly serial numbers (1912-15), makers of engines (1912-15), old stock certificates and company records on the DETROITER, made by Claude S. Briggs (1912-15) and Alfred Owen Dunk (1916-17) Also need biographical material on both men.

Ronald John Putz, 1801 South Warner, Bay City, Michigan 47.