



The Society of Automotive Historians

PRINTING AND PUBLICATIONS OFFICE: P. O. Box 6465, Marietta, Georgia 30060

G. MARSHALL NAUL, President
5 Queen Ann Drive, Christine Manor
Newark, Delaware 19711RICHARD B. BRIGHAM, Vice-President
136 Park Lane, N. E.
Marietta, Georgia 30060GUY P. SEELEY, JR., Secretary/Treasurer
271 Stanmore Road
Baltimore, Maryland 21212

PRESIDENT'S PARAGRAPHS

SOME ARE STILL ALIVE

There are but seven brand-names in vehicles still built in the United States which are older than fifty years. Possibly 500 times that number have appeared and then vanished, as makes of passenger cars. In many cases the organizations which constructed these cars still survive in other business ventures. Examples are: Bliss Manufacturing Co., Canton, Ohio (was Brooklyn, N.Y.), Johnson Service Co., Milwaukee, Wisc., Corbitt Manufacturing Co., Henderson, N.C.

It is unfortunate that many surviving companies disclaim any knowledge of early auto manufacturing operations. It is probable that extant records would be found in each company. Even in the case of another company occupying the buildings where once autos were made, records may have been retained.

This sort of data is invaluable and should be worth copying for future reference. The rescuing of early records should be among the aims of the S.A.H. Such a target might be the KING MIDGET, of Athens, Ohio, which seems to have ceased production of its small automobile.

WE ARE GROWING

The first issue of this Newsletter (September, 1969) was mailed in the last week of August, 1969. At that time the Society was little more than an idea. There were no members at all. Newsletter No. 1 was sent to all who had responded to the original questionnaire for the purpose of determining the general interest, if any, in such an organization.

Membership applications accompanied this first issue, and it was agreed that "if a reasonable number of memberships are received, the next issue will follow in one month. If not, all checks will be returned". Within a matter of days we had two members - then five, nine, sixteen, and so on. The second Newsletter was issued, with an announcement of our organizational meeting at Hershey, Pennsylvania. By the time the meeting was adjourned we had grown to a membership of 37.

In the last issue (No. 7) we reported a membership of 83. As predicted, that figure was out of date before No. 7 was in the mail. As this is written, we now have 95 members. Below are the recent additions to the Membership Roster.

Gar H. Schurger
223 East 13th Street
Fond du Lac, Wisconsin 54935

Donald H. Paul
415 Monroe
Muscatine, Iowa

Janius G. Eyerman
87-16 Sutter Avenue
Ozone Park, New York 11417

Leslie R. Henry
Henry Ford Museum
20900 Oakwood Boulevard
Dearborn, Michigan 48121

William Watson
115 Lipton Street
Winnipeg, Manitoba
Canada

Van Wyck Hewlett
83-15 116th Street
Kew Gardens, New York 11418

Karl E. Ludvigsen
37 West 57th Street
New York, N. Y. 10019

Richard Larrowe
Route 1, Box 900
Corbett, Oregon 97019

John H. Nicoll
2475-A Bloor Street West
Toronto, Ontario, Canada

Robert E. Turnquist
Box 56M
Morristown, N. J. 07960

Armando J. Re
8 Forest Street
Gloucester, Mass. 01930

William E. Swigart, Jr.
Swigart Museum
Box 214 - Museum Park
Huntingdon, Penna. 16652

THE MAIL BAG

Letters from Members

From R. A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923:

When I was in high school I bought a book by C. B. Glasscock, "The Gasoline Age". In the back of this book there was a list of 1500 cars, with manufacturers addresses and dates. A quote from page 295 should be of interest. "This list of more than 1500 automobiles of various names and makes which have been produced in the United States is believed to be the most comprehensive yet compiled for publication in this country. It is reproduced here by courtesy of Mr. Wellington Everett Miller of Los Angeles. It was started as a boyhood hobby by Mr. Miller and has been expanded steadily through nearly 20 years. In addition to Mr. Miller's original record, the names of approximately 100 cars have been included from a list of some 1300 compiled by A. O. Dunk, of Detroit, who was connected with the industry in various capacities for 40 years, and who, as an appraiser in bankruptcy, assisted in the liquidation of more than 700 auto manufacturing concerns".

Well, it was quite a list, but it wasn't long before I found some errors, omissions, and some unlabeled trucks mixed in! I wrote out a supplement to the list, including trucks. Later I rewrote the entire list, plus all of my additions, into a separate journal, labeling the trucks. Still, new items turn up. Just last year I added about 90 names of trucks, about half of which had no address. After more than three decades of this sort of thing the end doesn't yet seem to be in sight. My list is now over 2000.

Further thoughts on the roster subject would lead me to recommend that as an ultimate goal, the S.A.H. should attempt to run down, once and for all, an all-time list of cars and trucks made in this country; addresses and dates, plus cross reference notations. With luck we should be able to finish this in, say, four to five years through the mails.

I would further recommend that one list be set up for passenger cars and another one for trucks and busses with notations in each list to indicate those companies who made both. Included should be items such as Euclid, who made a large dump truck in standard form along with other road machinery, and the Linn, which was a dump truck with a half-track. Excluded should be bicycles, tricycles and motorcycles, racers and dune buggies. However, I can foresee some difficulty as to just where to draw the line between some of these items.

I can see where it would be quite a job to set up rules to fit the entire list, especially when production and model years don't match calendar years.

From Gar H. Schurger, 223 East 13th Street, Fond du Lac, Wisconsin 54935:

I followed the auto production industry back in the 20s as a tool and die designer. In those days such work was seasonal. After a company finished tooling up for their next production model, they'd release all the tool designers but a few. We'd then move to the next company needing tool and die designers for their attempt at a new model. Thus, we travelled far and wide keeping employed.

Back in 1962 (I should have started much sooner) I decided to start a collection of nameplates, emblems, wheel discs, etc. of autos, trucks, etc. made down through the years from the beginning of the horseless carriage era, for at such a late date these pieces would be a last link with those early days of motoring and still available here and there, where complete cars cost much more money and many of them - makes and names - passed into oblivion long before. I've built my collection to about 425 different names (makes). A good start but rather few, considering there were more than 3000 makes of cars and trucks produced in the United States alone since the dawn of the auto age.

Along with my nameplate collection, I have several books listing names of autos and trucks made in the U.S.A. and worldwide. Of these only one, Doyle and Georgano's "The World's Automobiles", gives the manufacturers and cities in which the cars were built. None have any reference background at all about the people responsible for building them. Thus, my enthusiastic response to your Society's purpose, the preservation of automotive history.

From Janius Eyerman, 87-16 Sutter Avenue, Ozone Park, New York 11417:

I am trying to collect information on the Singer (English), anything from literature to when they were imported, etc. Also, I am trying to get literature on Hillmans from 1948 on, particularly American items.

I enjoyed the article on the G.N. and have some additional information on that car. The first models had an intake-over-exhaust valve arrangement, and in 1913 a G.P. (Gran Prix?) model was offered which could do 55 mph. After World War I the G.P. was replaced by the Vitesse which had overhead valves and alloy pistons (aluminum). In 1922 an improved Vitesse was offered, having a bore and stroke of 84 x 97 mm and a capacity of 1087 cc. This engine had an overhead camshaft and drove the rear wheels through a three-speed transmission. Later an in-line four cylinder (Anzani) engine was offered in a shaft drive model, but the inexpensive Austin and Morris killed it. (The Sports car Pocketbook- William Boddy, 1961, pp 114-116).

I am also interested in obtaining photographs of any and all Hillmans and Singers.

INFORMATION EXCHANGE - QUESTIONS

From R. A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923

(1) A friend of mine has a book in which a FLANDREAU auto is shown as one of a group in a 1911 auto show. I can't find this listed anywhere, but there is a city of Flandreau in South Dakota. Does anyone know of this make?

(2) Who knows anything about the JENNIS automobile (Cars & Parts, Dec. 1969)? 1922 Towmotor truck? 1928 Grico truck? 1933 JARRETT truck?

(3) In Spoke Wheels, December 1969, page 6 - what is the make of the truck labeled "Borkin Cartage"?

AND REPLIES

Also from Mr. Wawrzyniak:

To Frank T. Snyder, Jr. - There was a FLEXIBLE Truck - Flexible Traction Motor Truck Company, New York City, 1916 (S.C.A.M.) No mention of building ambulances.

To R. J. Putz - About the DETROITER Model 6-45, 1917: 6 cylinders, 119" wheelbase. Touring, roadster and closed models made. Price range \$1195 to \$1495. Roadster picture shows it has wire wheels, top up. A light car. Decent photocopy reprint of this available if you want, from 3M-107 machine, which I can get.

From Hugo Pfau, Box 417, Centerport, New York 11721:

Regarding Frank Snyder's question about Durant's PRINCETON, it is my recollection that a few of these were indeed assembled in the Locomobile plant in Bridgeport, which Durant had acquired a year or two earlier.

I believe the plans were scrapped in favor of the LOCOMOBILE Junior Eight as Mr. Durant's entry into the medium-price field. The PRINCETON did look much like the FLINT, but was intended to be of somewhat better quality and higher price.

So far as I know, the EAGLE never got off the ground.

SOME RECENT BOOKS

BIRTH OF A GIANT - Men and Incidents That Gave America the Motorcar. By Richard Crabb, Chilton Book Co., Philadelphia, Penna. 467 pages. \$9.50

LOUIS RENAULT - A Biography. By Anthony Rhodes. Harcourt, Brace & World, New York. 220 pages. \$6.95.

Both of the above reviewed in the New York Times, February 22, 1970.

Among Our Authors

G. N. GEORGANO, LONDON, ENGLAND - BOOK: *The World's Automobiles, 1862-1962* (with the late G. R. Doyle), published by Temple Press, London, and Floyd Clymer Publications, Los Angeles, 1963. BOOK: *The World's Commercial Vehicles, 1830-1964*. Published by Temple Press, London, 1965. BOOK: *The Complete Encyclopedia of Motorcars, 1885-1968*. Published by Ebury Press, London, 1968; E. P. Dutton & Co., Inc., New York, 1969; Forlagshuset Norden, Malmo, 1969; Hassings Forlag A/S, Copenhagen, 1969; L'Editrice dell'Automobile, Rome, 1970. WORK IN PROCESS: *A History of Sports Cars*. To be published by Thomas Nelson & Co., Ltd., London, 1970. *History of Transportation*, to be published by J. M. Dent & Sons, Ltd., London, 1971; Viking Press, New York, 1971. *The Complete Encyclopedia of Motor Sport*, to be published by Ebury Press, London, 1971; Viking Press, New York, 1971. *A History of the London Taxicab*, to be published by David & Charles, Ltd., Newton Abbot, Devon, 1971.

(*Encyclopedia of Motor Cars, Encyclopedia of Motor Sport, and History of Transportation* edited by Mr. Georgano, with a team of authors).

HARLAN E. APPELQUIST, MINNEAPOLIS, MINN. - ARTICLES: 1950 to 1960, in *Racing Wheels, Automobile Topics*. 1960 to 1970, in *Antique Automobile, Horseless Carriage Gazette, Steering Wheel, Antique Motor News, Spoke Wheels, Vintage Vehicles, Bulb Horn*.

A LIST OF AUTOMOBILE COMPILATIONS

- contributed by G. Marshall Naul

I. International:

G. R. Doyle - *The World's Automobiles*, 1st edition, 1932, London, 2nd edition, 1957, London, 3rd edition, 1959, London.

G. N. Georgano - *The World's Automobiles 1862-1962*. London, 1963.

G. N. Georgano - *The Complete Encyclopedia of Motor Cars*. London, 1968.

G. N. Georgano - *The World's Commercial Vehicles*. London, 1965.

II. United States:

"Tallyho" - *The Roll Call of the Horseless Carriage*. Automobile Club of Michigan, Detroit, Mich. ca 1954.

Frank D. Sampier - *All American Automobile Record*. Laramie, Wyoming, ca 1954.

AUTOBiography - National Market Reports, Inc. Chicago, Ill. ca 1964.

Plummer H. Riddle - *Cars of Today and Yesterday*. Salem Press, Salem, Ohio.

Gas Buggy Memories - Roll Call of American-Made Automobiles. California State Auto Association, San Francisco, Calif. 1960.

MoToR's Historical Table of the American Motor Car Industry. MoToR, March, 1909.

E. A. Steiner - *International Auto Index*. Motor Research, Berkeley Springs, West Virginia, 1959.

Automobiles of America. Wayne State University, Detroit, Mich. ca 1965.

III. U. S. Regional:

Charles W. Bishop - *The Automobiles of New England*. In "The Antique Automobile", 1950-1951.

Charles W. Bishop - *The Automobiles of New York (A through M only)*. In "The Bulb Horn", 1951-1953.

W. Everett Miller - *Made in Southern California*. In "Road & Track", January 1951.

Stanley K. Yost - *Did You Know 494 Automobiles and Trucks Were Manufactured in Illinois?* Mendota, Illinois, 1961.

Wallace S. Huffman - *Indiana-Built Automobiles*. In "Indiana History Bulletin", February, 1967.

"Road to Yesterday", No. 1-24. Brigham-Motomart Publications, Frankton, Indiana and Marietta, Georgia. (Listings for various states, one state per issue).

Kenneth H. Stauffer - *Automobiles Manufactured in Pennsylvania*. In "Antique Automobile", January, 1962.

Small Fry

- Thumbnail Historical Sketches of Obscure Makes.

WASHINGTON - Washington Motor Car Company, Eaton and Middletown, Ohio.

On April 17, 1920, the Washington Motor Car Company was chartered at Eaton, Ohio. The factory (now a State Highway Garage) was completed in July of that year.

After a brief period of development, the first Washington car was announced, appropriately, on February 22, 1921. This was a 2800 pound touring car with a 55 horsepower four cylinder engine. Wheelbase was 116 inches.

Plans to double the size of the plant received insufficient support from local residents, but on the strength of promises of additional capital the operation was moved to Middletown, Ohio, in 1922. Not enough capital was available, and the business failed early in 1924.

The entire production consisted of 29 gasoline cars and one steamer. Attempts to develop the steam car hastened the failure of the company.

The only known surviving Washington was owned (in 1960) by Andy Coffman and Hazen Hildebolt of Eaton, Ohio.

TOLEDO STEAMER - American Bicycle Company, Toledo, Ohio.

The home of the Toledo Steam Car was at 3057 West Central Avenue, Toledo, Ohio, in a building erected about 1890 by the Jewel Sewing Machine Company. This factory was bought, in the late 1890s, by the American Bicycle Company, who entered the automobile business in 1901.

The 1901 Model B Toledo was a 1500 pound steam carriage, tiller steered, and powered by a 3 x 4 inch two-cylinder double acting steam engine. Operating on a steam pressure of 180 psi, this engine turned out slightly over 6 hp. A 31 gallon water tank provided a non-stop range of about 35 miles. The fuel was gasoline, carried in two 4½ gallon tanks sufficient for about 85 miles.

In 1902 the name of the company was changed to the International Motor Car Company, and the Model C, a 4-passenger car, was introduced. Five models were made, ranging from the small Toledo Junior priced at \$600 to the 1700 pound Model C, a \$1600 car. This year saw the introduction of the Toledo gasoline car.

A year later the company was absorbed by the Pope Manufacturing Company. The steam car was abandoned, and the gasoline car became the Pope-Toledo.

In October of 1901 a Model B Toledo Steamer, driven by James Mitchell and George Soules, traveled from Toledo to New York City. Bad weather and appalling road conditions limited each day's run to between 35 and 80 miles, but the trip was made in 14 days with no mechanical difficulties.

A Toledo Steamer was shipped to Flagstaff, Arizona, in December of 1901, to attempt the first run from Flagstaff to the Grand Canyon, a distance of about 100 miles. The trip began on January 4, 1902. Plagued by broken chains and a shortage of unobtainable fuel, the car made an ignominious arrival at the canyon five days later, towed by a pair of horses.

In spite of these difficulties the car was of tremendous interest to the residents of the area, for it was the first car ever seen in northern Arizona.

From "Road to Yesterday" - Richard and Grace Brigham

THE ROSTER

This is a continuation of the preliminary roster, begun in the previous issue of the Newsletter. Many highly doubtful names are omitted awaiting confirmation. Many names which have consistently appeared in other compilations are included here, but are indicated as being questionable.

Members are urged to send corrections, preferably with references.

AIRMOBILE	1916-1917
<i>Rotary Products Co., 1013 S. Los Angeles St., Los Angeles, Calif.</i>	
AIRMOBILE	1937
<i>Lewis American Airways, Inc., Rochester, N. Y. Built one prototype only, which is now in Harrah's Museum at Reno, Nevada.</i>	
AJAX (electric)	1901-1903
<i>Ajax Electric Vehicle Co., New York, N. Y.</i>	
AJAX	1914-1915
<i>Ajax Motors Co., Seattle, Wash.</i>	
AJAX (later Nash Light Six)	1925-1926
<i>Ajax Motors Co., Packard Ave., Racine, Wisc. Incorporated June 30, 1924. Acquired by Nash Motors Co. in January, 1925. Became Racine Division of Nash Motors in 1926.</i>	
AKRON	1901-
<i>Akron Motor Carriage Co., Lincoln St., Akron, Ohio.</i>	
ALAMOBILE	1902
<i>Hillsdale, Michigan. In doubt, but references appear in Cycle and Automobile Trade Journal March 26, 1902 and July 9, 1902.</i>	
ALAND	1917
<i>Aland Motor Car Co., Detroit, Mich.</i>	
ALBANY	1907-1908
<i>Albany Automobile Co., Albany, Indiana. (Presumed to be successor to CORY).</i>	
ALCO (formerly Berliet)	1908-1913
<i>American Locomotive Co., Providence, R.I. Subsidiary company, the American Locomotive Automobile Co., set up to make automobiles under license from Berliet, of France. Berliet cars made 1906-1908, when the subsidiary company was merged into the American Locomotive Company (June, 1908). Also made Alco Truck.</i>	
ALDEN-SAMPSON	1904
<i>Alden Sampson Manufacturing Co., Pittsfield, Mass. Trucks till 1912. Company became a unit of United States Motors in 1910, moved to Detroit, Mich., 1911. Made SAMPSON passenger car in 1911.</i>	
ALDO	1910-
<i>Albaugh-Dover Co., 2100 Marshall Blvd., Chicago, Ill. This company continued in the business of gear manufacturing until at least 1930 - perhaps later.</i>	
ALL-AMERICAN	1919
<i>Name and date from existing rosters. No confirmation.</i>	
ALLEN	1913-1922
<i>Allen Motor Co., Fostoria, Ohio. Also had plants at Bucyrus and Columbus, Ohio.</i>	
ALLEN (cyclocar)	1914
<i>Allen Iron and Steel Co., Philadelphia, Penna.</i>	
ALLEN & CLARK (electric)	1908-1909
<i>Allen & Clark Co., 2019 Adams St., Toledo, Ohio. Some doubt about actual name of product.</i>	
ALLEN-KINGSTON	1907-1909
<i>Allen-Kingston Motor Car Co., Kingston, N. Y.</i>	
ALLITH	1908
<i>Name and date from existing rosters. No confirmation. Possible connection with Allen & Clark</i>	
ALL-STEEL (later Macon)	1915-1916
<i>All-Steel Motor Car Co., Macon, Mo. Succeeded by Macon Motor Car Co., February 1, 1917.</i>	
ALMA	1913
<i>Alma Manufacturing Co., Alma, Mich. Probably a truck, but this name appears in most of the existing passenger car rosters. This company succeeded by the Republic Motor Truck Co., in 1913.</i>	

THE ALSO-RANS

- Comments on previous listings

From R. A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923:

Here are some additional notes from my lists for your Also-Rans (Dec.), (T-Truck):

ACORN - T - Acorn Motor Truck Co., Chicago, Ill. 1925-30. (From N. J. Lucht, Athens, Ill.) (Looks like a different one from the one in Cincinnati, I think.)

ACME - Acme Motor Car Co., Reading, Penna. 1903-08. (Glasscock and others). Note: S.G.V., the company name is the same and address.

AIR-O-FLEX - T - Listed in 1922 Standard Oil Chart. (Never heard of it anywhere else.)

ALCO - American Locomotive Co., New York, 1908-12. Also built trucks up to 6½ tons (Saturday Evening Post ad Dec. 28, 1912 & Jan. 25, 1913) "In transportation business since 1835." "Builders of Alco Cars, also Trucks, Alco Taxicabs." No mention of ALXO. Range of truck and car dates not given.

ALLIS CHALMERS - Allis Chalmers, West Allis, Wis. (Glasscock). My date is 1922. (Car or truck?)

ALL FOUR - T - United Four Wheel Drive Truck Corp., Detroit, Mich., in 1915. (Jan., 1915 Scientific American). Also A.M.A. says 1915, not listed thereafter in S.C.A.M.

ALL POWER - Seems to be a different truck and company from above. (1922 Standard Oil Chart. No address given, of course.)

ALL STEEL - All Steel Motor Car Co., St. Louis, 1915-16. Glasscock. Continued, I think, as Macon in 1917. See ATJ Jan. 1, 1917. No record after 1917.

ALPENA - Alpena Motor Car Co., Alpena, Mich. 1910-14. Glasscock.

ALTER - Alter Motor Car Co., Plymouth, Mich. Glasscock. 1914-17, Georgano.

AMALGAMATED - Amalgamated Machinery Corp., Chicago, Ill. (Glasscock); 1905 Am A; 1917-19 (Georgano). What happened between 1905 and 1917?

(AMERICAN) BENHAM - Simply listed as Benham - Benham Mfg. Co., Detroit, Mich., 1914, (Glasscock) but Floyd Clymer had photo of one, he stated, in 1913.

AMERICAN GAS - American Motor Carriage Co., Cleveland, Ohio, 1902-03 (Glasscock).

AMERICAN LA FRANCE - T - American LaFrance Fire Engine, Inc., Elmira, N. Y. (Glasscock advertisements) 1910 AMA, 1915-1925 S.C.A.M. listings. Dates incomplete. Established 1835.

AMERICAN MERCEDES - Daimler Mfg. Co., Long Island City, N. Y. 1907. (Glasscock).

AMERICAN MORS - St. Louis Car Co., St. Louis, Mo. (Glasscock). Dates seem to be 1906-09.

AMERICAN NAPIER - Napier Motor Co. of America, Boston, 1909. (Glasscock).

ARROW-PLANE - I have a small photo of one, an ultra-radical teardrop design on four wheels, of about 1934. Name on front, nothing else known about it.

The LITTLE WASP - Does anyone know about it?

Some years ago the late Alexander Telatco sent me a rubbing of the LITTLE WASP serial plate reproduced here. He had received it from an unknown (to me) correspondent in Kansas.

A couple of months ago Harry Pulfer offered to have this rubbing made up as a brass plate, just like the original. The result of Harry's effort arrived just in time to be included in this issue of the Newsletter.

This plate is the one and only reference I have ever seen regarding the LITTLE WASP. Any small (or large) bit of information will be appreciated.



Richard B. Brigham

Classified Ads

This classified ad column is open to all members of the Society of Automotive Historians, at no charge, for buying, selling or trading items of interest to automotive historians, such as catalogs, books, magazines, automobile ads, photographs, etc. No ads for cars, parts or restoration services will be accepted.

WANTED

Want Iron Age Magazine, July 30, 1931. Any DeVaux promotion material. Anything pertaining to automobiles built in Oregon.

RICHARD LARROWE, RT. 1, BOX 900, CORBETT, ORE., 97019

Want information or literature on imported Hillman from 1946 to 1951.

J. G. EYERMAN, 87-16 SUTTER AVE., OZONE PARK, N.Y. 11417

Wanted to buy or trade: Automobile Trade Journal, March, 1910; March, 1913; January, 1920; Spetember, 1921.

FRANK T. SNYDER, JR., BOX 551, HACKENSACK, N. J. 07602

TRADE

Will trade "The Oldtime Automobile" by John Bentley (Fawcett #134 Paperback), excellent condition, for "Oldtime Steam Cars" by John Bentley (Fawcett #196 Paperback) in like condition.

CHARLES F. MACLEOD, 503 NORMANDY, ROYAL OAK, MICH. 48073.

Will trade Automobile Trade Journals, complete review numbers in mint condition: December, 1913; June, 1914, cyclecar review; December, 1915; December, 1917.

Trade only for car review numbers for following years: 1904; 1905; 1906; 1907; 1909; 1910. Will not accept with missing pages or bad condition.

CHARLES F. MACLEOD, 503 NORMANDY, ROYAL OAK, MICH. 48073.

FOR SALE

Antique and Classic automobile advertisements, 1914 thru 1940. Everything from Apperson to Winton. Mint condition send SASE for list.

TOM S. RANKINE, P.O. BOX 1246, TEMPE, ARIZONA 85281.

Wall Charts: 24 x 25 color "Antique Automobiles, 77 shown, 1899-1912. \$4.00.

38 x 48 color "34 Early American Cars" 1893-1914. \$4.00

38 x 48 Blue Print, Life lines of the cars. Automotive history in detail with all the various amalgamations, \$10.00.

19 x 25 color. Oldsmobile Limited racing the train, 1910 \$4.00. Even shows the fence post advertising Olds was famous for.

13 x 18 Reo racing car with two 2-cylinder engines. This car raced both Henry Ford and Barney Oldfield at Syracuse, N. Y., in sepia, \$3.00

1920 Reo Speed Wagon folder, makes a nice wall poster. \$10.00

1922 Fronty-Ford racing engine blue prints (2) \$5.00.

Art Prints for framing: 13 x 18 color. 6 classic cars, Duesenberg, Cord, Cadillac, etc. \$5.00.

9 x 11 black & white pen drawings of classic cars (6) like originals, \$10.00.

13 x 19 color, 1912 American LaFrance, 1911 Marmon Speedster, 1934 Alfa-Romeo, 1906 Locomobile (Old 16), 1927 DeLage, 1914 Mercedes race car, 1931 Bentley 8, 1907 Welch touring car, with data on back. \$3 each.

About 1930 the Saturday Evening Post published a huge wall chart listing 2726 cars either made or sold in U.S.A. I have the negatives and can make this up in six 20 x 20 sections, to order. \$25.00 in advance and \$1.00 for mailing in a tube.

Postage, mailing tube & insurance extra, all items. SSAE for more detail.

50 copies Automotive Industries, 1937, 38, 39. Some small clips, otherwise very nice condition. \$1 each. HARRY PULFER, BOX 8526, LA CRESCENTA, CALIF. 91214.

GROVE - 1921

This photo was sent by William J. Lewis, Anaheim, California.

The car is said to be a GROVE, built somewhere in the state of Nebraska in 1921. No other information is presently available.

There is a GOVE (not Grove) mentioned in the Wayne State University Press publication "Automobiles of America". The date is given as 1921, but the name and address of the manufacturer is not mentioned.

Do any of our members have more information about this car?

