



OCTOBER, 1970

NEWSLETTER

ISSUE NO. 13

The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

THE MEETING AT HERSHEY

Our annual meeting on October 10 was attended by a crowd of modest proportions, compared with those in attendance at other ventures in Hershey on that day. It was a pleasure to meet in person so many of you with whom previous contact had been by letter only.

The discussions which took place on several subjects indicated considerable enthusiasm, but a clear lack of consensus on most of the issues. This is necessarily as it must be with such widely varying interests in this general field. Therefore our aims must be sufficiently flexible to encompass this entire range, or, on the other hand, we should limit our scope. Your opinions on what should be the aims and purposes of the S.A.H. will be welcomed.

A generous incentive was offered to the S.A.H. by L. Scott Bailey (publisher of Automobile Quarterly) who suggested an annual monetary award of "up to \$100" for the S.A.H. to present as an award for a worthwhile project. Suggestions for the basis of such an award will be considered.

FROM THE NOTES OF GUY P. SEELEY, JR., SECRETARY/TREASURER

The meeting at the Hershey Hotel on October 10 was attended by 25 members and visitors. Introductory remarks by President G. Marshall Naul were on the general subject of where we are headed, which lead to a discussion of several matters. These included such subjects as:

- (a) The Constitution. It was felt that a final draft of this document should be printed and mailed to the membership for approval.
- (b) The work of the Roster Committee. In this discussion it was suggested that the roster should be a cross-reference affair, with listings by company name as well as the name of the product. Also discussed was the problem of keeping up the roster from month to month, due to the deluge of comments, corrections and additions which follow each list published. A suggestion was made that perhaps the roster should have a separate editor to handle this part of the Newsletter.
- (c) Tape recordings. A suggestion was made that a worthwhile project might be to record the comments of the very few remaining old timers of the automobile industry. Such recordings could be duplicated for those who wish to own them, with the original to be kept in some sort of depository. Also, some of our members already exchange such recordings in lieu of letters.
- (d) Odd publications with historical reference material. A list of such publications might be of value. This would include parts catalogs (gears, brake lining, glass, etc.) which list cars and trucks by make, year and model. Such lists can be of help in establishing dates of manufacture.

Marshall Naul called for volunteers to form a nominating committee, whose purpose would be to nominate a slate of officers for the coming year. Immediately a motion was made, seconded and carried by unanimous vote that the 1970 officers be re-elected for the 1971 term.

The Treasurer's report indicated that the bank balance, as of October 10, was \$139.87, with a few outstanding bills yet to be paid. This led to a motion, which was seconded and approved that membership dues be increased from the present \$7.50 figure to \$10.00, but with the provision that all members be given the opportunity to vote on this matter. Therefore, a ballot is enclosed with this issue.

Fill it out and mail it to:

Guy P. Seeley, Jr.
10 Bryan Avenue
Malvern, Pennsylvania 19355

A possible alternative to a dues increase would be an all-out drive for new members. Obviously, our operating expenses per member would be smaller with a larger membership.

THE NEWSLETTER

A few days ago we reviewed all of the issues of the Newsletter published to date, and were delighted to note that contributions to this paper have been received from 51 of our members, in the form of letters, articles and news items. This means that nearly half of the membership has had a hand in making the Newsletter what it is - whatever that is.

The time has come to ask for a bit of help. We are swamped with mail - most of it in the form of additions and corrections to the few roster lists published so far. We need a volunteer who has the time to edit these listings, additions, corrections and deletions.

Ideally, copy would come to this office from the Roster Editor in camera-ready form, ready to photograph and print as is. If this is asking too much, we'll settle for just plain typewritten copy - but not for hand written material.

Such assistance from someone in the Society would make the Newsletter of more interest, and would go a long way towards getting the paper on a regular once-a-month schedule.

Anybody want a job?

ADDITIONS AND CORRECTIONS TO THE MEMBERSHIP LIST.

New members:

Wallace Spencer Huffman
409 East Walnut Street
Kokomo, Indiana 46901

David W. Brownell
P. O. Box 481
Little Compton, R.I. 02837

Charles L. Rhoads
107 South Jefferson Ave.
Collinsville, Ill. 62234

John C. Stacey-Hibbert
54, Ouseley Road
Wraysbury, Bucks.
England

Franklin B. Tucker
216 Central Avenue
West Caldwell, N. J. 07006

Correction:

Austin Maxwell Gregory
Beltana (not Beltava)
Korumburra Road
Drovin, South Australia 3818

THE MAIL BAG

Letters from Members

From Charles L. Rhoads, 107 South Jefferson Ave., Collinsville, Ill. 62234:

I am basically interested in vehicles built in southern Illinois. I have all of the remaining factory records of the Hug Company, of Highland, Illinois. They specialized in building trucks for road building from 1922 until 1942. I am sure that this was the first truck built especially for highway construction. 4014+ trucks were built, including some fire engines and busses.

I also have records of the TECO truck, also built by the Tibbets Engineering Company, Highland, Illinois, in 1948. Only three were built, of a quarry type. Two of them are still in use. I doubt if the TECO is in anybody's records.

I am looking for information on the DUTY truck, made in Greenville, Illinois, 1920-23. I'm not sure how many were built, but I believe about 300. Does anyone have a record of this truck?

Newsletter #8, page 4, mentions a list by Stanley K. Yost, "Did You Know 494 Autos and Trucks Were Manufactured in Illinois?" I have never heard of this before, but am very interested. Is this list, or book, available - and if so, where from.

I own HUG truck, serial #42, and am in the process of restoration.

EDITOR'S NOTE: For information about the Illinois car and truck list, write to Stanley K. Yost, 4443 Elmwood Ave., Royal Oak, Michigan 48073.

As to the DUTY truck, specifications were published regularly in Motor Age, beginning with the issue of April 8, 1920. It was a 2-ton truck with 134" wheelbase. Engine was a 4-cylinder 3½ x 5 Gray. Chassis price was \$1490. The Chilton Directories list this machine as having been made by the Duty Motor Company of Greenville, Illinois during 1920 and 1921.

From Richard Larrowe, Route 1, Box 900, Corbett, Oregon 97019:

I noticed one omission from the list of 1950-1970 cars. 1956 and 1957 CONTINENTAL should have been listed. These cars were made by the Continental Division of the Ford Motor Company and, at least in Oregon, are not registered as LINCOLNS. I own one, and call it a "Lincoln Continental", as does everybody else, but technically it is a CONTINENTAL Mark II, with no reference to LINCOLN. It will be noted that the Mark II has a different body than the ordinary LINCOLN of 1956 or 1957.

How about the new 1971 GMC Sprint pick-up? It is identical to the CHEVROLET El Camino passenger car based sport truck. Are they cars or trucks? If they are passenger cars, then you have a GMC car.

From Ronald John Putz, 1801 South Warner Ave., Bay City, Michigan 48707:

In bibliographies covering antique automobiles I have often seen mentioned Marvin Scudder's "Manual of Extinct or Obsolete Companies". Yet I never was able to locate one or even find a person who has ever seen this work or works.

Now, in the Newsletter, Issue No. 11, I see that his second volume was already published in 1928. I have many questions, such as how many and what makes were covered, how many volumes were ever printed, the story behind Mr. Scudder's works, if any are for sale, or if the publications are so valuable to automotive historians that perhaps the Society could, after obtaining permission, reprint them - possibly in serial form.

If any member can help me, I will surely appreciate it.

The Argo-Galloway Puzzle

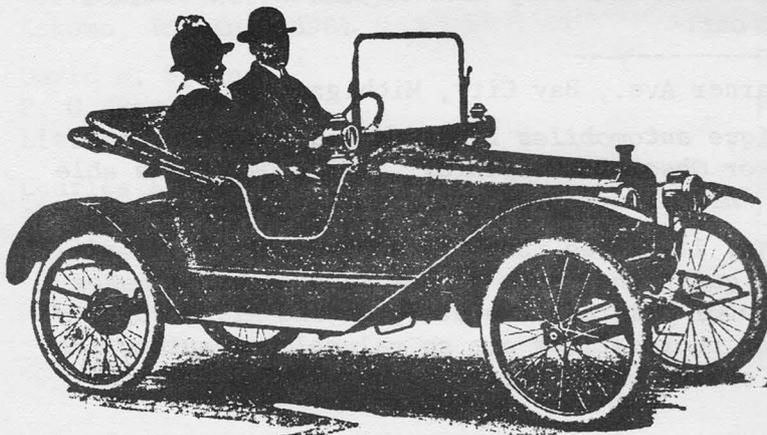
In issue No. 12 there was a small item in reference to the GALLOWAY light car, said to have been made by the William Galloway Company of Waterloo, Iowa, in 1915. This produced the following response from John A. Conde, Bloomfield Hills, Michigan:

This summer I got a GALLOWAY sales folder printed by the William Galloway Company. I am enclosing a Xerox of the cover, showing the GALLOWAY car. I am also enclosing a Xerox of an original ad in my collection of the ARGO car, built by the Argo Motor Company of Jackson, Michigan. Date of the ad, from the Saturday Evening Post, is January 16, 1915. Note that the cars are identical in every respect. I believe that when the Argo company was dissolved, William Galloway bought up the unsold cars, changed the nameplates and advertised the GALLOWAY.

Galloway also sold the ARABIAN car in 1917. I also have a folder on this one. The ARABIAN roadster sold for \$385, with electric starting system \$49.50 extra. A touring model sold for \$435. But whether he actually built the car is a mystery, until one of our esteemed research members reports otherwise.

The cover of the GALLOWAY folder is reproduced herewith, reduced to one half of its original size. Also on this page is the picture from Mr. Conde's ARGO ad of January, 1915.

And now the plot thickens. On the following page is a picture of a later model ARGO, complete with doors. This picture was reproduced from an original



"THE CAR FOR THE MILLIONS" \$289⁵⁰

GALLOWAY'S

—New—

2-Passenger LIGHT CAR

"The Sister of Simplicity"

"The Uncle of Economy"

An Ideal Light Car

**DESIGN
UTILITY**

**SPEED
ECONOMY**

**BEAUTY
DURABILITY**

—THE—

WILLIAM GALLOWAY CO.

WATERLOO, IOWA

Above - Front cover of 1915 GALLOWAY sales folder.

Left - 1915 ARGO, priced at \$295, from an ad in the Saturday Evening Post, January 16, 1915.

Pictures courtesy of John A. Conde.

ad, from the collection of the late Alexander Telatco. This ad appears to have been taken from a copy of Horseless Age or Motor Age, but, unfortunately, the page has been trimmed to fit a scrapbook, and both the date and name of the publication are missing. However, Telatco penciled "1916" at the top of the page, and the ad itself refers to the "season of 1915-1916". It seems safe to assume that this advertisement was printed late in 1915.

Both a roadster and a touring model are pictured in the ad, and these are priced at \$385 and \$435 respectively - prices identical to Mr. Galloway's ARABIAN.

Two references to the ARGO, contributed by Marshall Naul, are as follows:

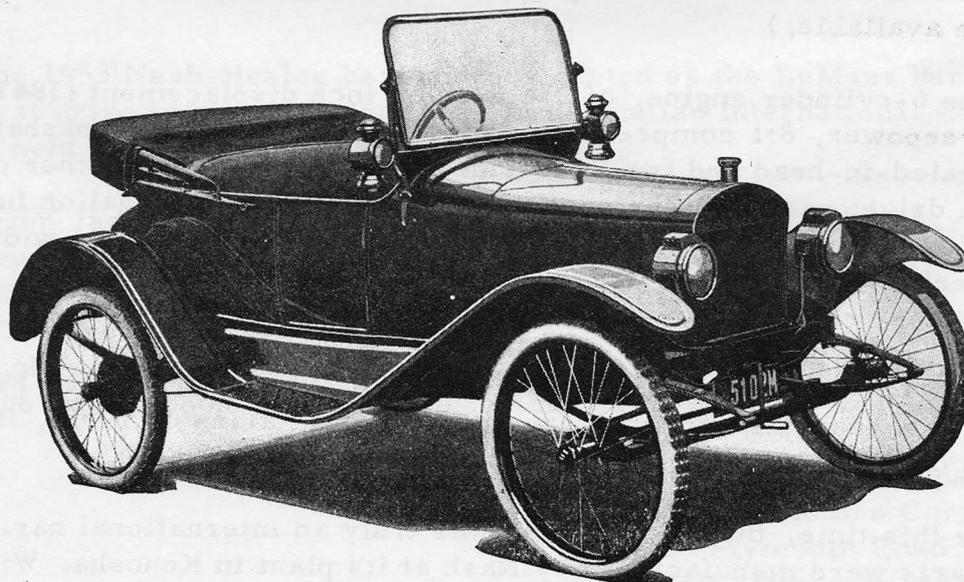
Horseless Age, 4-1-16, page 334: Argo Motor Co., Jackson, Mich., sold to new operator.

Horseless Age, 5-5-16, page 410: Argo Motor Co., Jackson, Mich., increases prices on cars.

In late 1916 the Argo Motor Company was succeeded by the Hackett Motor Company. According to serial number tables, 118 HACKETT cars were built from 1916 to 1919. The HACKETT became the LORRAINE, which was produced in small quantity until 1922. It is interesting to note that the company was reorganized in 1921 as Lorraine Motors Corporation, whose president was none other than David Dunbar Buick! (Ref: Motor Age, 7-7-21, page 22.)

From the foregoing it would seem that the assumption that Mr. Galloway bought up existing ARGO cars to be sold under his own name is probably incorrect. Both GALLOWAY and ARGO seem to have been on the market at the same time (and, later, the ARABIAN and the improved ARGO).

It seems more probable that the Argo Motor Company built cars for Galloway - probably both the GALLOWAY and the ARABIAN - in the same manner as the Piedmont Motor Company, which supplied identical cars to other companies to be sold as BUSH, ALSACE, LONE STAR and probably NORWALK and STORK-KAR.



1916 ARGO Roadster, from an original ad in the Alexander Telatco collection.

The Story of the Nash-Healey

- contributed by John A. Conde

Nash Motors (which in 1954 became a part of American Motors Corporation) early in 1951 brought out the Nash-Healey, the first sports car to be introduced by a U.S. manufacturer in 20 years.

Donald Healey, managing director of the Donald Healey Motor Company of Warwick, England, had built a special sports car, using a Nash Ambassador engine and drive line, which he entered in the 24-hour LeMans endurance race in July, 1950. So well did the sports car perform in the race (finishing fourth) that Nash elected to contract for a limited number of the sports model.

For the new production Nash-Healey, the high-compression, 6-cylinder Nash Ambassador engine was fitted with an aluminum head and dual carburetors. Overdrive was standard. The prototype, which had an aluminum body built by the Healey company, was shown publicly for the first time at the Paris Automobile Show in early fall of 1950.

Production began in December of 1950. In that month, 36 models were built. An additional 68 were produced in the months of January, February and March of 1951. All were 2-door convertibles.

General specifications of the initial 1951 Nash-Healey included, as standard equipment, leather upholstery, adjustable steering wheel, directional signals, chrome wheel discs, foam rubber cushions and five 4-ply whitewall tires. Standard colors were Champagne Ivory and Sunset Maroon. (No other colors were available.)

The 6-cylinder engine, of 234.8 cubic inch displacement (3847 c. c.), had 125 horsepower, 8:1 compression ratio, 7-main-bearing crankshaft; intake manifold sealed-in-head and two S.U. side-draft carburetors. Other details -- torque-tube drive; rear coil springs; tires 6.40 x 15; 20 U.S. gallon fuel tank; plexiglas side windows. Dimensions -- overall length 170 inches, width 60 inches, wheelbase 102 inches, tread 53 inches front and rear, turning radius 17 feet 6 inches, road clearance 7 inches, weight 2400 pounds.

No Nash-Healeys were made from April 1951 until January 1952, when an entirely new roadster body was created by Pinin Farina of Turin, Italy. A total of 150 of these 1952 convertible models were produced.

By this time, the Nash-Healey was truly an international car. The engine and main parts were manufactured by Nash at its plant in Kenosha, Wisconsin, then shipped to England, where the chassis with "trailing link" front-end suspension was added by the Donald Healey Company. The chassis with engines were then shipped to Turin, Italy, where the custom body was built by hand by Farina. The new Farina-designed Nash-Healey was shown for the first time at the Chicago Automobile Show in February, 1952.

A Nash-Healey took first place in its class (behind a Ferrari and a Talbot) and third among all entries in the 1952 LeMans sports car race in France. Fifty-eight cars had started, and only 17 finished.

In January, 1953, a Farina-designed hardtop model was added to the Nash-Healey series. In 1953, a total of 162 roadsters and hardtops were built.

Dimensions of the two models were as follows:

	<u>Convertible</u>	<u>Hardtop</u>
Wheelbase	102"	108"
Overall Length	170.75"	180.5"
Width	64"	65.87"
Height	48.65"	55"
Tread, Front	53"	53"
Rear	54.87"	54.87"

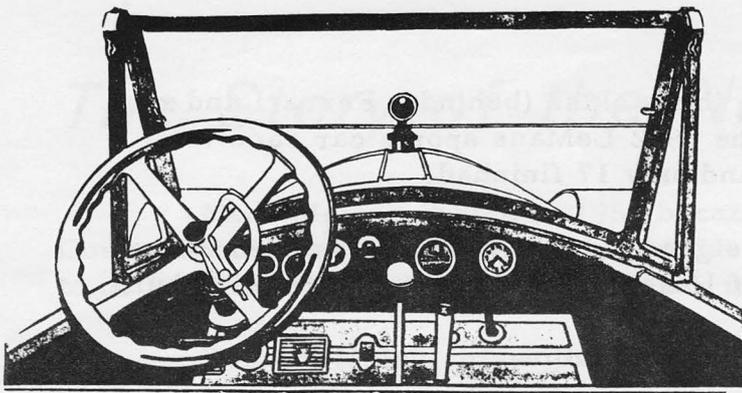
Nash-Healeys with the Donald Healey Company body all had the 234.8 cubic inch (3.8-litre) engine or "small six." A few of the early models with Farina bodies also had this engine. All others were powered by the larger bore 252.6 cubic inch (4.1-litre) engine which used a pair of side-draft Carter carburetors in place of the earlier SU carburetor versions. How to ascertain which engine is in a Nash-Healey model is to check the car serial and engine numbers. If the serial number is under N2250 and if the engine number is below 1163, it is a 3.8-litre engine. If the numbers are higher, the car has a 4.1-litre engine.

The 1953 Nash-Healey hardtop (designated as the LeMans hardtop) was awarded first prize in March of that year in the Italian International Concours D'elegance held at Tresa, Italy.

From January, 1954 through August of 1954, a total of 90 hardtop Nash-Healey models (designated as 1954 models) were built. The 1954 hardtop featured rear window pillars that sloped to the front. No convertibles were made in 1954. This brought to 402 the number of Nash-Healeys with Farina bodies. It also brought an end to the production of the famed Nash-Healey sports car, with a total of 506 having been built from December, 1950 through August, 1954.

(Public Relations Department
American Motors Corporation
14250 Plymouth Road
Detroit, Michigan 48232)

February 20, 1969



LOOKING AHEAD

with a glance at the rear-view mirror

The Society of Automotive Historians has just passed its first birthday. The event was marked by the annual meeting at Hershey, which was attended by members from England, Canada, and the United States from Connecticut to California; from Michigan to Georgia.

As was clearly indicated at the meeting, the time has come to take a look at where we have been in the past year, and where we are headed during the year to come. The business portion of the meeting (reported elsewhere in this issue) was followed by a general discussion in which some much needed constructive criticism was offered. Some of it was in the form of written reports, as follows:

From John M. Peckham, Troy, New York -

Up to this point the SAH has accomplished relatively little, other than to make a start at compiling a Roster of Makes. I don't mean to belittle this effort, for it is obvious that a lot of work has gone into the job already, and we have seen that it is going to be a job of gigantic proportions. However, it seems to me that we are starting in the middle of a vast pile of material, and we are reaching out for facts and information without any definite guidelines or plan.

I would like to suggest that the SAH prepare a set of basic guidelines for the research and recording of needed information, and plan a research program and its final objectives. In other words, let's get a little more organization in the organization.

First of all, let's complete the List of Periodicals as soon as possible. This project was started in the second issue of the Newsletter, based on earlier work by Marshall Naul, which appeared in the May/June 1969 issue of The Bulb Horn. It has not appeared since. It would seem that this would be one of the most important tools which the membership could use. It would give all our members a basic group of publications to look for in their Public Libraries. Granted that most of the periodicals will not be found in even the larger libraries, but the list would be a good start.

I am sure that many of us can add missing titles to the Bulb Horn list, and adding to it, and completing it, should be one of our most important projects.

Now that our members have a list of periodicals to look into, let's find out who has already compiled specific information from them. We know that many of us have done page-by-page studies of certain publications. Some of us specialize in a particular period, make, or type of vehicle. Our next roster of members should include this information. There is no need to duplicate the work of others. Lord knows, it's going to be a long task just to set up an accurate Roster of Makes. Let's not waste any more effort than is absolutely necessary.

Next, before we get further into the roster, it is important that we set up guidelines for an easy, workable standard for gathering, filing and disseminating our information.

Our first step might be to prepare a standard set of abbreviations for the names of the periodicals on our list, and set down a standard pattern of listing references in our correspondence.

A basic, flexible, simple classification of makes could be our next step. I offer my own system as an example:

CLASS A (Production Automobiles)

Any make of which at least one chassis model was put into series production of no less than 25 units.

CLASS B (Non-Production Automobiles)

Any make of which more than one, but fewer than 25, were built of at least one chassis model.

CLASS C (Prototype)

Any make of which a prototype or full size model was constructed of one or more chassis models, but which produced no additional machines.

CLASS D (Intended Makes)

Makes for which a formal organization was formed with the intent to manufacture automobiles, but which never built a prototype or model.

Makes which may have progressed to the design or working drawing stage, but which never built a prototype or model.

Makes for which some form of written public announcement was made concerning intent to manufacture.

CLASS E (Non-Makes)

Automobiles built by, or for, individuals or organizations, and which were not intended to be put on the market for sale to the general public.

CLASS F (Indefinite Makes)

Makes whose names, builder's names, or designer's names appear in the Press, or are known to other individuals, but for which there is no additional information available at present.

This gets things down to a basic pattern, and, with this information on file cards, it can be added to, and shifted as the need arises.

Now we are in a position to start offering additions and corrections to the Roster of Makes. A pattern for submitting such items should be set up, in order to keep the preparation as easy as possible while still being able to include all of the pertinent information.

Mr. Wawrzyniak has already set up a good basic plan for the listing of makes. However, I would like to offer one suggestion. I think we should follow the lead of Doyle and Georgano, referring to makes of the same name by adding lower case Roman numerals in parenthesis after the names. The Encyclopedia of Motorcars, for instance, lists five makes named Star, each followed by its own Roman numeral. This makes it easy to refer to Star (iii) or Star (v) without confusion. I would like to add that we might continue our numerals where E of M leaves off, regardless of the fact that they might not be in chronological order. This would help to eliminate confusion between lists.

My next suggestion for the roster is that it be a cross-reference affair. Companion lists by company name, and by founder's or designer's name, could be invaluable. For example, let's take the Pioneer Motor Car Co. of Troy, New York. This company did not build the Pioneer (i), (ii), (iii) or (iv), as one might expect. It built the Harvard, as did the Adirondack Motor Car Co. of Hudson Falls, N. Y., and the Harvard Motor Car Co. of Hyattsville, Maryland. Of three companies, all building the same car, only one used the name of the car in its name. This can become rather confusing when you come across the statement in Horseless Age which mentions that "The Pioneer Motor Car Co. of Troy, N. Y., plans to start production

of an automobile", period. How do you find out the car's name if you have no more to go on than this? It's possible, but difficult.

Even worse, suppose you came across either of these items - "Northrup Holmes, of Troy, N. Y., announced plans to build a 4 cylinder car, based on the principle of a Glens Falls buckboard", or, "Mr. Herreshoff, formerly with the Herreshoff Motor Co., of Detroit, has designed a light car which will be built in Troy, N. Y.". These are typical of complete comments and announcements which appeared in many magazines. If you happened to run across one of these you could look for months before you found something to set you on the right track. A good cross-reference roster could eliminate much of this type of problem.

Finally, after going through all this, I would like to conclude with the suggestion that the SAH set up a Research Guidelines Committee, including the Chairman of the Roster Committee, which would be able to prepare some basic standards for members of the Society to use. In addition, it might be worthwhile to compile a handbook of Research & Recording Guidelines and Research Techniques, for general distribution to the membership.

By doing this extra work at the beginning we can assure ourselves of being able to produce results of the utmost accuracy and clarity, while eliminating much tedious duplication of effort and various forms of misunderstanding.

The following comments by R. A. Wawrzyniak, Berlin, Wisconsin (who heads up the Roster Committee), are in general agreement with those of John Peckham - plus some suggestions of his own:

I would like to express my appreciation for the support of the automotive roster program, as evidenced by the considerable mail which I have received - both domestic and foreign. All letters have been answered.

It seems, at first appraisal, that the number of corrections to the roster list your chairman prepares is disturbing, yet this, too, shows fine support by the Society. Various items do get rejected before the main list is presented - such as trucks, foreign cars, a tractor or two, and even a garage! Ideally, a perfect list should be presented, and if that could be it would put the Society out of business. However, I can assure you that no one will ever be able to do that.

To state it briefly, the main list is for U.S. and Canadian cars (and later trucks) which were actually built - even if only one. Ideally again, we should have the production figures for every car ever made. Obviously this is not possible. We'd have a complete roster already. However, various notations will be made, as available, of low production figures or other items of pertinent information.

Besides the makes that actually got built, there was an indeterminate number that did not get to the production stage. For some time I've been pondering what to do about this problem. Shall we record these or not? In some cases it is really difficult to tell, from available data, whether a car was or was not actually built. John Peckham's ideas on the roster project point out the value of such a list of non-producing automotive companies. He has a point, and I recommend that the non-producers be put in a separate auxiliary list. The main list is going to be lengthy enough as it is, and to have all this additional material included would unduly complicate matters - especially as this appears to be an area which no one has covered before.

If the Society is in favor of this recommendation, I further recommend that a sub-committee (of perhaps one member) be appointed as a recorder and clearing house for these non-producing companies who, nevertheless, had planned to produce a car or truck as the evidence indicates. I spend about four hours a day on SAH affairs - reading letters, answering them, preparing roster sheets, doing research, etc. I would like to spread the load a bit. We might give this sub-committee, say eight months to a year to collect and organize this portion of the project with a

view towards publication. I have no idea of how many entries could be presented in this department, but I expect the main list to go somewhere around 4500-5000 American and Canadian cars plus 1700-2000 trucks. It may be four or five years before I find out my batting average on that statement.

There is also the matter of cross-referencing cars and companies where the name of the car does not appear in the company title. So far I have attempted to work at least some of this into the main list. However, critical reconsideration leads me to wonder if this is the best thing or not. First, one cannot do it full justice until one gets through "Z" and arrives at the proper perspective. Second, does this really belong in the main list anyway?. Perhaps a second cross-reference should be made, and leave it out of the main list. Possibly we could use another sub-committee. I would like to have ideas from the Society on this.

I have an alternate idea for presentation of corrections to the roster when published in our Newsletter: list all additions and corrections to the roster alphabetically by makes, followed by the correction, reference and date, and SAH member's name. I recommend this as an improvement. What is the opinion of the Society?

Some of our Canadian members have expressed disapproval of the inclusion of some Canadian cars in the main list. Since some companies are international in their operations it seems best that the main list be an American-Canadian one. However, to accomodate our Canadian friends, I suggest that one issue of the Newsletter be devoted to an exclusively Canadian list of cars and trucks (when we finish the main list). This would be a recap with all of the corrections. At 125-150 entries we could easily do this. Any objections?

I am aware that there is a lot of ground to cover and that I have not touched on every point. Thanks again for your continued support. This is a great group to work with.

The following comments would ordinarily have been published in "The Mail Bag" section of the Newsletter, but, since they seem to apply here, they are included in this group of comments. This item was sent by R. Perry Zavitz, of London, Ontario, Canada:

The purpose and goals of the SAH are very commendable, if not vital, in automotive history. There is a tremendous amount of work to be done. During our first year we have bitten off several big chunks, which I hope we can chew and digest properly. Perhaps this is where our weakness is at present. We are something like the man who jumped on his horse and rode off in all directions.

We must organize our efforts more efficiently than we have so far. I suggest that we break down our various areas of endeavour, such as the roster, trucks, foreign cars, ATVs, etc. and appoint a chairman for each section. Each member has his own pet area of interest and he can channel his own knowledge and research to the chairman of the area of his interest. A step in this direction has already been taken with the appointment of Mr. Wawrzyniak as the Roster Chairman.

Each chairman should be able to appoint a committee from the membership at large to assist him with the work of that section. The size of the committee would depend upon the amount of work required, and the time the members have available for that work. Perhaps a chairman co-ordinator would be desirable, but for now I expect the president could oversee this aspect.

This is just a suggestion, but I feel that it has merit and I hope that it will receive consideration.

There was also some comment on the general contents of the Newsletter. One member expressed the opinion that we have spent too much time on car lists, and not enough on the development of the automobile itself - such as articles on the history of some of the component parts. The development of the Motometer (and similar devices) was specifically mentioned.

Clearly, what started out to be a loose sort of organization for the exchange of information and opinions has become exactly that. And it is equally obvious that it will so remain. During the past year a substantial amount of information has been contributed in the form of letters and articles, to be shared with all of our members. It is safe to assume that every one of us has learned at least a little more about automotive history than he knew before he became a part of SAH. To that extent, this organization has served its purpose, and served it well.

It seems equally clear that the foregoing statements of opinion are not to be construed as expressions of dissatisfaction, but rather as a sincere desire to improve our methods - to make the whole project more valuable to each of us. Because we are widely separated geographically just about all of our affairs must be conducted by mail, which means that we will move slowly, and with not a little duplication of effort. Our problems are problems of method, rather than purpose.

Classified Ads

This classified ad section 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.

Send your classified advertising to: Society of Automotive Historians, Publications Office, P. O. Box 6465, Marietta, Georgia 30060.

For Sale or Trade: Over 50 issues of MOTOR AGE, from 1917, 1919 and 1920. Some complete months. Some have loose covers, but the insides are in very good condition and have no missing pages or clipped pictures. Will sell for \$4 per copy or trade for Pre-1915 truck material (American or foreign), Pre-1930 foreign auto books, or Pre-1915 auto magazines (American or foreign). Send for list of issues. JOHN M. PECKHAM, 675 PINWOODS AVENUE ROAD, TROY, NEW YORK 12180.

6 section Wall Chart that shows 554 old car emblems dating back to 1901. \$5.35 postpaid. This is the old EATON chart copyrighted in 1951 and reissued in sections to be mailed in flat form. This most valuable historical reference should be on the wall of every den. Other Wall Charts can be made up on emblems and the lists of 2734 cars made or sold in the USA. SSAE please. HARRY PULFER, BOX 8526, LA CRESCENTA, CALIF. 91214.

Wanted: Iron Age magazine, July 30, 1931. Any DeVaux material including magazine ads I don't have. Anything pertaining to Beaver, Portland, Pacific or any other car or truck made in Oregon. Anything pertaining to the Portland Kaiser-Frazer factory. Ads and magazine articles about 1936 Chevrolet 6-wheel truck. Fortune ads for Mark II Lincoln Continental. RICHARD LARROWE, ROUTE 1, BOX 900, CORBETT, OREGON 97019.

Just Off The Press - Early Car Serial Numbers, 1910-1942. A new 56-page (8½ x 11) book listing serial numbers of over 200 makes, with dates and places of manufacture, and location of serial numbers. This is an original research project, not a reprint. \$2.00 postpaid. BRIGHAM PRESS, BOX 6465, MARIETTA, GEORGIA 30060.

Wanted to borrow: New England Automobile Journal, any issues 1907-1915. G. MARSHALL NAUL, 5 QUEEN ANN DRIVE, CHRISTINE MANOR, NEWARK, DELAWARE 19711.

Wanted: American Automobile Manufacturers, The First Forty Years, by J. B. Rae; My Father, by M. Durant; Roy D. Chapin, by J. C. Long; Gasoline Age. The Development of the Automobile and Gasoline Engine in Michigan, by J. P. Edwards; Son of New England, James Jackson Storrow, by H. G. Pearson. Please state condition and price including postage. RAY L. NEWBURN, JR., 3226 EMERALD ISLE DRIVE, GLENDALE, CALIF. 91206.
