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NEWSLETTER

ISSUE NO. 17

The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

Without ambitious volunteers a non-profit (very) organization, which the S.A.H. is, would soon disappear. It is fortunate that we still find persons whose interests coincide with needs. This is the case with definitions and standard methods of recording. Fred Roe, of Holliston, Mass., has been aware of the needs for standards and asked, in an enthusiastic letter, how his interests and talents might be used to further the S.A.H. He therefore has been given the job of Chairman of Standards. In this capacity he can recommend means of distinguishing model names from names of makes, what defines a "make" of automobile and, hopefully, set definite answers to other bothersome questions.

Perry Zavitz, of London, Ontario, has accepted the post of Secretary. Guy Seeley asked to be relieved of this portion of his task which he has undertaken since the founding of S.A.H. The job of Secretary in addition to that of Treasurer had required more time than Guy had available. For past service to the S.A.H. Guy Seeley has our thanks for a job well done.

Henceforth, all correspondence concerning the affairs of the Society should be addressed to Perry Zavitz, 460 Ridgewood Crescent, London, Ontario, Canada.

DR. VICENTE ALVEREZ

Dr. Vicente Alvarez, of Buenos Aires, a charter member of the Society of Automotive Historians, was critically injured at the Indianapolis Race Track on May 29, 1971, when the pace car for the Memorial Day race crashed into the press stand, of which Dr. Alvarez was an occupant.

As this is written (June 6) he remains in critical condition in the Intensive Care Unit of the Methodist Hospital, Indianapolis.

In a telephone call to the hospital today we were assured that Dr. Alvarez can receive mail, and all members of this organization are urged to send a note or card. The address is: Methodist Hospital, 1604 North Capitol Avenue, Indianapolis, Ind., 46202.

ADDITIONS TO THE MEMBERSHIP

G. L. Hartner
c/o Miss Judith Stropus, Mgr.
Mobility Systems Co.
P. O. Box 947
Plandome, New York 11030

James A. Wren
Automobile Mfrs. Association
320 New Center Building
Detroit, Mich. 48202

Willard J. Prentice
2419 Chetwood Circle
Timonium, Md. 21093

CHANGE OF ADDRESS

Jack E. Triplett
2703 Curry Drive
Adelphi, Md. 20783
(Was 7793 Keswick Place
St. Louis, Mo. 63119)

Informational Directory Suggested

In joining the SAH it was my hope that some sort of information center might be established for the benefit of the members. Even though this might not be achieved in a physical sense, it seems to me that the SAH might supplement its membership directory with additional data.

What I suggest is a printed index card on which each member might indicate the nature and extent of his own personal reference library, plus, of course, his name, address, phone, etc.

I would endorse using broad general categories for a start, perhaps becoming more specific at a later date. For instance, at this stage of the game I would say that it is more important to know that a member has a collection of post-World War II periodicals than to know that he has copies of Speed Age, or Motor Trend, or Road & Track. The thing an inquirer wants to know, if he is looking for something published, say, in 1925, is to be able to contact the right persons and not bother members who have nothing for that particular period in their library. It would thus enable the inquirer to narrow his field of inquiry, at the same time saving needless postage, stenographic, etc., expenses.

If you think such a directory has merit and is feasible, please feel free to publish this letter in a forthcoming Newsletter. Who knows, we might get some helpful comments?

Charles L. Betts, Jr., 2105 Stackhouse Drive, Yardley, Penna. 19067

EDITOR'S NOTE: The suggestion of Mr. Betts' seems not only practical but also essential. A new and up-dated membership directory has been needed for some time, and work was begun on this project late last year. However, it was decided to wait and see how many of our first year members would renew their memberships, and thus avoid the inclusion of names of those who were no longer members.

Now we are able (and happy) to report that more than 85% of last years members are still with us - an unusually high percentage. Also, new members have been added to replace those lost, so our total membership remains about where it was - right around 120.

Obviously, it is high time that a new directory be issued. However, rather than design a file card (which never seems to include everything) we are enclosing with this issue a directory form indicating the information desired, and leaving space for other pertinent details which might not apply generally. For instance, a few of us live close enough to large automotive libraries (Detroit, Philadelphia, Chicago, to name a few) and can spare a little time to hunt up information for the benefit of all of us. A few others have ready access to company archives. Some of us own specialized equipment - photographic, printing, copying machines, etc.

This directory will be far more than a list of names and addresses, and may require a full page for some members. It will enable each of us to know all the rest of us a little better. We will all be able to know where to get specific information and services, and how much cost, if any, is involved.

Rolls-Royce, Alive and Well

I felt that I must write to set the record straight on the Rolls-Royce situation (see Guy Seeley's comments, page 8, Newsletter #16). I telephoned the Rolls' Public Relations Department in London this morning (May 13th), and they assured me that production of motorcars is very definitely continuing at the Crewe factory. Although the ownership of the Car Division is still in some doubt, manufacture is going ahead, and they hope to build about 2000 cars in the coming year. Indeed, they launched a new model, the high-performance 'Corniche', at the beginning of March.

Nick Georgano, 44 Kensington Park Gardens, London, W. 11, England.

The SILVERBIRD

The following letter, with sketch attached, was sent by Mr. W. L. Barmmer, 196 Huntington Road, Stratford, Conn., to our member Ken Purdy. Mr. Purdy returned his letter with this note: "I suggest you write to The Society of Automotive Historians, Box 6465, Marietta, Georgia." Mr. Barmmer (who is not a member of SAH, but who should be) mailed the letter to us, and it is published herewith:

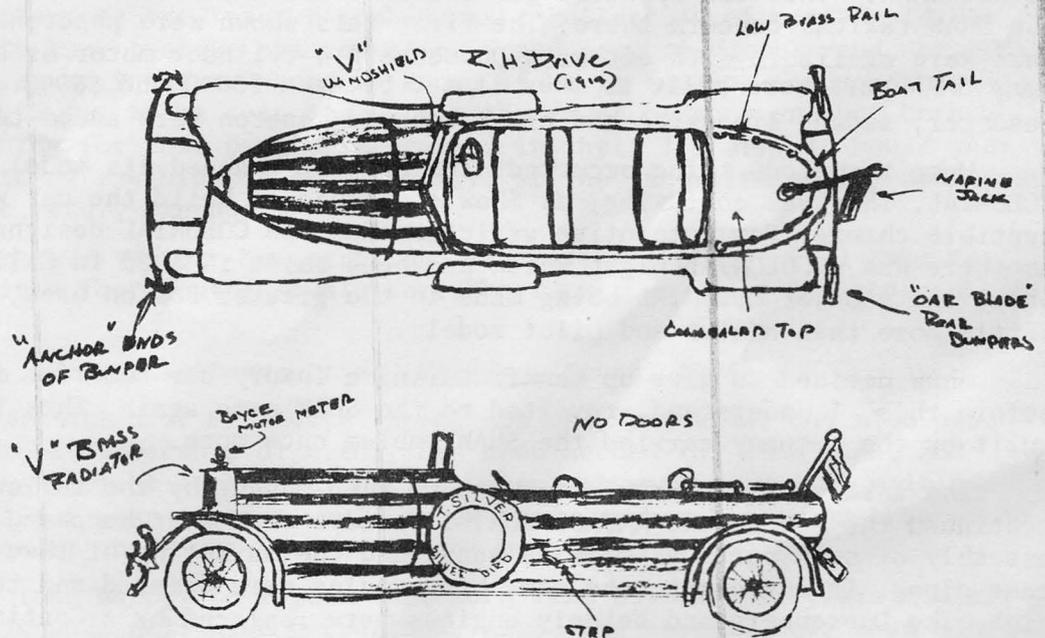
Dear Mr. Purdy:

Here is a sketch of the then famous "Silver Bird", that as a teenager in 1914-17 I frequently admired in C. T. Silver's "Overland" showroom on Broadway at 55th Street. As I have all your books and get most of the sport car magazines, I have never seen, or noticed any mention of, the "Silverbird". Do you know what became of it? While my four boys have been sport car addicts for 15-20 years, they raise an eyebrow when I describe the "Silverbird". I will appreciate any information you can give me.

This sketch was sent by Mr. Barmmer, along with the above letter.

It would be our guess (and only a guess) that since Mr. Silver was an Overland dealer, and presumably not a manufacturer, that this car is probably a special body mounted on an OVERLAND chassis.

Anyone who knows anything about this unusual car is asked to send information to the Newsletter for publication.



ALTERNATE BROWN + WHITE STRIPES - 4" WIDE

C.T. SILVER "SILVER BIRD" - C.T. SILVER DISTRIBUTOR "OVERLAND" - THIS CAR IN CUMMERBUDD SHOW ROOM WINDOW - BROADWAY AT 55TH ST - 1914-1917

The BREEZE

Point of interest, A. M. Gregory in his letter (NL #16) mentions the BREEZE of which one has been discovered in Australia. The BREEZE was made by Jewel Carriage Co. of Cincinnati. In 1912 this company was split up, the motor vehicle department being taken over by Ohio Motor Car Co., of which Ralph E. Northway was Chief Engineer, and the founder of Northway Motor and Manufacturing Co., makers of engines and later a part of General Motors. Northway then moved to New England and built the very fine NORTHWAY trucks at Natick, Mass.

The buggy business of Jewel Carriage Co. went in with the American Carriage Co. This was not the same company that made the JEWEL car.

Walter O. Macilvain, 17 Bonner Road, Manchester, Connecticut 06040

EDITOR'S NOTE: In addition to the trucks mentioned in Mr. Macilvain's letter, Northway also made passenger cars. A full page ad, which appeared in the January, 1922 edition of Chilton's Automobile Directory is reproduced on the back page of this issue.

More on Bibliography

It was good to get the latest issue of the Newsletter, and, as usual, I have some comments. In regard to Marshall's Bibliographer's Corner, I can add a little information which may be of help.

First; besides the Patent Office Gazette, there is the Subject Matter Index of Patents for Inventions Issued by the United States Patent Office From 1790 to 1873, Inclusive. This was published by the Government Printing Office in 1874. This set of books is easier to use than the Gazette but is not as informative.

Second; when checking on patents by subject-matter you can be easily led astray. An example of this is a problem I had. I have made a search for all the patents for self-propelled road vehicles between 1790 and 1892, and among the rather lengthy lists was the title "Carriage propelling mechanism". Not until I went to the U.S. Patent Office Search Room in Alexandria, Va., and checked their files for Class and Sub-Class of each patent on my list, did I find out that the title referred to a Typewriter Carriage. There is no way to be sure without checking the Classes.

Another Patent Office list which would be a big help is James Titus Allen's Digest of United States Patents: Air, Caloric, Gas and Oil Engines, 1789-1906. I have been told that Allen did a similar set on Automotive Patents, but I have seen no definite reference to it.

I hope that by the end of the summer I will have copies of all the patents for complete, self-propelled road vehicles from 1794 to 1892. If any member needs information in this field I will be more than happy to help him, as long as it does not conflict with a project on which I am working.

John M. Peckham, 675 Pinewoods Avenue Road, Troy, New York 12180

The HENNEY KILOWATT

This afternoon (April 20, 1971) I found that the HENNEY KILOWATT is being is being displayed at 51st Street and the Avenue of the Americas in New York City (The Sperry-Rand Building). I also got the enclosed literature which covers the story of the car and gives production figures. If the SAH has a library, please add this to it and if you think it will be of interest, put the address in the Newsletter.

I'm going to write to Mr. Gelinas and see if I can get any more information.

Jan Eyerman, 87-16 Sutter Avenue, Ozone Park, New York 11417

EDITOR'S NOTE: The above letter was received by Guy Seeley, who passed it along to the Newsletter. A press release, from Mr. Jack Gelinas of the National Union Electric Corporation, Greenwich, Connecticut, was included.

This news item, which gives full details of this electric automobile, is reproduced elsewhere in this Newsletter.

The STORK-KAR, and Other Duplicates

In earlier issues of the Newsletter we have discussed the probable relationship between the PIEDMONT, NORWALK and STORK-KAR, plus a few others. To date, no specific information as to the connections between these several companies' has been brought to light. All of the makes involved were assembled from standard parts, and were identical in every respect with the possible exception of hood and body details on a few of them.

Almost from the beginning of the automobile industry, manufacturers have depended upon outside suppliers for some parts - a practice which continues to this day. However, the era of the completely assembled car reached its peak in the late teens and early twenties and ended, for the most part, after 1932.

Producers of the assembled cars rationalized that every major component of their products was made by a specialist who concentrated his efforts on nothing else. Other auto makers who made all of the major parts of their products argued that their cars were designed and built under one roof, and that each part was developed to work specifically with all of the others. There was probably a bit of truth in each of these points of view.

However, the policy of assembling cars from parts made by outside suppliers did enable a lot of small producers to remain in business for years on a capitalization which would't keep a modern giant automobile company in operation for more than a few hours.

Engines for the assembled cars were supplied by Continental, Lycoming, Northway, Herschell-Spillman, LeRoi, Waukesha, Wisconsin, Weidely, Beaver, Rutenber, Gray and Golden, Belknap & Swartz - plus any number of smaller companies. Only a few of these engine makers survived the passing of the assembled car, and they did so by turning to the manufacture of engines for everything from trucks to power lawn mowers.

Because such a number of automobile makers bought component parts from the same manufacturers the cars they turned out were very much alike. The HATFIELD, LAUREL, PRINCESS 30, MOORE 30 and MECCA 30 were all put together with the same parts and differed only in wheelbase, tire size, spring arrangement and body details. Some models of ELCAR and CROW-ELKHART are practically the same car, although put together in different plants.

Other small motor car makers went one step further. They bought complete cars from other makers, added their own nameplates, and offered them for sale as their own products. PIEDMONT sold complete cars to BUSH, although some of the BUSH cars were also made in Indiana by ELCAR or CROW-ELKHART. PIEDMONT also supplied its Model 4-30 to ALSACE (export), LONE STAR and perhaps others. The TULSA and TEXAN are so nearly identical to PIEDMONT as to be suspect.

The relationship between PIEDMONT, NORWALK and STORK-KAR is less clear. These cars are identical, almost to the last detail. The STORK-KAR seems to have been produced at the NORWALK plant in Martinsburg, West Virginia. All three makes shared the same body, and modifications which appeared in any one of them also appeared in the other two.

Others supplied complete chasses, ready for body and tires, to anyone who wanted to become an automobile manufacturer. (See "Mail Bag", issues #14 and 15). These included COEY, NEUSTADT-PERRY, GARFORD and MOON. These companies also made cars under their own names, but there were also chassis makers who built nothing else. These included the Detroit Chassis Company, Pontiac Chassis Company and Wahl Motor Company. Chasses produced by these companies were usually assembled from standard parts, just like the assembled cars. Just how many makes were based on these chasses will probably never be known.

The practice of offering identical cars under different names has not been confined to the early years of the business. The FALCON-KNIGHT of 1927-1928 was exactly the same car as the 1928 WILLYS-KNIGHT Model 56 except for the design of the radiator shell and hood, and some of the outside body trim. It is probably safe to assume that Willys-Overland supplied either parts or perhaps complete cars to Falcon.

In the early 30s CADILLAC and LASALLE were twins, and differed only as to hub-caps, nameplates, bumpers - and price! And even today the Big Three offer virtually identical products as different makes.

SOME COMPARATIVE SPECIFICATIONS

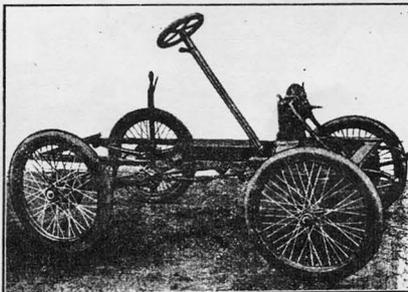
	PIEDMONT	NORWALK	STORK-KAR	BUSH	LONE STAR
MODEL	4-30	4-30	M	A	B-4
ENGINE MAKE	Lycoming	Lycoming	Lycoming	Lycoming	Lycoming
NO. CYLINDERS	4	4	4	4	4
BORE & STROKE	3½ x 5				
CARBURETOR	Carter	Zenith	Zenith	Carter	Zenith
STARTER	Dyneto	Dyneto	Dyneto	Dyneto	Dyneto
GENERATOR	Dyneto	Dyneto	Dyneto	Dyneto	Dyneto
IGNITION	Delco	Delco	Delco	Delco	Delco
BATTERY	Willard	Willard	Willard		Willard
CLUTCH	Borg & Beck				
TRANSMISSION	Grant-Lees	Grant-Lees	Grant-Lees	Grant-Lees	Grant-Lees
UNIVERSALS	Hartford				
REAR AXLE	Peru	Peru	Peru	Peru	Peru
GEAR RATIO	4.45	4.50	4.50 (opt)		
WHEELBASE	116"	116"	116"	116"	116"
TIRE SIZE	32 x 3½				
MAKE OF TIRE	Firestone	Firestone			
SPEEDOMETER	Stewart	Stewart	Stewart	Stewart	Stewart
STEERING GEAR	Ditweiler	Ditweiler			

These specifications are confirmed by literature issued by the companies involved or by magazine articles. Blanks indicate details not mentioned in these references.

TORBENSEN GEAR

We are now prepared to supply the trade with our new and improved running gear, suitable for gasoline and electric Motor Cars. Complete chassis, or running gear alone, ready for Motor.

For full descriptive details see pages 30 and 31 of this Journal.



POINTS OF MERIT

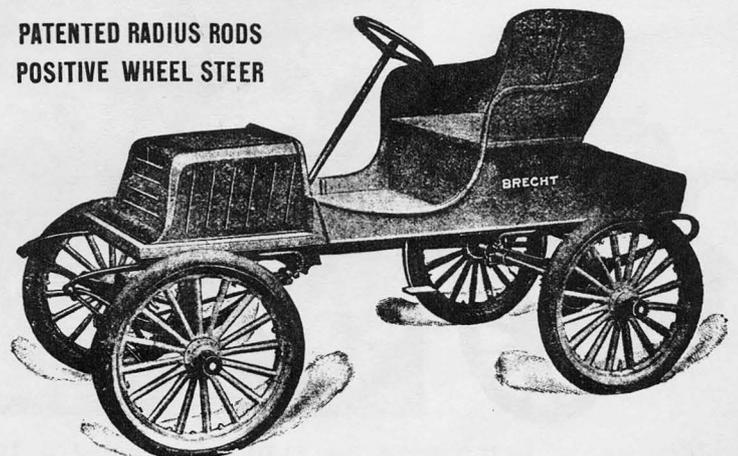
Platform spring support, greatest flexibility and comfort in riding. Correct proportioning of parts. Bevel gear drive; no chains, but direct drive from Hubs of Wheels. All working parts dust proof, encased, and working in oil; gears of steel, hardened and fitted on squared shafts, insuring long life and freedom from break-downs. Two speeds and reverse; powerful double-acting brakes, independently adjustable. Superior workmanship. We do not offer an experiment, but a thoroughly-tested and complete gear.

TORBENSEN GEAR INCORPORATED
BLOOMFIELD, N. J.

BRECHT'S LIGHT TOURING CAR

READY FOR POWER—IN THE WHITE

PATENTED RADIUS RODS
POSITIVE WHEEL STEER

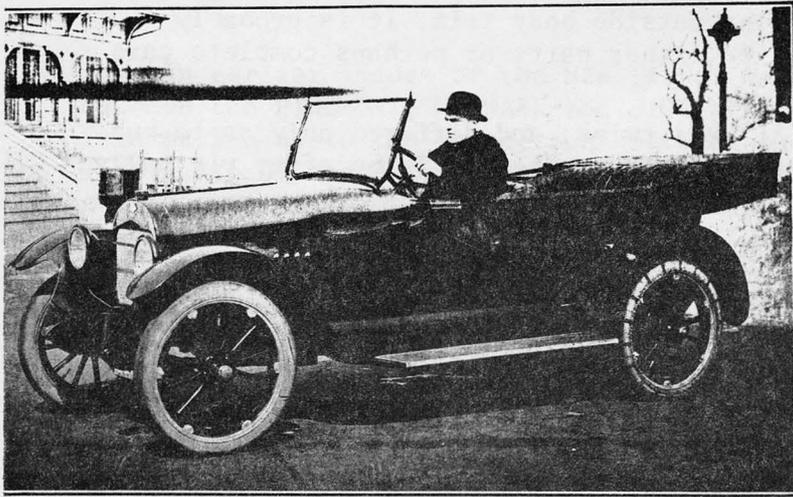


BRECHT AUTOMOBILE CO.

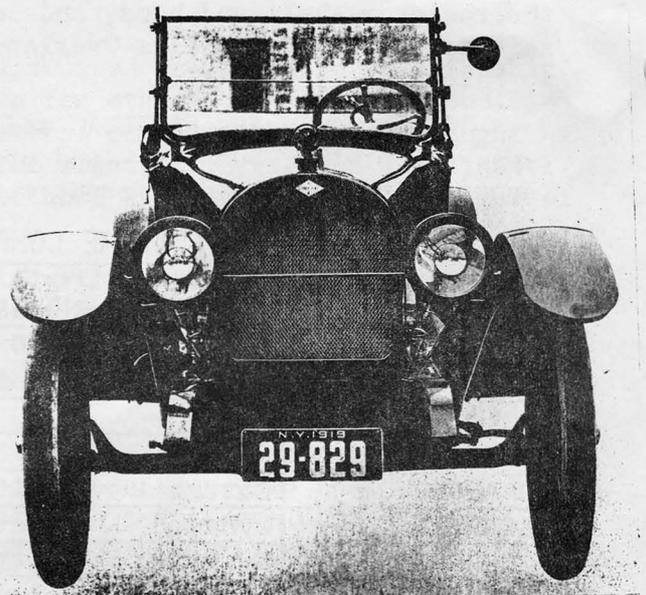
12th and Cass Ave.

St. Louis, Mo.

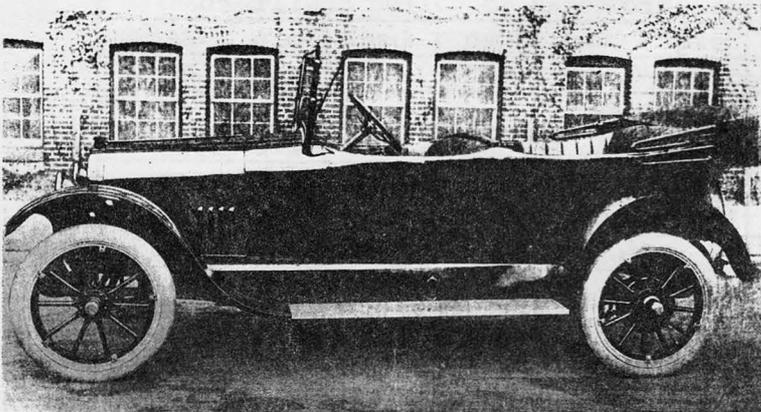
Torbensen and Brecht both offered running gear to auto makers, usually without engine. These ads are reproduced from Cycle and Automobile Trade Journals of 1903.



STORK-KAR — IN USE

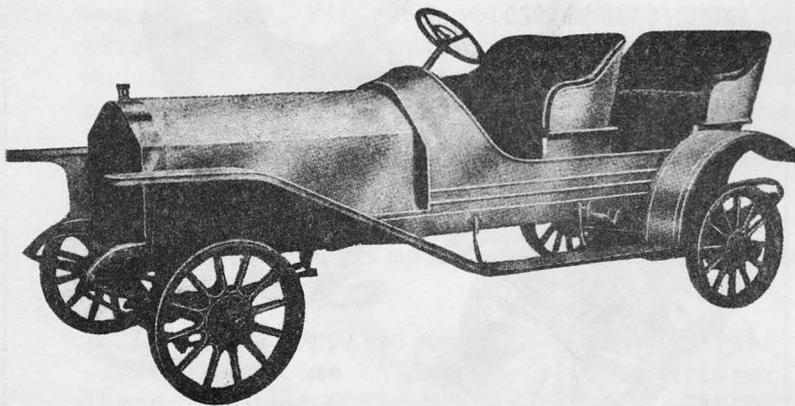


STORK-KAR — FRONT VIEW

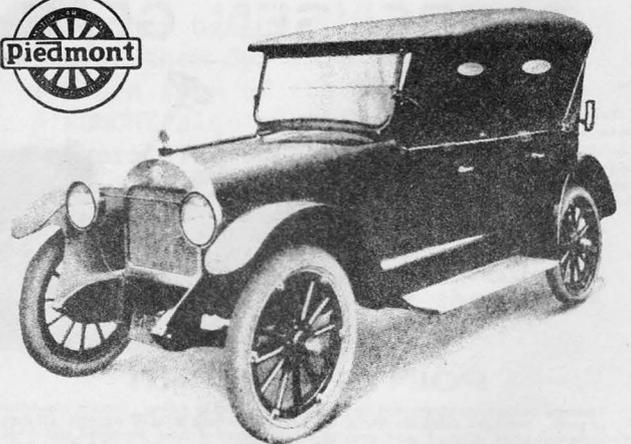


STORK-KAR — ROLLED-OVER BODY

STORK-KAR pictures from 1920 brochure, supplied by the Free Library of Philadelphia



BORBIEN (1903-07) succeeded BRECHT as a supplier of semi-finished cars to other manufacturers. This is a 1907 model.



1921 PIEDMONT. Picture from ad in Motor World, July 6, 1921

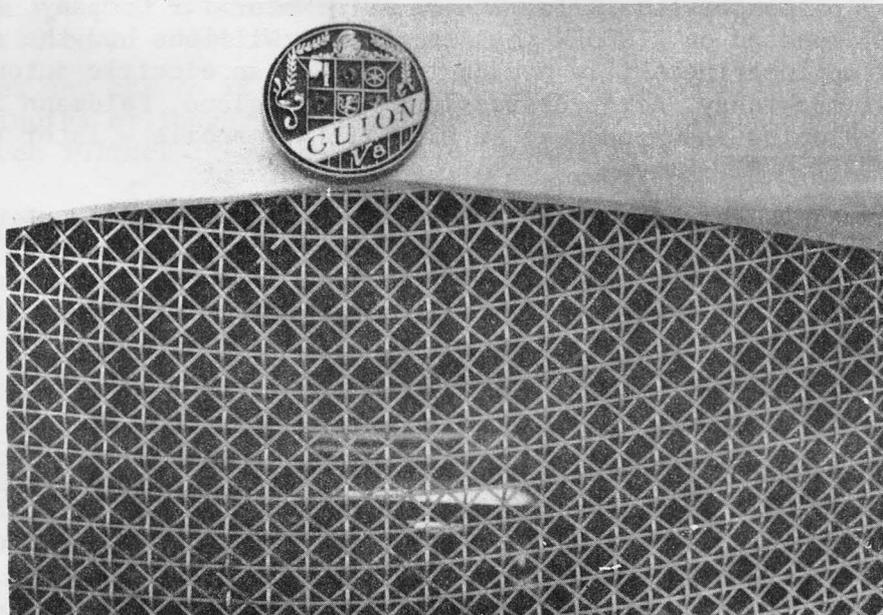
In Newsletter #14 Frank Snyder requested information on a purported WOODLAND SPECIAL built in Cleveland, Ohio, 1906-11. The only company which seems to come close to the given manufacturer is Woodland Wagon and Auto Co., Cleveland, whose incorporation was listed in Horseless Age, June 2, 1909, page 778.

Is the KING MIDGET still being built? In 1907 Midget Motors was taken over by Barthman Brothers, and the production moved to Gloucester, Ohio from the original location at Athens, Ohio. However, Barthman Brothers are no longer in Gloucester.

David Brownell is interested in any information on a BROWNELL automobile possibly built by the engine manufacturer. Apparently at least a chassis is extant in Connecticut, according to Dave.

The MERCILESS of 1907 is listed in the Connecticut 1914 License Register as manufactured by the Huntington Automobile Company of Huntington, Illinois. This location is also given by Stan Yost in his list of Illinois vehicles. However, the existence of Huntington, Illinois, is questioned, as no such place is given on current maps, nor does the U. S. Postal Guide list such a town. Could this have been Indiana or West Virginia? There is a Huntington in each of these states.

EDITOR'S NOTE: In several issues of The Automobile for 1907 there are small advertisements by the Huntington Automobile Company of Huntington, New York. However, these ads are for tire repair plugs - not automobiles - so this may not be a lead at all. On the other hand, several small automobile manufacturers switched to a product less complicated and probably more profitable than auto making but retained the original company name. Among these was the Conover Motor Car Company of Paterson, New Jersey, which made a few cars, then switched to accessories for automobiles, especially windshields. In checking references for these companies it is interesting to note that the sale of the products of both Huntington and Conover were handled by the National Sales Corporation, 296 Broadway, New York City



This photo was made of the nameplate of a car in the parking area outside the Hershey Stadium last October. The car looked like an EXCALIBUR, but had no other identification. Harry Pulfer cannot identify it, but perhaps some other member can.

The HENNEY KILOWATT

contributed by
Janius Eyerman

FROM: Jack Gelinus
National Union Electric Corp.
Greenwich, Connecticut
Tel: (203) 661-1900

The man who mass-produced an electric automobile, the HENNEY KILOWATT, as recently as 1961 forecast a strong comeback for the vehicles. He is C. Russell Feldmann, whose foresight on another occasion made him the first to conceive the idea of equipping automobiles with radios. He did, in fact, put the first radio in an automobile back in 1928.

Mr. Feldmann, who is Chairman of the Board and President of National Union Electric Corporation, looks for the day when most families will be operating electric automobiles as second cars for suburban use.

Mr. Feldmann got his idea for a modern electric automobile from electric golf carts, which first appeared early in 1959. Housewives, it seems, were borrowing their husbands' golf carts for short haul shopping chores. He studied the possibilities of mass-producing a battery-powered automobile with an electric motor and controls that would be improvements over those in the turn-of-the-century electrics.

At about the same time he learned that B. L. England, then Chairman of the Atlantic City Electric Company, had a similar interest. England visualized an electric automobile whose batteries would be charged with house current during off-peak hours, thus giving the utilities a new source of revenue. But his problem had been to find a manufacturer with the ability and skill to produce the vehicle.

One of National Union's divisions, Eureka Williams Company, owned the Henney Motor Company which manufactured school and transit bus bodies, as well as special trailer and van bodies. Henney, at Canastota, New York, had earned recognition in the automobile industry for its craftsmanship in designing and manufacturing such custom work as 7-passenger sedans for the Packard Motor Car Company, and custom bodies for Ford, mounted on LINCOLN chasses. Eureka Williams had the research, development and engineering skills needed to produce an electric automobile's intricate internal machinery. After discussions with England, Feldmann agreed to cooperate in developing and producing an electric automobile - later to be known as the HENNEY KILOWATT.

One of Feldmann's chief concerns was to find a conventional automobile which could be easily adapted to his purpose. After examining and rejecting several designs a modification of the RENAULT Dauphine body and chassis was decided upon. By November, 1959, he had arranged for delivery of 100 of the French cars, stripped of engines, radiators, gas tanks and electrical equipment.

Early in 1960 the first HENNEY KILOWATT rolled off the line in Canastota and was delivered to the Atlantic City Electric Company.

The car had its official world premier at Boca Raton, Florida, March 22, 1960, at the Convention of the Southeastern Electric Exchange. There, delegates and the general public scrambled to see and test-drive the three pre-production models on display. A substantial number of orders for the car resulted from the convention, and suggestions for improvement were received and later carried out.

On June 6, 1960, 12 of the improved KILOWATTS were displayed at the Atlantic City convention of the Edison Electric Institute. The little electric automobile stole the show, as it did wherever it was exhibited across the country. By the end of 1961, 47 cars had been sold to as many utility companies.

A few KILOWATTS are in use today. The car has a seven-horsepower motor powered by a 36-volt battery system. A separate 12-volt battery operates the turn signals, lights, horn and windshield wipers. The automobile has a top speed of 35 miles per hour, and can go 40 miles on a single battery charge. The batteries can be recharged in eight hours simply by pulling a cord from its storage space under the front hood and plugging it into any 115-volt, 30-ampere socket.

A control activated by a conventional accelerator pedal varies the speed of the car by changing the amount of voltage that goes to the traction type motor. To operate the KILOWATT, you simply push a switch on the dashboard into forward or reverse position, press your foot on the accelerator pedal - and you're off. The old electric horseless carriages were operated by stick control.

Why isn't the KILOWATT practical as a second car today? "For several reasons," says Mr. Feldman. "First, most drivers want and expect fast pick-up. The KILOWATT, or any other electric automobile designed so far, can't be accelerated quickly without an enormous power drain on the batteries. We learned from experience that most drivers tend to abuse battery-powered cars by demanding fast pick-up and then finding themselves being towed home because the power is gone. Second, the cost of the KILOWATT, as presently designed, isn't competitive because of the cost of materials that go into the car. But eventually - very soon, I believe - a breakthrough will be accomplished that will give us an economical, lightweight and compact power source for a modern electric automobile. When that day arrives, I predict that at least 70 per cent of American families will own one. And we expect to be among the front runners with the HENNEY KILOWATT."

Details of the HENNEY KILOWATT:

POWER 12 six-volt heavy duty batteries in two banks, plus 12 volts for lighting, operating turn signals and windshield wipers. Batteries can be fully recharged in 8 to 10 hours. Battery charger operates from 115-volt A.C. outlet.

MOTOR Large frame-size traction type electric motor.

CONTROL Six step control. Foot pedal operates control, varying speed of motor.

SPEED Maximum speed of about 30 miles per hour. Can be increased to 40 miles per hour with sacrifice of mileage per charge.

RANGE 40 miles per charge if run constantly and 50 to 60 miles if operated with stops of 15 minutes or longer to allow the batteries to regenerate. The range can be extended even further if it is possible to plug into a convenient outlet while parked.

FINAL DRIVE Direct from motor to reduction gears and rear axle.

SUSPENSION Independent 4-wheel suspension. Front - large coil springs around direct acting shock absorbers. Torsional stabilizer. Rear - coil springs mounted close to wheels. Automatically variable spring rates for all load and road conditions provided by air suspension units mounted between swing axles and frame.

TWO PEDAL CONTROL Accelerator and brake pedal leave floor uncluttered. Since the accelerator is actually a switch, no power is wasted waiting for traffic to move or for lights to change.

BRAKES No-fade Lockheed hydraulic brakes with 9" drums on all four wheels. Mechanical parking brake located on floor between front seats acts on rear wheels.

STEERING Rack and pinion, 24/1 ratio, with return spring. 15' turning radius.

SHIFTING The controls are completely automatic. Change of direction from forward to reverse is accomplished by shifting the switch located in the center of the dash.

SIMPLIFIED DASH Legible, lighted speedometer. Voltmeter and ammeter show amount of power being used

Among Our Authors

Mr. Hugo Pfau, Box 417, Centerport, New York 11721.

Mr. Pfau's new book, The Custom Body Era, has now been published by the A. S. Barnes Company. Some of our members have purchased autographed copies directly from the author.

In addition, Mr. Pfau is writing a series of articles on custom bodies for Cars & Parts, the first of which appeared in the April, 1971, issue. An article on the Briggs Manufacturing Company will be in a forthcoming issue of Special Interest Autos. Stories on LeBaron have been published in The Arrow, and will also be in summer issues of The Cormorant and The Classic Car.

Ann Eady (Mrs. Julian), 1428 Renee Drive, Decatur, Georgia 30032.

Mrs. Eady has edited Peachtree Parade, official monthly publication of the Southeastern Region of AACA, since 1965, and for that publication has done features on the HANSON, WHITE STAR and WHITE HICKORY trucks (all made in Atlanta), and the Rentz Spark Plug, another Atlanta product.

Other articles include a special feature on the 40th anniversary of the Model A FORD, a feature on the 35th anniversary of the AACA, and stories for Antique Automobile. Other articles have been published in Competition Press and Auto Week.

Mrs. Eady has been awarded Life Membership in the AACA, and has also won the Master Editor's Award for the top regional AACA publication for 1967, 1969 and 1970. In 1970 she won the AACA Charles J. Duryea Award for outstanding contribution to the general welfare of the AACA.

Mr. R. Perry Zavitz, 460 Ridgewood Circle, London 63, Ontario, Canada.

For the past six years Mr. Zavitz has been writing a regular column in The Reflector, the six-issue-a-year magazine of the Antique and Classic Car Club of Canada. The column, Reflecting On Recent Years, deals mainly with post-war cars and draws attention to those which have Post-War Thoroughbred potential.

He has also written about a few of the earlier cars, including the history of the GRAY-DORT. This was the first time a history of this Canadian version of the DORT had been published, according to William Gray, the only GRAY-DORT executive still living.

Mr. Bernard J. Weis, 135 Edgerton Street, Rochester, New York 14607.

Mr. Weis has been the editor of Pierce-Arrow Society publications since 1963, and has also contributed articles to other publications. These include: A seven-part history of PIERCE-ARROW for CCCA (1961-62); Two-part history of PIERCE-ARROW for Old Motor magazine (1967); Article on 1928-38 PIERCE-ARROW for Action Era Vehicle (CHVA) (1970); Article on post-war mini-cars for Action Era Vehicle (1971).

He has also served as a research consultant for Automobile Quarterly, PIERCE-ARROW issue (Winter 1968); Advisor to Saturday Evening Post for PIERCE-ARROW story (March 25, 1967); Contributor of information and photographs to Special Interest Autos, Veteran & Vintage, Vintage Vehicles, Cars & Parts, and others. Contributed information and illustrations to Mrs Hazel Bartlett, author of a biography of Charles J. Glidden; Contributed photos to Ballentine Books for their PIERCE-ARROW book (1971).

In addition, Mr. Weis has recently completed dating and identifying photos and other items in the University of Michigan's PIERCE-ARROW collection (for their Engineering-Transportation library).

HINTS FOR HISTORIANS

The Securities and Exchange Commission

by Jeffrey I. Godshall

A good source for information on certain of the large automobile companies (since 1935) is the Public Reference Section of the Securities and Exchange Commission, Washington, D.C. 20549.

As a result of the various acts creating the SEC passed by Congress in 1934, corporations which were listed on the New York Stock Exchange had to file with the SEC all documents sent to stockholders (like annual reports), all prospectuses for the sale of stock, and a special report to the SEC labelled Form 10-K Annual Report.

Two of my special interests are Hupmobile and Graham-Paige. I have received from the SEC such documents as Hupp Motor Car Corporation prospectuses for April, 1937, and April, 1939; Hupp bankruptcy petitions, etc.; Graham-Paige Motors Corp. prospectus for April, 1946; Graham-Paige/Kaiser-Frazer production agreements and documents covering the sale of the Frazer car (originally a Graham-Paige product) to Kaiser-Frazer, and copies of Graham-Paige's dealer and distributor contracts for the 1946 Frazer.

The cost of these copies is very slight, but the information contained therein is both valuable and highly detailed for the really serious historian. Since so much is available on Hupp and Graham, I imagine that there would be much more on such companies as Kaiser-Frazer, Packard, Hudson, Studebaker, etc.

When dealing by mail you have to buy sight unseen, and knowing what to order is somewhat tricky. But I have never been disappointed with the material I've received. It is a great source for a lot of facts available nowhere else.

The Reliability (or Unreliability) of Sources

by G. Marshall Naul

The following are some random thoughts and experiences which may prove to be of value to those members who may be pursuing the history of a given make. These remarks will not cover all of the pitfalls which will be encountered, but, hopefully, will be of some aid.

Many early press releases appear to have been hand-written, so beware of misspellings and unexplained changes in a manufacturer's name. If one reference mentions Smith Motor Car Co. while six others give the name as Smith Automobile Co., do not assume that the majority is the correct name and the lone exception is incorrect. Many early companies had one manufacturing organization with a separate company to handle sales. There may have been a tax advantage. MATHESON is an example of this.

An incorporation notice does not necessarily mean that the organization did not previously exist. It may have been an unrecorded partnership prior to the date of incorporation, or a reorganization, with a new corporate charter, of a former corporation.

No bit of information is too minor to record. For example, notice of a price change of an automobile, buried in other miscellaneous news items, may be the only clue to the continued existence of a given make. Another minor item mentioned the college from which a chief engineer graduated. This led to the college alumni association and eventually to contact with the man himself, 65 years after his graduation year.

Do not accept statements in the early magazines as absolute fact. Each "fact" will require peripheral substantiation. Many of the early items were from over-enthusiastic writers, and a few issues later it is possible to find official denial of the previous "fact".

City directories are not an infallible source of data, so do not rely solely on these. As an example, the Sharp-Arrow Automobile Company existed in Trenton, New Jersey, from 1908 to 1910, but there is no mention of this company in any of the Trenton directories before, during or after those dates.

Company advertisements are more reliable sources of data and names than news items. It is assumed that some responsible official passed upon the make-up of the ads before publication. Catalogs of automobiles may be considered reliable, although overly optimistic at times. The major difficulty with catalogs is the problem of dating.

Annual magazine indexes are found to cover only the larger news items, while ignoring the smaller ones. To really wring out all of the pertinent information in a magazine requires a page-by-page search.

THE ROSTER - comments on the previous list

I've read the latest (NO. 16) Newsletter with the greatest interest, and have only two comments to make, for what they're worth.

I note that under the listing for BIDDLE, it states that Biddle was succeeded by Biddle-Crane (Biddle-Crane Motor Car Co., Philadelphia, 1921-23). This is so, but the inference I gathered from this listing was the existence of a Biddle-Crane car. There wasn't no such animal. So far as I know the cars were continued to be called BIDDLE until the company folded up for good in 1923. There weren't too many of them built at any time, and the last two or three years were very poor for production. Perhaps 50 or so may have been made. Another thing about the last ones - most of them didn't resemble the earlier ones with the wire wheels and lithe sport open bodies, but concentrated on closed cars with artillery wheels which simply did not suit the aesthetic appearance of the car.

I note that you have (?) on the BINFORD for 1905. When I was active in VMCCA circles and spent a good deal of time in the Boston area, there was a 1905 BINFORD Special which took part in a number of outings. It was a runabout with, as I recall, a brass radiator shaped like and otherwise resembling the Model K FORD of 1907. I can't recall who owned this car, but I am sure that a perusal of Bulb Horns of the early 1950s would turn this up.

Keith Marvin, East Road, Brunswick Hills, Troy, New York 12180

CONCERNING ROSTER COMMENTS

Other than Keith Marvin's letter (above) no letters of comment on the list in issue No. 16 have been received for publication. There surely must have been others which have not as yet been forwarded, and these will be published when received.

Another addition to the Roster List is in preparation for the next issue of the Newsletter. In order to save time, it is now suggested that all letters of comment, additions, corrections or deletions be sent directly to the printing and publishing office of SAH. These will be transcribed as received, and copies will be forwarded to both R. A. Wawrzyniak and William Watson.

Such letters should be addressed to: Society of Automotive Historians, P. O. Box 6465, Marietta, Georgia 30060.

Classified Ads

WANTED: Photos, books, information on auto Mascots. We are publishing a book on this subject and hope you fellows can help us with additional data. Even foreign language magazines that show Mascots in use. Will illustrate both the factory options and accessory types.

FOR SALE: Auto Facts and Figures, AMA publication, full of statistics. Issued yearly. Have 1925-26-27-28-31-51-52-53-54-55. Very fine, \$25.00. Full set of Clymer's Scrapbooks, nice, \$10.00.

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

WANTED: WHITE Truck Book, 1917. Published by the White Company, Cleveland, Ohio. A 225 page advertising piece with approximately 1440 illustrations.

FOR SALE: Lord's Power and Machinery Magazine & Builder's Handbook. Published by Guild & Lord, Boston, Mass. Vol. 1, No. 3 (April, 1895) to Vol. III, No. 2 (March 1896). Basically a magazine on stationary steam engines and their applications. Many photos, drawings and engravings. Bound in a single 'Boston Binder', with ads. Good condition and complete. \$15.00.

U. S. Official Pictures of the War (Kaiser War), by Russell & Moore. Four bound volumes showing America's participation (air, land and sea), selected from the official files of the War Department. Over 1000 pages of pictures and commentary. Fair to good condition, complete. \$25.00

30 Original World War I photographs (6½ x 8½). Official Signal Corps photos. Scenes, action, vehicles, etc. Very good condition. \$15.00.

Signal Corps Portfolio of War Photos (WWI). 11 x 14". 16 sepia-toned photos (complete set). Photos in good to excellent condition, Folder bad. \$15.00.

Jugend - Munchner Illustrierte Wochenschrift Fur Kunst Und Leben. 1916 through the first half of 1919 in 7 bound volumes. Strong on propaganda. Aimed at young Germans. Some auto ads. Beautifully illustrated in color and black-and-white. Nearly 4000 pages. Good to excellent condition. \$175.00.

John M. Peckham, 675 Pinewoods Ave. Road, Troy, New York 12180.

WANTED: Literature, photographs, advertising, serial number listings and company information for the WOLVERINE SPEEDWAY SPECIAL cars that were built in Kalamazoo, Michigan from 1918 to 1920.

Bill Lewis, Lewis Automotive Literature Collection, 600 Kiama St., Anaheim, Calif. 92802

WANTED: Anything on HILLMAN, SINGER and SUNBEAM imported cars, 1946 to 1971. Photocopies acceptable.

Jan Eyeran, 87-16 Sutter Avenue, Ozone Park, New York 11417.

WANTED: Automobile sales catalogs. Private collector expanding his present collection wishes to purchase quantity of catalogs, brochures, folders picturing the cars of pre-1935 U.S. automobiles or foreign orphan makes of any years. Will consider any quantity. Describe and price.

H. T. C. Angel, 2754 Fairmont Avenue, Dayton, Ohio 45419.

WANTED: Photos, write-ups, advertisements, etc., that might be used in a forthcoming book on racing driver Ralph Mulford, and his association with Lozier, Knox, Mason, Mercedes, Duesenberg, Peugeot, Hudson or Monroe/Frontenac racing cars.

Charles Betts, 2105 Stackhouse Drive, Yardley, Penna. 19067.

Northway

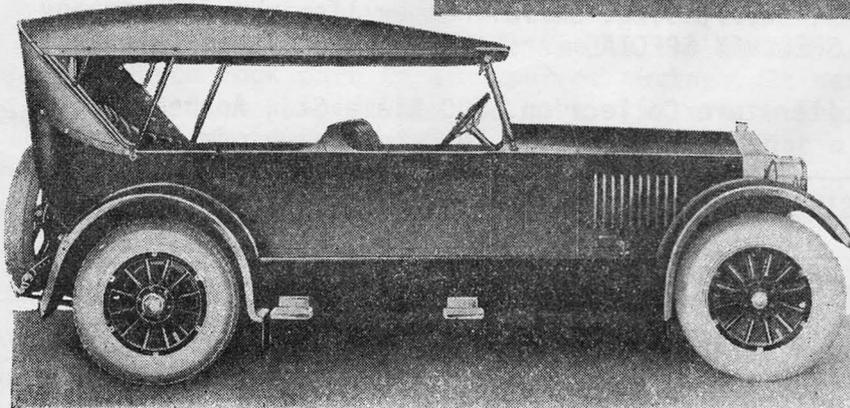
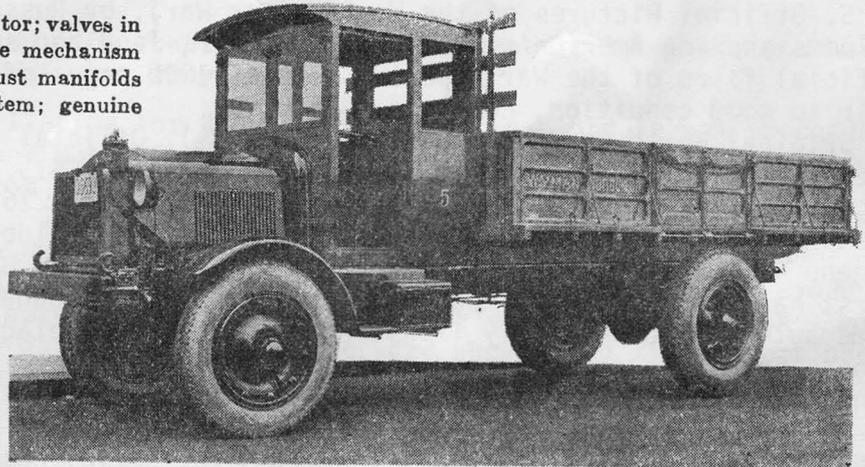
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2 and 3½ TON NORTHWAY MOTOR TRUCKS

SPECIFICATIONS AND SPECIAL FEATURES

4 cyl., 4 cycle, 4" bore, 6" stroke motor; valves in detachable head, with governor; valve mechanism completely enclosed; intake and exhaust manifolds combined; positive force-feed oil system; genuine honeycomb radiator; direct current ignition distributor system; vacuum fuel system; specially designed carburetor; multiple disc clutch, completely enclosed; unit power plant transmission, with power take-off arrangements; chrome vanadium steel, half-elliptic springs; Ross steering gear; speed control levers in steering post; heavily reinforced channel steel frame.



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SPECIFICATIONS AND SPECIAL FEATURES

Valve-in-head motor; special honeycombed core radiator, increases cooling efficiency 50%; vacuum feed with triple capacity; Stewart-Warner vacuum tank; Firestone cord tires; Prest-O-Lite battery; left-hand drive—center control; irreversible type gear, with easy accessible adjustment; Hotchkiss drive suspension; oil-tempered springs; Duplex headlamps, with dimmers and special

non-glare lens; Alemite system lubrication; motor force-feed lubrication; nine-disc clutch; Columbia axles; centrifugal pump and six-blade reinforced propeller fan; actual brake 70 h.p., 2,000 r.p.m.; Delco special ignition. Built in following sizes: 6 passenger touring, 4 passenger coupe-sedan, 4 passenger roadster, 5 passenger sedan and sedan-limousine.

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