



APRIL, 1972

**NEWSLETTER**

ISSUE NO. 25

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# The Society of Automotive Historians

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## PRESIDENT'S PARAGRAPHS

ALVIN J. ARNHEIM

These paragraphs start off on a sad note this month. Alvin J. Arnheim, one of the founding members of the Society of Automotive Historians, passed away on April 17th, after a long illness. Al is best remembered for his book, "What Was the McFarlan?", which was co-authored by Keith Marvin. We have lost a dedicated and highly respected historian and a good friend. He will be sorely missed, and our sympathy goes out to his family and friends.

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It is with considerable pleasure that I announce that David Brownell has accepted the position of Chairman of the Monographs Committee. Dave, as I am sure most of you know, is Editor of OLD CARS, the monthly newspaper of the antique car hobby. He has done a spectacular job of developing and editing the newspaper, and has an excellent insight into what people in the hobby want - and how to present it to them. I feel that his background, and interest in automotive history, make him particularly suited to the task of Chairman of this committee.

Now, let's give a definition of just what a monograph is. According to Random House, it is "... a highly detailed and thoroughly documented study or paper written about a limited area of a subject or field of inquiry."

Since this type of material tends to be much longer and/or more detailed than would be practical to be published in a magazine or newsletter, but too short (and possibly without enough general appeal) to warrant its being done as a book, we are going to try to give our members an opportunity to have such works published. At the same time, we will be able to get a great deal of automotive history set down for posterity, which might otherwise be lost. There will be no restrictions as to the subject, as long as it is connected with the history and development of the automotive industry. As for the length of such material, anything from a short article to somewhat less than book length will be considered by the committee. They will have the final say as to whether the monograph should be expanded or shortened, and as to what editing should be done.

If a member feels that he has material for a monograph, but that he is not a good enough writer to put it into words, the committee will help to find a suitable ghostwriter. To those who feel that using a "ghostwriter" is to be looked down upon, a very large percentage of the historical and technical publications of the major publishing houses are either ghostwritten or so completely rewritten by the editors that they might as well have been ghostwritten. Good researchers are not necessarily good writers. Their efforts, however, do deserve to get into print. There is no shame in having a co-author or ghostwriter.

I would suggest that anyone interested in doing a monograph should submit an outline to the committee before going to all the trouble of doing the writing. If they feel that the subject warrants publication in this form, they will let you know. If they feel that there is a better area of publication, in non-paying or paying publications, they will make such suggestions.

*continued on next page*

The Monographs Committee will not be responsible for historical or technical accuracy in any works published by them. Since the author is assumed to be an authority in his field, the onus of the correctness of his material must fall on his shoulders.

Funding for this project will come from outside sources, but there will be no restrictions on the subject matter or on the authors by these sources. The monographs will be sold, for a very nominal fee, to SAH members and to the general public. All the proceeds will be returned to the SAH treasury to cover other expenses within the organization.

The committee will set up a series of guidelines which will be published in the Newsletter. In the meantime, interested parties are suggested to write to David Brownell, Route 2, Box 55, Iola, Wisconsin 54945, for further information.

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I regret to have to inform the membership of the Society of Automotive Historians of the expulsion from the Society of Nathaniel Adelstein, 1776 Calhoun Street, Trenton, New Jersey 08638, (Member #141) on April 8, 1972.

The action was taken after the unanimous agreement of the Officers of the Society that such a measure was warranted.

The reasons for the expulsion are as follows: Using the name of the Society of Automotive Historians in connection with and in support of a commercial venture, without the permission of the Officers of the Society; refusing to comply with published policy of the Society; ignoring and/or refusing to accept three written requests by the President of the SAH to refrain from such use of the Society's name.

*John M. Peckham*

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#### COMING - A NEW MEMBERSHIP DIRECTORY

Material is now being compiled for the 1972 edition of the Membership Directory. The next issue of the Newsletter will include forms similar to those sent out last year, so that members may, if they wish, supply information concerning their activities, collections of research material, etc.

Suggestions as to the type of information to be requested in these forms will be welcomed. Send your ideas on this subject to: Society of Automotive Historians, P. O. Box 6565, Marietta, Georgia 30060.

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#### ISSUE NUMBER ONE REPRINTED

Included with this issue of the Newsletter is a copy of Issue No. 1. This has been reprinted in the format which has been in use since Issue No. 5 was printed, so that it will be of the same dimensions and style as the later issues for the benefit of those who keep a file of these Newsletters, and also for members who joined the Society some time after the first issues were published.

Issues No. 2, 3 and 4 will also be made available in the newer format, and copies of each will be sent to all members. These will be included - one at a time - with issues No. 26, 27 and 28.

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#### BACK ISSUES OF THE NEWSLETTER

Because of the continued demand for back issues of the Newsletter, it is our intention to reprint copies of those no longer available. This will be done as time permits.

In the meantime, the following issues are presently on hand: No. 8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 24. Also available are copies of the Index to issues 1-14.

There are plenty of some issues, while others are in short supply. All are offered on a first-come first-served basis at the following rates:

U. S. and Canada, via First Class Mail, 35¢ per issue.

Overseas, via Air Mail, One issue, \$1.00; additional issues on same order, 50¢.

Orders for back issues of the Newsletter should be sent to: Society of Automotive Historians, Printing & Publications Office, P. O. Box 6465, Marietta, Georgia 30060.

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#### THE MEMBERSHIP LIST - ADDITIONS AND CHANGES

New Members: George S. Clark, 254 Pond Avenue, Milford, Conn. 06460  
Albert R. Bochroch, 7208 Lincoln Drive, Philadelphia, Penna. 19119  
John B. Montville, 2995 Botanical Square, The Bronx, N. Y. 10458  
Lloyd H. Sago, Route 1, Box 131, Belgrade, Missouri 63622  
George Tesar, 746 West Main Street, Madison, Wisconsin 53715

#### Address Changes:

Karl E. Ludvigsen, 1070 Esplanade, Pelham Manor, N. Y. 10803  
G. L. Hartner, Str. Ghiba Birta nr. 28 Ap. 2, ARAD, R.S. Romania

Correction: T. Sloane Palmer, American LaFrance, Elmira, N. Y. 14902  
(Name incorrectly spelled "Plamer" in Issue No. 24. Sorry).

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#### ARE YOU SURE YOU ARE STILL A MEMBER?

The new 1972 Membership Directory is soon to be published. Naturally we want to include every member of our organization in this booklet - but we cannot include those whose membership has lapsed.

Before each issue of the Newsletter is published, we receive from the Secretary a list of new members, and also a list of those whose membership term has expired, and who have not renewed it. It is with the greatest reluctance that we delete these names from the mailing list.

There are, of course, some who have intentionally dropped their membership, for reasons of their own. But we are sure that there are some who have succumbed to the very human failing of Putting Things Off. And, just to be sure that we haven't dropped anyone who intends to renew his membership, we are sending this issue to everyone who was on the mailing list last month.

This will give those who intend to stay with us the opportunity to remain on the mailing list, and to receive the next issue (No. 26) with the directory information form which will insure inclusion in the directory listings.

If you are among those who have received renewal notices, and have not yet extended your membership for another year, we urge you to do so at once.

### MASSEY-HARRIS and EXCELSIOR

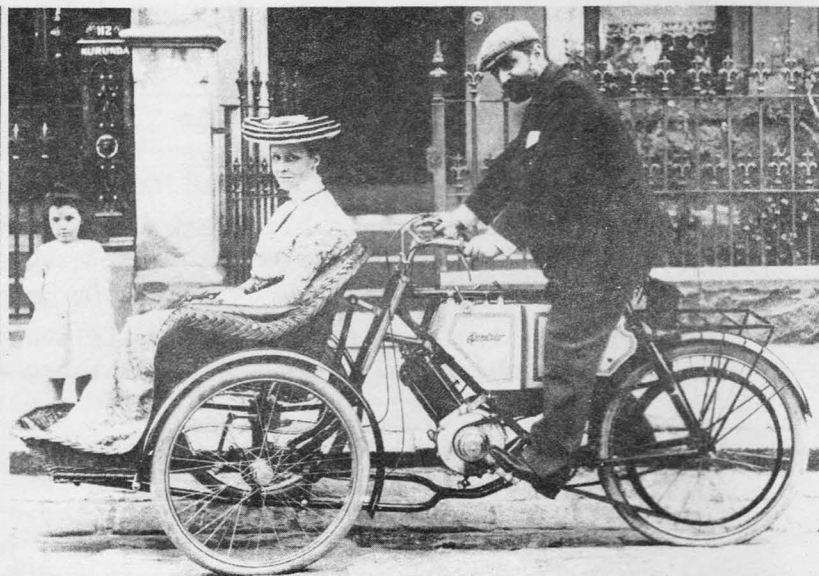
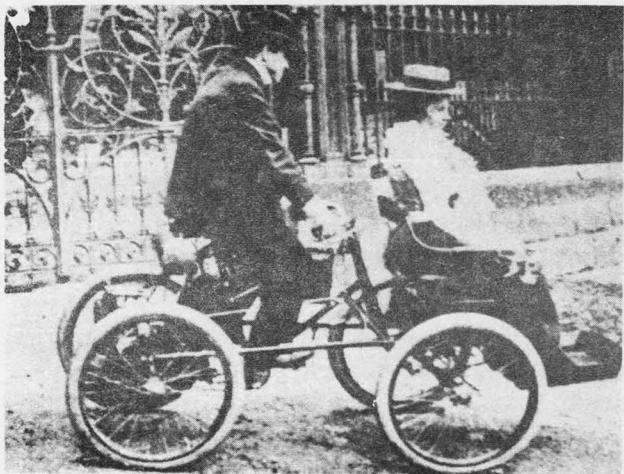
Here are photographs of the Massey-Harris motor quadricycle and the motor tri-cycle to which I referred in Newsletter No. 22. The trike is an Excelsior, more than likely built in England by the Bayliss-Thomas company, and was photographed on Melbourne's inner-suburban streets in 1903. The name which appeared in issue 22 should be disregarded as it was the result of attempting to decipher the name from a news-print picture.

The Massey-Harris quad picture shows the branch manager of the Massey-Harris Cycle's Sidney branch, and his wife. This picture appeared in a cycling journal in January, 1901.

By courtesy of members Jan Eyerman and Hugh Durnford I have recently obtained most of the early Newsletters, and notice in issue No. 11 a vehicle stated to be a Bates from Chicago in 1897. Might I advise some caution on this one, as it appears to be identical to the cars of Hertel of this period. The photo should be carefully compared with the Hertel pics on page 3 of Newsletter No. 16. Note the same unique swinging link "C" springs on the front forks - and the controls, with tiller for the right hand and master control lever for the left. This lever was pushed forward for "go" and pulled back for "stop", and also served, when the pawl was engaged, as the engine starting lever. Also note the identical bodywork with the 1897 model which survives in Melbourne. The later Oakman examples had a more graceful body line and sprouted rudimentary mudguards.

It seems some sort of co-incidence that both Bates in Chicago and Pender in Melbourne should seemingly deny Hertel credit for their machines.

*A. M. Gregory, 'Beltana', Korumburra Road, Drouin South, Victoria 3818, Australia.*



ABOVE - 1901 Massey-Harris Motor Quadricycle. (Photo courtesy of Petroleum Information Bureau, Melbourne)

RIGHT - 1903 Excelsior Motor Tricycle. (Photo from *The Herald & Weekly Times*, Melbourne)

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### THE CAMERON

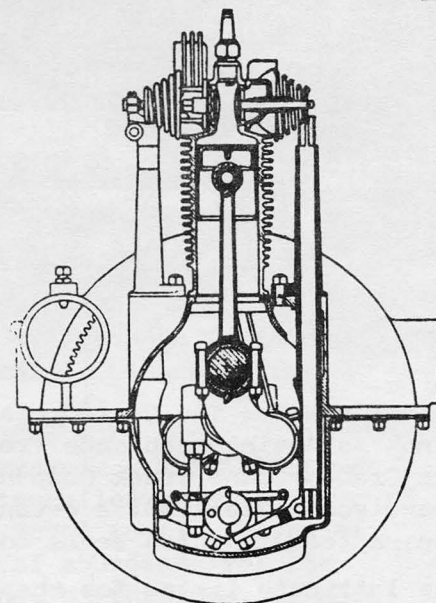
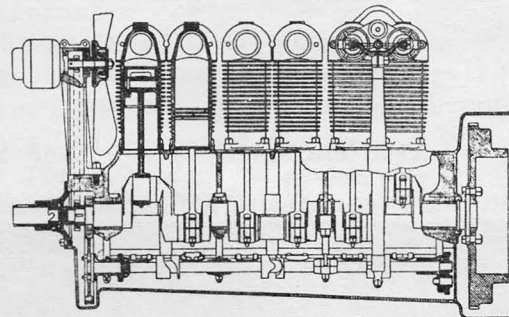
Does anyone have any additional information on the CAMERON car? This car was, as I last saw it, a two passenger open Sport Roadster. Its final assembly (the initial model) was done in 1918 in the Precision Tool Shop on Elm Street, Bridgeport, Conn., where I worked at the time as a tool and gauge maker on World War I small arms gauges. The shop employed a total of about 20 people.

A portion of the floor space was sub-let to the Cameron people, who completed the engine, chassis and body before the eyes of curious gauge makers. The body was stark, but the 4-cylinder engine had a valve action which seemed unique.

The Cameron people had many visitors and seemed to be selling stock in the company. After many months of ear-bursting racket demonstrating the engine (no muffler) in the building, it was driven into the street and away, to where, none of us knew.

*W. L. Barmmer, Sr., 196 Huntington Road, Stratford, Conn. 06497*

Editor's Note: The Cameron was a sort of off-again, on-again make of automobile, which was in and out of production in so many locations that its actual record is one of considerable confusion. The Cameron had its beginnings in Pawtucket, Rhode Island, where a car designed by F. F. Cameron was built by the James Brown Machinery Company, and later by the United Motor Corporation. In later years the Cameron was made by the Cameron Car Company, the Cameron Manufacturing Company and (1918 and after) the Cameron Motor Corporation. Cameron cars were made in a number of locations, including Pawtucket, R. I., Norfolk, Virginia, Brockton and Beverly, Mass., and New London, Norwalk and Stamford Conn. In January of 1920 the company announced plans to discontinue the manufacture of automobiles, but to continue to concentrate on the production of its air-cooled engines for passenger cars, trucks, tractors and airplanes. A cross-section of the Cameron engine is shown here. It was made in both 4 and 6-cylinder models, all with the same peculiar valve action. Valves were actuated by oscillating rods which were moved by barrel cams on a camshaft located in the crankcase. Each of the oscillating rods worked the valves of two adjoining cylinders.



Although the history of the Cameron has been rather clouded, we are probably about to be deluged with information. We hope that proves to be the case, and the more the merrier.

Mr. Barmmer, it will be remembered, is the member who tossed in the question about the cars of C. T. Silver - and look what happened!

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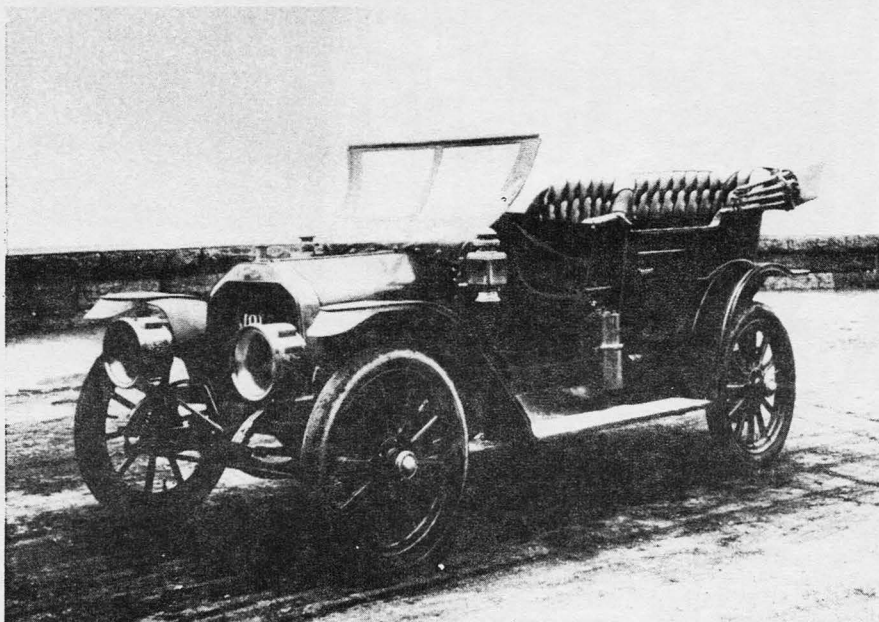
#### MORA LIGHT FOUR

This photo I got from Nick Georgano. It is a 1910 MORA Light Four, 24/28 h.p.

Please copy it and return it at your convenience.

*G. M. Naul, 5 Queen Ann Dr.  
Newark, Delaware 19711.*

Editor's Note: Our thanks to members Georgano and Naul for the loan of the rare photo of an obscure make.



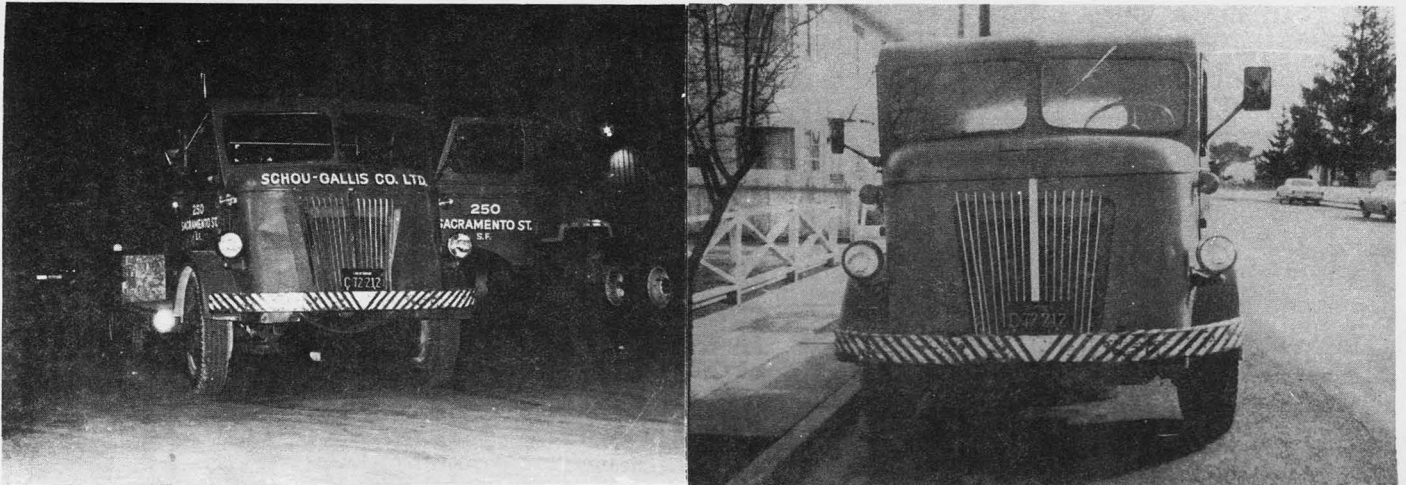
## GRAHAM-DOANE TRUCK

Here is a very rare truck item for the Newsletter. Mr. Larry Mauck and I have been trading truck photos for about a year, and he came up with one that is almost unheard of. The ID plate on the right front door frame has the following information: *Graham-Doane Truck Co., Oakland, California; Serial B-1278; Engine DR 1623647, Model CBJXD, size 4 x 4 1/4;*

The engine is a (Continental) Diamond T; transmission is 5-speed Clark; rear axle, Doane. Note that the bed of the truck is very low - just a couple of inches above the height of the hub.

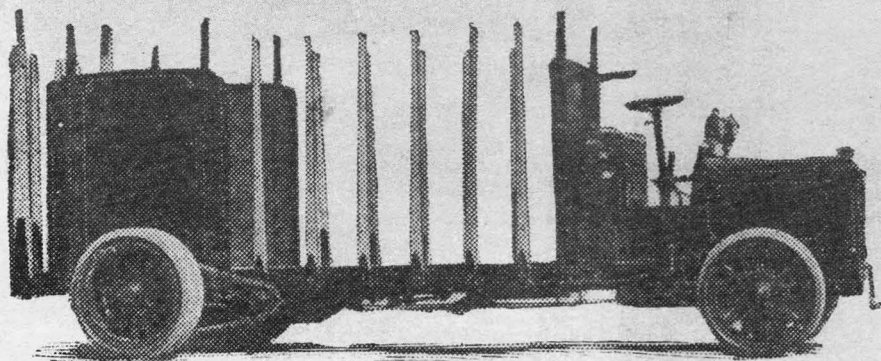
Also enclosed is the 1966 registration card.

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



Editor's Note: The California State Automobile Association lists the Graham-Doane truck as having been made from 1933 to 1946, and it is probably safe to assume that the Graham-Doane Truck Company was the successor to the Doane Truck Company of San Francisco, 1916-1933. A 6-ton Doane Truck is pictured below. Note the very low flat bed, a feature which seems to have been continued through the Graham-Doane era.

The last date listed for the Graham-Doane is 1946. The registration card reproduced below says "Yr. Sold 47". Although year sold is not necessarily year built, there is a possible conflict of dates here. Does anyone know?



This picture, published in the December, 1916, issue of Automobile Trade Journal (page 251) shows the 6-ton Doane Truck. Specifications, from the same source, are as follows:

Engine: Waukesha, 4-cylinders, 4 3/4 x 6 3/4" bore & stroke.  
 Carburetor: Holley.  
 Ignition: Bosch magneto.  
 Transmission: Own make; 3 speeds forward.  
 Rear Axle: Own make.  
 Tires: Solid - Front, 36 x 6; Rear 40 x 6 Dual.  
 Wheelbase: 178 inches.  
 Price: \$4500.

TYPE		SMOG	LICENSE NUMBER
COMMERCIAL		31	C 72212
REGISTRATION			STATE OF CALIFORNIA
CARD			DEPARTMENT OF MOTOR VEHICLES
1966			
A		0002336	
VALIDATION NUMBER			
ENGINE OR I.D. NUMBER		BODY TYPE MODEL	
XDDR1623641		1847STKB	
CYLS	YR SOLD	CLASS	*YEAR
6	47	EF	
W.C.		UNLADEN WT.	MAKE
K		10320	GRAH
		TOTAL FEE	\$141.00
SCHOU/GALLIS CO LTD			
101 MISSION ST			
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If address is wrong, line out and print correct address.			

# AMERICA'S FORGOTTEN INDUSTRY

by David L. Lewis

America's forgotten industry? It may come as a surprise to Society members, but this nation's forgotten industry--at least in terms of recognition by the Department of Interior--is the automobile industry.

Of 51 sites in the field of commerce and industry designated as national registered historic landmarks by the Department's National Park Service since 1966, only one--Henry Ford's home, Fair Lane--is identified with the automotive industry. In contrast, nine landmarks are associated with maritime activities, five each with finance, mining, and the iron and steel industry, and three with lumbering. Three landmarks alone are identified with whaling, which never had a tithe as much influence on the nation's economy and life style as the auto industry. What, one may rightly ask, goes on here? What goes on here, in this writer's opinion, is a poor job of landmark selection.

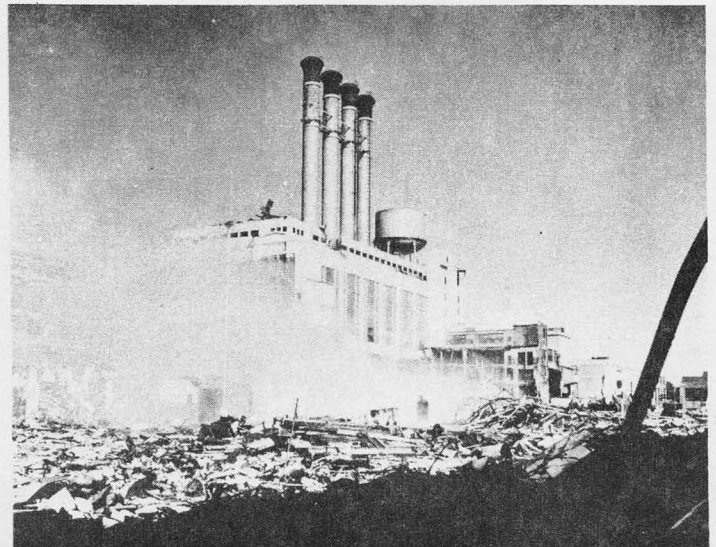
Park Service officials, in defense of their selections, might point out that the auto industry is relatively new and that one of their selection criteria stipulates that "structures, sites, and objects achieving historical importance within the past 50 years will not as a general rule be considered /for landmark status/ unless associated with persons or events of transcendent significance."

But even taking this criterion into account, how does the Park Service explain the omission of half a dozen or so Michigan auto plants (to mention facilities in but one state) which not only are a half-century old, but are also associated with persons and events of transcendent significance?

Take Ford's Highland Park plant as a prime example. This plant was the very birthplace of the mass production of automobiles on a moving assembly line. From this plant, mass production moved to all phases of American and world industry, setting the pattern of abundance for the 20th century. In addition, this plant was the home of the immortal Model T and saw the announcement of the \$5.00 minimum daily wage, "the most dramatic event in the history of wages," according to the (London) Economist.



The Power Plant, left, Administration Building, center, and other buildings of Ford's Highland Park plant, birthplace of automotive mass production and the Model T, as they looked two decades ago. The powerhouse and Administration Building were razed in 1959, but the remainder of the giant factory remains in daily use.



One of Henry Ford's favorite haunts during the 'teens was the powerhouse of his company's Highland Park plant, towering here midst demolition dust that presaged its own doom. Although the powerhouse and its 275-foot stacks fell before the wrecker's ball in 1959, much of the plant it served still stands.

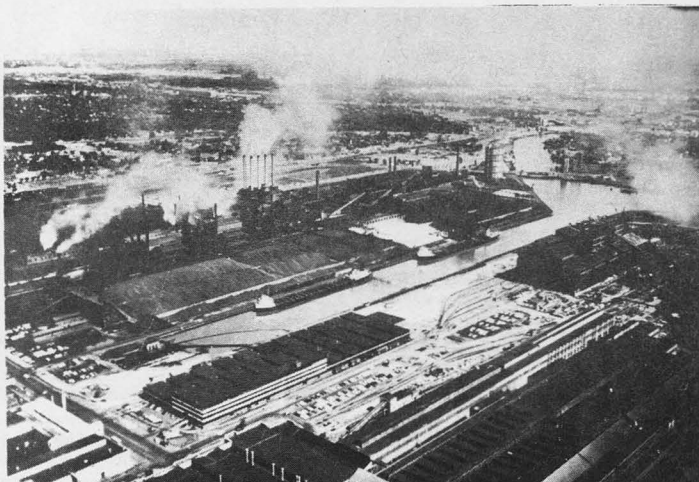
When put into production in 1910, the Highland Park plant not only was the biggest building under one roof in Michigan and the world's largest automobile factory, but also the most artistic plant--in architecture, in shining cleanliness, and in harmonic arrangements--of its day. Manufacturers the world over swarmed to the plant as bees to honey, even before the assembly lines were installed. Karl Neumaier, general manager of Germany's Benz Company, for instance, said after a visit, "The Ford plant is the most remarkable in the world," and Louis Renault, head of the French firm bearing his name, declared in 1911 that the plant was "the best organized in the country" and that he was "very much impressed by the ingenuity displayed in the manufacturing of cars."

As for the factory's moving assembly lines, the press, in the 'teens, termed them "miraculous," "phenomenal," "revolutionary," "epochal," and "world-shaking." The plant itself served as a magnet for visitors to Detroit, "a national landmark and a new Niagara Falls," as the press put it. Ex-President William Howard Taft described the plant as "wonderful, wonderful" and Roger Babson, president of Babson Statistical Organization, said his visit was as a pilgrimage to a shrine. His view was shared by William Bausch, head of Bausch & Lomb Company, Rochester, New York, who, with 19 business friends, traveled the 320 miles to Detroit solely to go through the Ford factory. During 1915, approximately 100,000 persons visited the plant, and this figure was more than doubled two years later.

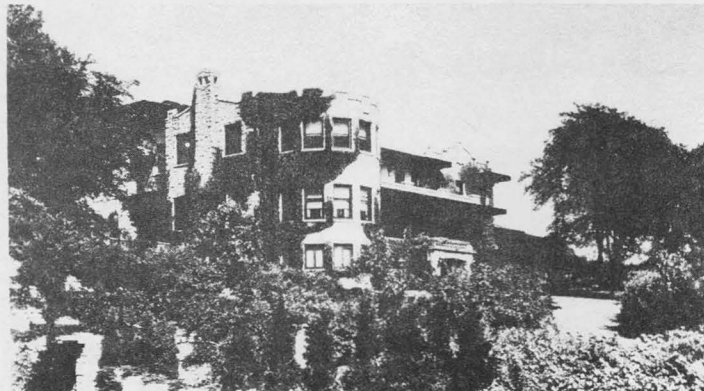
Can the 62-year old Highland Park plant really be less historic and have less claim to landmark status in the field of commerce and industry than such national registered historic landmarks as the Samuel Elmore Cannery in Astoria, Oregon, the St. Croix lumber boom site near Stillwater, Minnesota, Ohio and Erie Canal Locks 37 and 38 in Valley View, Ohio, the James C. Flood mansion in San Francisco, the William C. Ralston home in San Mateo, California, the Henry Demarest Lloyd home in Winnetka, Illinois, and the Stiegel-Coleman house in Lititz, Pennsylvania?

For that matter, do any of these places have greater claim to fame and landmark status than Ford's River Rouge plant or Oldsmobile's Building 16, or Chrysler's Highland Park, Jefferson Avenue, or Hamtramck buildings, and several other factories which have survived the companies which built and operated them?

At the Rouge construction was begun in 1917. The first of the plant's giant structures, the B (for boat) Building, making use of materials and equipment that were still a novelty in factory design, assembled subchasers during World War I. It was then converted to a body-making plant in 1919 and a tractor factory in 1921. Today it is the Dearborn Assembly Plant.

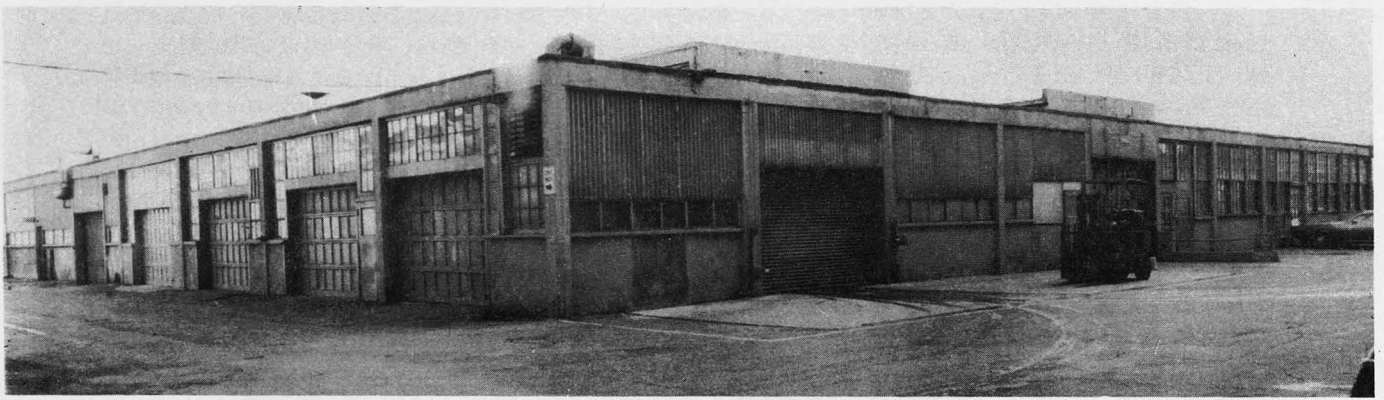


Ford's River Rouge plant as it looks today.

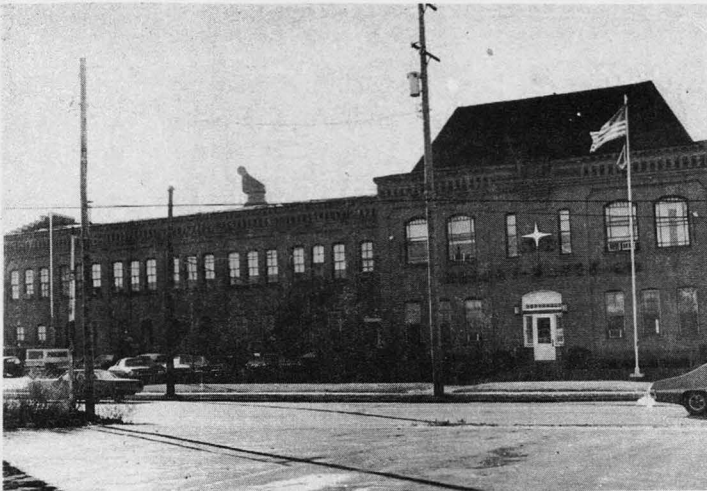


Fair Lane, Henry Ford's Dearborn home, is the only national registered historic landmark in the field of commerce and industry in Michigan. The home is now a University of Michigan Conference Center. This view of the rear of the mansion was taken from across the River Rouge. The Fords' master bedroom was in the multi-windowed turret on the top floor.

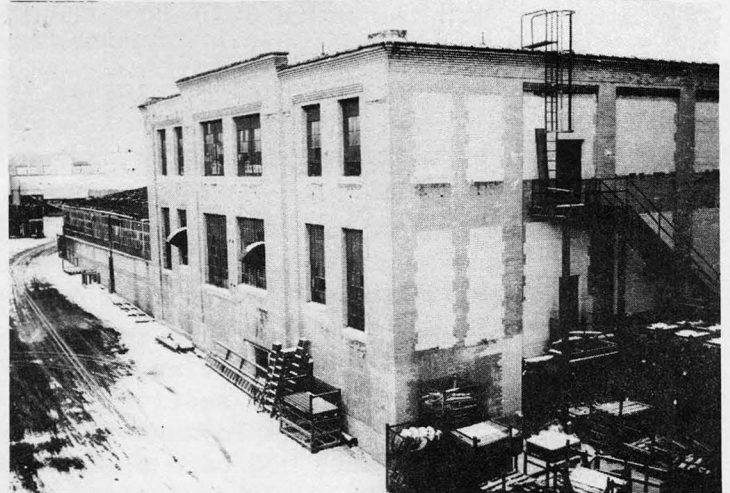




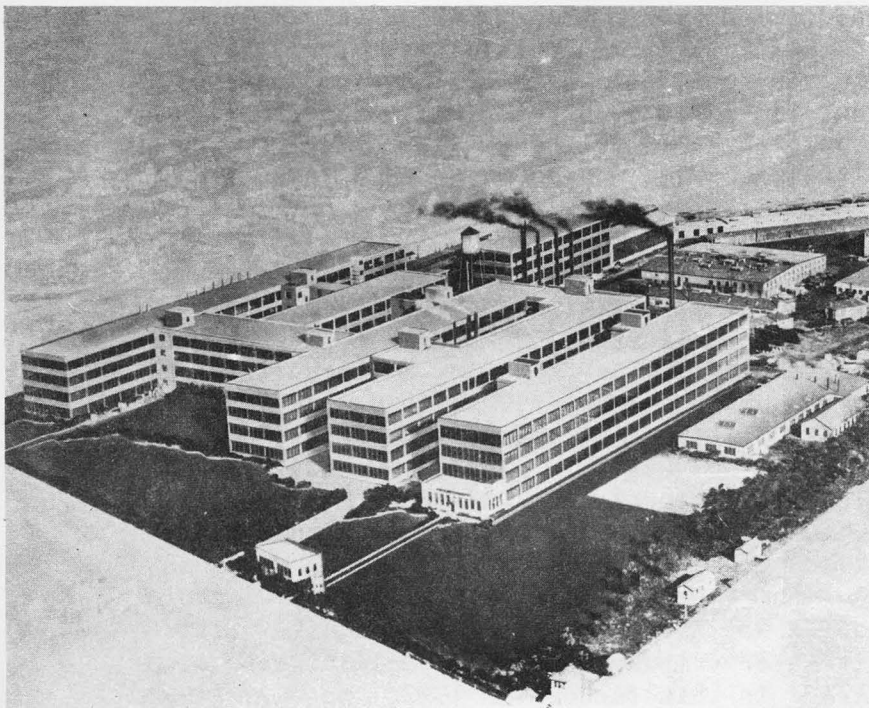
This old-timer, as pictured in 1971, was originally a Maxwell-Briscoe plant. Today it is used by Chrysler Corporation as an engineering road test garage. The structure is near the foot of McLean near Oakland in Highland Park.



Buicks were made in this Jackson building, at North Wisner and West Ganson, from 1905 until 1907. Originally the home of William C. Durant's Imperial Wheel Company, the plant also produced the Marion-Handley car between 1916-19. Kelsey-Hayes now makes brakes in the facility.



General Motors' most historic structure is Oldsmobile's Building 16 in Lansing. Built in 1912, the building is now used for the sub-assembly and assembly of Toronados, as well as for storage space.



Chrysler's Jefferson Avenue Assembly Plant, in Detroit, as it appeared in 1923 when the Chalmers Motor Company operated the facility. The plant was built in 1907.



First the Jaxon automobile, then the Jackson were produced from 1903-23 by the Jackson Automobile Company in this building at the corner of East Michigan and Horton in Jackson. The building was erected in 1895 by the Collins Wagon Works, and is now operated by the Commercial Exchange. It houses offices of a school district, a union local, a cab company, and two credit unions, and also serves as a public warehouse.

The greater Rouge became the world's largest single-company industrial complex during the mid-1920's, and to this day remains the only factory on earth which can transform raw material into finished products within a matter of hours. By 1924 the Rouge had 52,000 workers; by 1926, 75,000; and by 1929, more than 103,000. Its 93 separate structures, 23 of which could be classified as "main buildings," sprawled over 1,115 acres.

The Rouge eventually superseded the Highland Park plant as America's most toured factory. Visitors were perhaps most impressed by the plant's panoramic vastness, for no other embodiment of the industrial revolution was (and is) more commanding or more overpowering. "In the eyes of many a spectator," observed one writer, "this monument of Ford is more awesome than the mightiest sights of nature for the reason that it is man-made. It looks like the ultimate, even in an age that is accustomed to feast on the big and the spectacular." Its cleanliness was as impressive as its size, and the route over which tourists were taken was always kept "as spotless as a Dutch kitchen."

The Rouge has had a colossal impact on America and the 20th century. Not only has it been for a half-century the world's prime industrial complex, but, in the words of a 1970 article in the New York Times, it also "is considered by scholars to be one of the most important structures in the history of architecture, in its functional, rather than its formalistic sense."

Should not the Rouge be a national registered historic landmark?

Diametrically opposed to the Rouge's vastness were Henry Ford's village industries. During the late 'teens the industrialist conceived a plan to dot many of America's rivers with small water-driven factories which would offer employment to farmers during the winter. The city, Ford pointed out, had been a mistake. It meant high land costs, high taxes, poor housing, congested transportation. The country, in contrast, was an area of hope. "Factory and farm should have been organized as adjuncts one of the other, and not as competitors," Ford declared.

Ford's first rural production center, a reconverted mill at Northville, twelve miles up the Rouge River from Dearborn, began making valves in early 1920. Of the 22 hydropowered "village industries" eventually built by Ford, the Northville plant is the only one which remains in operation. Most of the original plant was razed in 1936, but the old water wheel, still in operating condition, graces the east side of the building. Today, employing 218 persons, the plant still makes valves--and in its way is an industrial landmark.

Chrysler Corporation owns a number of buildings worthy of landmark status. At the company's Highland Park plant, one of Maxwell-Briscoe Company's original factory buildings still stands. After Maxwell-Briscoe was merged into the United States Motor Company in 1910, the structure was used by Maxwell-Briscoe, Brush Runabout Company, Alden Sampson Company, and Gray Motor Car Company. In 1925 it became a part of Chrysler, which initially used it as a motor machine and assembly plant. The building was subsequently used for engineering maintenance, and in recent years has served as an engineering road test garage. The structure is located at the foot of McLean near Oakland, behind an office building.

Buildings at Chrysler's Jefferson Avenue (Detroit) plant date to 1908--to the time when Chalmers Motor Company owned the facilities. The original Chrysler car was designed in this factory in 1923; today it assembles Chryslers and Imperials. Much of Chrysler's Hamtramck Assembly Plant, once known as "Dodge Main," dates to the establishment of the Dodge Motor Company in 1914.

Perhaps General Motors' most historic structure is Oldsmobile's Building 16 in Lansing. Built in 1912 the building is today used for the sub-assembly and assembly of Toronados, as well as for storage space. The General Motors Building, once the world's largest office structure, continues to house GM's Detroit headquarters a half century after its completion in 1922.

Most of the original Packard Motor Car Company factory, Detroit's first large auto facility, still stands on Grand Boulevard. Built by famed architect Albert Kahn between 1903-05, the plant was praised by Motor Age in 1904 for its "bright, clean, and cheerful aspects." "It is one of the new style of factories," added the publication, "that are gradually displacing the old prison work shops which were common in all industries until the last decade. It is most fitting that the automobile industry as the newest great industry of the country should in its new factories add to the strength of the movement toward rational working places." The Packard plant stopped making cars in 1956, and its properties now house a number of small businesses and a government agency.

The factories of several defunct auto companies still stand in Jackson, one of the cradles of the industry; and each is worthy of consideration as a historic landmark. At East Michigan and Horton is the plant, built in 1895 by the Collins Wagon Works, in which the Jackson Automobile Company made cars from 1903-23. At present the structure, operated by Commercial Exchange, is an office building and public warehouse.

A few blocks north, at 225 N. Horton, is a red brick, sawtooth building which was part of the complex in which the Fuller Buggy Company manufactured the Fuller car from 1909-11, Briscoe Motor Corporation the Briscoe from 1914-21, and Earl Motors, Inc. the Earl from 1921-23. The building also housed productions of the Hollier, made by the Lewis Spring & Axle Co., from 1915-21. The plant now is part of Hancock Industries, Inc., makers of automobile hardware.

The factory in which the Clark-Carter Automobile Co. and the Cutting Motor Car Co. built the Cutting from 1909-12 stands in mid-Jackson at Trail and Mechanic streets. Cutting cars were entered in the Indianapolis "500" in 1911 and 1912, one of the vehicles gaining 10th place in the former year. The building now houses an electro-plating firm, Michener Plating, and a seed company.

Also standing in Jackson is the factory in which Buicks were built from 1905 until 1907. The plant, originally used by William C. Durant's Imperial Wheel Company, produced Buicks while Durant readied a new Buick facility in Flint. Later, between 1916-19, the plant produced the Marion-Handley car. Kelsey-Hayes Company now makes brakes in the building, located at N. Wisner and W. Ganson.

In Flint, a pre-1908 W. F. Stewart Company (auto bodies) powerhouse stands near Industrial Avenue, between the Buick and AC Spark Plug plants. The word "Stewart" is woven into the bricks of the powerhouse's chimney. Along Industrial Avenue are still a few sandstone-brick portions of Buick, originally part of the pre-1910 works of the Weston-Mott Co. (axles). On Lewis Street is the Durant-Dort factory, built in 1902, after an earlier building was destroyed by fire. After 1912 this structure headquartered Imperial Wheel. Although this building is now used by a wholesale firm, the original automobile lettering can still be seen on its side.

In Kalamazoo, the Burt Brothers Manufacturing Co. made the Cannon car from 1902-06 in a structure still standing at 130 N. Edwards Street. The Blood Brothers Machine Co. manufactured the Cornelian car in 1912-13 in a red brick building located at 635 W. Ransom. The structure is now used by a lumber Company, Roth Bros. The Lane Motor Truck Co. made the Lane truck in 1918-19 in a building which stands on the southeast corner of Fulford and Reed. A part of Wolverine Motors' factory, which built the Wolverine car from 1919-20, may be seen on West Michigan Avenue.

Also in Kalamazoo, a part of the Roamer car factory dating from the 1920's still stands at 1811 Factory Street. Today a passerby can detect on the west side of the plant the letters OR CARS, the other letters in "ROAMER MOTOR CARS" having been painted over. The building is now a storage area and shipping point for its owner, Kalamazoo Plastics Company. The former Handley Motors plant, in which the Handley-Knight and the Handley were built from 1921-23, now is a major part of the Checker Motors Corporation complex on N. Pitcher Street.

On Lansing's Verlinden Avenue may be seen the original Durant Motors factory (1921-32), now a part of GM's Fisher Body Division. The South Washington factory and offices of Reo Motor Car Company, in which Ransom E. Olds built Reo cars from 1904-36, still stand. Latest owner of the property is the White Company.

Two old auto factories still stand in Saginaw. The onetime home of Ranier (1908-11) at Sixth and Washington, is today part of a Chevrolet parts plant. The former home of Argo Electric Vehicle Company's Argo (1912-14) and Saginaw Motor Car Company's Yale (1916-18) now houses a supply firm.

An auto-related plant deserving of special consideration, although less than 30 years old, is Ford's Willow Run facility, largest single-building factory in the world when completed in 1942 and the first plant to mass produce airplanes. The factory was taken over by GM's Hydra-Matic Division in 1953.

But for every factory building which still stands, others have been destroyed in recent years. A major part of the Kalamazoo plant in which the Michigan Buggy Company built the Michigan car from 1903-13 and the Barley Motor Car Co. assembled the Roamer between 1916-30, was destroyed



Of all the homes of Flint's auto giants, none has fallen upon worse times than that of Louis Chevrolet, who designed the first models of the world's best selling auto. Chevrolet's home, at 917 Root Street, Flint, is now a rooming house in a decaying neighborhood. At left foreground is a crumbling hitching block, one of five such relics of the horse-and-buggy era to be found in the block.



William C. Durant, who bought Buick in 1904 and founded General Motors in 1908, lived in this modest house at 702 Garland, on Flint's near north side. The building now houses four apartments.

by fire two years ago. Oakland Motor Car Company's original powerhouse and four-story service garage and delivery station for new cars, near Oakland and Baldwin, in Pontiac, were torn down in 1971. During the same year a major part of the Fuller-Brisco-Earl plant in Jackson was demolished. Plants identified with the carriage industry have suffered a similar fate. In Flint alone in 1970-71, the famed Cornwall whip socket factory and Durant's carriage plant were knocked down.

If homes of automotive greats are deemed suitable for landmark status--as are Fair Lane and many others around the country--then a number of homes of automotive pioneers are also deserving of recognition.

The home of John Dodge, 121 East Boston Boulevard, in Detroit, still stands, and is owned and occupied by the Roman Catholic Archdiocese of Detroit. Still standing in Flint are the homes of William C. Durant, Charles Nash, Louis Chevrolet, Albert Champion, and J. H. Whiting.

Durant, who bought Buick in 1904 and founded General Motors in 1908, lived at 702 Garland, on Flint's near north side. The structure now houses four apartments. Nash, an employee of the Durant-Dort Carriage Company and president of Buick and GM, lived a block north of Durant at 904 Garland from about 1913 until 1916, when he left Flint to start Nash Motor Company in Kenosha, Wisconsin. Nash's former residence is now owned by attorney Gordon Suber, whose offices occupy the first floor. On the second floor are two apartments. Before Suber acquired the building, four ADC families lived in it.

A few blocks northeast of Nash's home is the modest residence of Louis Chevrolet, who designed the first models of the car that bears his name. The structure, at 917 Root Street, is now a rooming house. In the same block are five crumbling hitching blocks, remnants of the horse-and-buggy era.

On East Kearsley Street, once Flint's most fashionable avenue and hard by the downtown area, are the former homes of Albert Champion--who began manufacturing spark plugs in Flint in 1908 and whose name now is on half of the nation's plugs, his initials on the other half--and J. H. Whiting, the man who brought David Dunbar Buick and his company to Flint in 1903 and who built the Whiting car from 1910-12. The Champion home at 423 E. Kearsley, now occupied by Plourde Interiors, housed the spark plug king in 1919-20. Charles Stewart Mott lived in the house from 1912-16, afterward moving to his present estate, Applewood, at 1400 E. Kearsley.

The Whitney house, at 614 E. Kearsley, has been a home for elderly ladies since 1927. It has changed little through the years. As one steps into the foyer, he is greeted by a grandfather's clock, stained glass windows, an ornate staircase, and the original Oriental carpeting and Belgian-made curtains with which the house was furnished. The residence, alas, will be torn down before July, 1972 to make way for a projected north-south expressway.

Many homes of Flint's automotive pioneers have already succumbed to the wrecker's ball. The East Kearsley home of Walter Chrysler, who entered the auto business as Buick's works manager in 1911, was razed in the spring of 1971. Other homes which have fallen in recent years include those of Buick, J. D. Dort (Durant's partner in the Durant-Dort Carriage Company and later manufacturer of the Dort automobile), A. G. Bishop, a banker in whose home arrangements were made in 1905 to bring

Weston-Mott Axle Company to Flint; and A. B. C. Hardy, who in 1902 organized Flint's first auto firm, the Flint Automobile Company, and later served as general manager of the Little Motor Car Company, Chevrolet, and Oldsmobile. The Lansing home of R. E. Olds was lost to highway construction several years ago.

In Battle Creek, the home of Uriah Smith, the city's Ben Franklin, still stands. Smith made most of his money from the manufacture of a school seat. But he gained automotive immortality by designing a papier-mâché horse's head for attachment to vehicles, the idea being that the contraption would sooth any horses the car might meet. The head was tried out on a Haynes-Apperson car in Kokomo, Indiana. It frightened approaching horses, and was returned to the inventor.

Although Michigan's historic automotive sites--and those in other states as well--have been overlooked by the Department of the Interior, they need not remain neglected. Officials of the Department--and I've met a number of them--are not prejudiced against the auto industry. But they lack information--and perhaps special competence and good judgment--when it comes to designating landmarks in industry and commerce, especially in the automotive industry. Moreover, they lean too heavily toward the selection of architectural and literary landmarks, while putting those in commerce and industry on the back burner.

The fact is, Interior needs assistance in designating automotive landmarks, and nobody is in a better position to help it and to see to it that appropriate recognition is gained for Michigan's No. 1 industry than the Society's membership. Given these circumstances, members should be encouraged to write to Interior officials and recommend the designation of historic automotive sites or structures as national registered historic landmarks. If enough factual data are sent and sufficient pressure is applied, the auto industry may yet gain the recognition it deserves, which, in my opinion, should be more than that given the whaling and lumbering industries and as much as any other industry that might be named.

Letters should be sent either to Robert M. Utley, Chief Historian, Office of Archeology and Historic Preservation, or Horace J. Sheely, Jr., Chief, Branch of Historical Surveys, both of the National Park Service, U.S. Department of the Interior, 801 19th Street, NW, Washington, D.C. 20006.

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### ALVIN J. ARNHEIM

Alvin J. Arnheim, of 10 West 66th Street, New York City, a Charter Member of the Society of Automotive Historians and an uncontested authority on McFarlan cars, died on April 17th in New York City following a lingering illness. He was 68.

Al Arnheim, who had been retired for several years, learned to drive on his father's McFarlan car at the age of 14 and maintained a lively interest in that make through the years during which he spent collecting McFarlan literature, parts and other artifacts. The interest culminated in his collaboration in 1965 with Keith Marvin on the book, WHAT WAS THE McFARLAN?, which appeared in 1967.

A graduate of Antioch College, Al also attended both Harvard and Columbia Universities and was, in addition to his SAH membership, affiliated with the Antique Automobile Club of America, Jaguar Club, Veteran Motor Car Club of America, Automobilists of the Upper Hudson Valley, Classic Car Club of America and others. He was a member of the Salmagundi Club of New York City, and was chairman of its billiards committee.

Al maintained a large correspondence with historians both here and abroad. He was meticulous in detail, accurate in his research and exemplified all a true and dedicated historian should be.

- Keith Marvin

It seems appropriate to give some accounting of the S.A.H. Library has been doing during its first months under the current head. In short, we have a fair accumulation of current auto books obtained as review copies, as well as a large back list of publications of the Pierce-Arrow Society through the courtesy of Bernard Weis. This last is through a "Trade" agreement, as are a few issues of The Albatross, devoted to all WHITE vehicles. There are a number of miscellaneous publications donated by several members, principally Jan Eyerman.

Last October, at Hershey, Perry Zavitz donated to the S.A.H. four large boxes of auto catalogs, post WWII, which include most all U.S. and Canadian makes as well as a large number of foreign makes. These include those of Australia, Poland, East Germany and even some from the U.S.S.R. An attempt is being made to catalog these and put them in some sort of order, and in folders for best preservation. It will take some time to complete this job, but if any member is interested in a specific make and date, I will be glad to determine if we have the information requested.

Before getting into review of books received, I would like to note the very interesting periodicals catalog by University Microfilms, a division of Xerox Corp. At long last some of the more important automotive journals are available on microfilm. For a price, that is. The following are given:

Automotive Industries	1899-1948	In Process	Motor Age	1899 to date
Automobile Engineer (London)	1950 to date		Motor (London)	1959-69 In Process
Horseless Age	1895-1918	In Process	Motor Trend	1949 to date In Process
			Motor Trend Yearbook,	In Process

Of course, microfilm is not inexpensive. Motor Age, for example, costs \$19.25 per volume in most instances, and a good viewer is listed for \$340. Microfilm is an ideal medium for serious research, but not as convenient for browsing as the original magazines. Furthermore, microfilm does not offer the convenience of being readily photo-copied, as it is a positive film. Presumably this medium could be used for photographic reproduction of illustrations, but the double process required must result in some loss of picture quality.

But, all-in-all, it is heartening to learn that some of the more important auto magazines are being reduced to microfilm, although these are not in a price range to entice most of us. The complete backfile of Motor Age is priced at \$1125.

Several donations have been received from members, for which the Society is grateful:

The Arrow (Pierce-Arrow Society) 1967-1971  
 Pierce-Arrow Society Service Bulletin 1966-1971  
 Cumulative Index of Technical Information (for above  
 Service Bulletin) 1958-1965, 1966, 1968, 1969, 1970  
 1971 Roster and Car Registration (Pierce-Arrow Society)  
 Pierce-Arrow Album of Advertisements, No. 1, 2  
 The Flight of the Arrow (Pierce-Arrow Society reprint)

(The above items have been received through the generosity of member Bernard Weis and the Pierce-Arrow Society).

Antique Automobile, Vol. 31, No. 5, 6  
 Car Classics, Vol. 1, No. 4

(Contributed by member Jan Eyerman)

1972 MONTEVERDI catalog

(Two copies of this were received, although we do not know whom to thank).

The Albatross, No. 77

(Obtained through reciprocity with R. Scoon of Pasadena. The Albatross is a periodical devoted to WHITE steam and gasoline cars as well as trucks.)

Steam Cars 1770-1970 by Lord Montagu of Beaulieu and Anthony Bird  
 xiii + 250pp., 5½ x 8, \$8.95; St. Martin's Press  
 175 Fifth Ave., N.Y.C. 10010

The purpose of this book is stated by the authors ". . . to show why the steam engine, starting from a position of strength, appears to have lost the fight and to discuss whether, indeed, it may not be a matter of losing every battle and yet winning the war. For the steam car has never been lacking in skilled advocates and it is very far from dead." The authors have done an admirable job on this large and complex task.

This book has been planned for a number of years and has been eagerly awaited as there is no up to date treatment of this important and interesting subject. Recent efforts to develop a modern steam system have, with a great amount of publicity from Lear, revived interest in propulsion methods for autos other than the internal combustion engine.

The authors' treatment of this technical subject is an excellent balance between history and technology. For example, there is a description, and the only one this reviewer has seen, of the actual working of Cugnot's engine. (They also raise the question of whether the current boiler can be the original and not merely a dummy never intended to be fired.) The emphasis is understandably on European developments and the earlier U.S. efforts and not dealt with in detail. This is no criticism of the book as factual information concerning the pre-1890 steamers is difficult enough to find in this country, to which John Peckham can attest. The treatment of the later Stanley, White and Doble is quite detailed. In the case of the Doble it is apparent that only a reliable road test of a typical Model E will give answers to the justifiable questions which the authors raise. The performance of this legendary automobile has too long been just that - a legend.

Referring to the 1865 date on the Roper steamer now in the Ford Museum, a footnote reads: "It is sometimes wise to be chary of the 'dating' of early American automobiles. Henry Ford's own first motor quadricycle was dated, by his own authority, as 1892, or four years earlier than its true date. ." Again this is a justifiable remark for certainly the AACA and the VMCCA have been less courageous in this respect than has been their English counterpart.

This book is an excellent history, well written and complete, and should remain the authoritative book on this subject for some period of time, and a book to which automotive historians must turn for definitive answers.

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WANTED: Information or references to:

The INNES, export only U.S. made car.

The O.H.V. twin air-cooled LAKE engine from U.S.A. which was specially designed for cyclecars, circa 1921.

Origin of SUPER-FOUR engine from U.S.A., 4-cylinder, L-head, 3½ x 5 in. bore and stroke, circa 1923.

MAX GREGORY, "Beltana", Korumburra Road, Drouin South, Victoria 3818, Australia.

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