

*The Society of Automotive Historians*

HEADQUARTERS & EDITORIAL OFFICE: 5 QUEEN ANN DRIVE, NEWARK, DEL. 19711

John M. Peckham
President
675 Pinewoods Ave. Rd.
Troy, New York 12180Richard B. Brigham
Vice-President
136 Park Lane
Marietta, Ga. 30062Vernon W. Vogel
Secretary
Box 24
Edinboro, Penna. 16412William S. Jackson
Treasurer
P. O. Box C
Hummelstown, Penna. 17036G. Marshall Naul
Librarian
5 Queen Ann Drive
Newark, Del. 19711**PRESIDENT'S PARAGRAPHS**

The Officers and Directors of the SAH have recently voted on, and approved, several items designed to improve the Society's communications. These include the appointment of a Publications Board, a new schedule for the Newsletter, new membership categories and the adoption of a permanent address.

The Publications Board consists of the President, the Treasurer and the Editor of the Newsletter as permanent members. Two appointed members also are included. These appointments are Frank T. Snyder, Jr. and David W. Brownell. The purpose of the Board is to see that publication schedules are met, to set the standards for, and approve all proposed publications (including membership roster, magazines, stationery, etc.) and to keep the publication costs within the Society's budget.

The new schedule for the Newsletter will be two issues per quarter (eight issues annually) plus two larger magazines. Marshall Naul is the new Newsletter editor while Dick Brigham will be the magazine editor. The format of the former will be more flexible, allowing it to be published whenever it is due, rather than having to wait for enough material to fill a magazine. Short articles will still be used as well as correspondence from members. The magazine will carry longer articles and more photographic material.

In order to support this new set up, we are going to attempt to increase our membership to approximately 300 members from the present 150 members. A new application form is in the works and will be sent out before long. The new membership categories will not affect present members. After July 1, 1973 the new categories will be: Active Member: dues \$10 per year, with voting rights. These individuals, to become Active Members will have to submit and have accepted, an historical article to an SAH publication or have such an article published in an antique automobile, truck, motorcycle, etc. club publication or in another recognized periodical, newspaper or book. Associate Member - dues \$10 per year, without voting rights. This category will consist of those individuals who do not meet the above qualification. Corporate Member - dues \$20 per year. This, for businesses connected with the automotive industry or automotive history, and private museums.

The primary purpose of the Active and Associate Memberships is to encourage the non-writing members to become more active in writing and disseminating material concerning subjects in which they may specialize, or to get more people interested in doing historical research and publishing their findings. It is, of course, the responsibility of the Society to do its utmost to assist its Associate Members in becoming Active Members.

Finally, it has been decided to adopt a permanent address for the Society. This will mean that no matter who the officers may be, or how often they change, a single address will be all that will be needed. The address is that of our Librarian and Newsletter editor, G. Marshall Naul. The address is: 5 Queen Ann Drive, Newark, Delaware 19711.

Remember, the Annual meeting will be on Friday, October 6 at Herhsey, Penna. More details will be forthcoming.

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

"Some time ago now, a very old restored vehicle was featured in one of our motoring journals which was stated to be an 1888 horseless carriage built by The Great Horseless Carriage Co. of America. The accompanying photos show a vehicle which looks exactly like a long wheelbase buggy with two rows of seats, without the horse shafts but with a full-length canopy.

Mechanical details given state that the engine is a single cylinder gasoline type with water cooling radiator at the rear. From the pictures, it would appear that the engine is mounted horizontally with lengthwise crankshaft. Transmission by friction drive with a driving plate across the face of which moves the driven member on the countershaft to give various speeds or reverse. The statement is made that final drive is by chain to one rear wheel, although one photograph seems to show drive to both rear wheels. The wheels are normal steel-tired buggy type and the machine is stated to be capable of more than 15 mph on a flat road.

Although I have heard of the English Great Horseless Carriage Co., this is the first occasion I have noted a concern called the Great Horseless Carriage Co. of America. Also, the date seems to be very early. Can some of our wise heads sort out this one? If more information is needed I might be able to get permission to have the feature sent in for publication."

From Mike Worthington Williams
74, Wickham Hill, Hurstpierpoint, Sussex, England:

"Have been meaning to contribute my two (cents worth) to the Newsletter for some time and the latest correspondence on the RED BUG provides as good an opportunity as any.

I had intended to write before, but Nick Georgano said it all for me. However, the reference to the Wall AUTOWHEEL is interesting because I have one of these mounted on a wooden plinth on my desk. It is engine No. 43227 and bears a brass plate with the legend 'Manufactured for Auto-Wheels, Ltd., by The Birmingham Small Arms Co., Ltd. Patent No. 23622'. Cast into the magneto drive housing is the following: Auto-Wheels, Ltd., London. Patent Nos. 23080-09 and 20068-12. B.S.A. are of course the well-known manufacturers of rifles, motorcycles and (at various times in the past) cars.

Maurice Harrison's article on The Automobile In India prompts me to plug the current issue of Vintage Quarterly magazine in which appears my own article 'The Cars of Ralph Ricardo, Part 2' which largely covers the wholly Indian-built MORVI motor car. This was designed by Ralph Ricardo in 1912 and constructed with Indian native labor in the workshops of the Morvi State Railway. So far as I know, it is the only completely Indian make of car ever to be produced. I would be grateful for any further information concerning this car.

I was interested in the reference to the GREYHOUND listed as made by the American Motor and Vehicle Co. of Lafayette (Indiana -ed.) Enclosed is a photocopy of a page from the prospectus of the Greyhound Motors Corp. of Columbus Circle, New York City, for their GREYHOUND SPEEDSTER. Does anyone know anything about this one?

Some time back, someone (I forget who) asked in the Newsletter for information about the French DE BAZELAIRE. Enclosed is an illustration of this marque - a 1924 model. F. de Bazelaire, S.A. of Paris were in business between 1904 and 1928 and during the 'twenties, at least, cars were variously offered with engines by S.C.A.P., Janvier and Aster. Best person to contact for detailed information on this and other obscure French makes is Lucien Lorielle of Les Amateurs D'Automobiles Anciennes, 7 Rue Grolee - 69, Lyon-2, France.

The recent discourse on Pre-Classic U.S. V-12's prompts me to enquire whether anyone has ever heard of the Laxtonia "twin-six" engine. This would have appeared circa 1915-1920 and, so far as I know, was not fitted to a car of that name. Reference to it is, however, made in Vol. 4 of "The Book of the Motor-Car" published by Caxton Pub. Co., London. Vols. 1,2 and 3 of this work are pretty common over here and were written by Rankin Kennedy. Vol. 4 turns up much less often and is not credited to any one author. I have no idea whether the Laxtonia was British, American or European in origin.

Have followed the controversy concerning the Roster of Makes with some concern. I do feel that the remarks in the editorial relating to "drifting" were particularly unfair (unintentionally, no doubt) to Messrs Wawrzyniak and Watson and their team. I do hope that they will not be discouraged in their efforts as a result. It was hardly their fault that the Newsletter was not a suitable vehicle for the Roster - the looseleaf sheets are an excellent idea and I hope that the earlier information included in the Newsletter will eventually be reproduced in this way.

As a U.K. member, however, I do feel that the Society is in danger of being branded the AMERICAN Society of Automotive Historians. Quite apart from the fact that it will be years before the American Roster is anything like complete, is it fair to expect non-U.S. members to wait that long before the Society tackles the vehicles of other countries? We in the Society (and those who succeed us, because we won't all be alive to finish the job) have the rest of our natural lives in which to sort out the final format of a world roster. What we must concentrate on now is the gathering and recording of as much material as we can while it is still available and while we are still in a position to interview personally those first-generation automobile pioneers who are still with us. Another five years - ten at the most - will see them all dead, their reminiscences lost forever together with a fair proportion of their photographs and other material - the latter destroyed by uninformed or unsympathetic relatives. How often have members found that priceless and irreplaceable material just "disappears" with the death of its owner? It's been my unfortunate experience time and again over the past twenty years.

O.K., so we've a good team working on the U.S. Roster - now how about appointing a similar team in France, Germany, U.K., etc. to collate and edit lists for the benefit of members, relating to the vehicles produced in their respective countries? They could be prepared on the same loose-leaf system at present employed, with the same definitions, abbreviations and other standards already laid down. I think this would increase the scope of the Society and with it, the membership outside the U.S. (and would probably recruit more U.S. members too, if their interests extend beyond the U.S.) Another point I would like to make - would it be possible to include brief details of the interesting points surrounding the roster entries? Irwin Tragatsch did this in his The World's Motorcycles (Temple Press). This would be particularly valuable to historians as a quick reference and would enable all known information to be included on the very obscure makes where this could be covered in a few words."

(Some of the subjects covered in Mike's letter seem to be quite dated - and no wonder. His letter is dated Feb. 14, 1972 and somehow failed to be included in previous issues.

The line drawing of the GREYHOUND appears to be the same as the Indiana variety, complete with "port-holes" made infamous more than thirty years later by BUICK. Greyhound Motors of NYC probably was their distributor for the area.

The Laxtonia "twin six" is unknown to the ed. but this is a reminder of another puzzling "twin six", CHALMERS, of which Harry Pulfer has a name plate. Nothing in the literature mentions even a proposal for a twelve by this manufacturer. Has anyone information bearing on this subject?

This editor would agree that a country-by-country roster would be most desirable for members overseas as well as U.S. members with non-U.S. interests, and there are many in this last category. - editor)

From Frank Snyder, 748 Laredo Street, Chandler, Arizona 85224:

I am sure that the membership of the S.A.H. will be interested to know that Mr. Peter Cunningham has made a donation of CUNNINGHAM material to the Automobile Reference Collection at the Free Library of Philadelphia. This includes about 8000 engineering drawings and a large number of glass negatives covering both their automobiles as well as horsedrawn carriages, as well as a supply of literature.

From J.J.Martin, 10 Ellison St., East Preston, Melbourne, Australia 3072, a non-member:

"Your address was given to me by Maurice Harrison of G.B. who wrote an article on PEERLESS cars in Vintage & Veteran magazine. I have been trying to get a manual for my 1926-1927 PEERLESS, Model 6-80 coupe. ... it seems that I have the only PEERLESS in this country and parts are non-existent and soon I will be forced to do some maintenance on the engine and a manual would be a great assistance.... I have had my PEERLESS about ten years and it is in good condition but not yet re-bored. I also have two HENDERSON motor bikes to restore sometime, but PEERLESS always comes first."

From George Tesar, Marketing Dept., Univ. of Wisconsin-Whitewater, 800 West Main St., Whitewater, Wis. 53190:

"I am currently working on a research project evaluating the feasibility and acceptability of electric vehicles for intracity personal transportation. During my research, I have found several interesting ideas and considerable material dealing with the history of electric automobiles in the U.S. ... It appears that this might be a very interesting and fruitful area of research. Consequently I was wondering if any members are doing anything in this area, or if anyone is interested in the topic. Perhaps through mutual effort we could come up with some interesting and publishable material. If anyone is interested, please have him contact me personally."

(The field of electric automobiles is of considerable interest to several S.A.H. members, known to the editor. However, none of the better-known publishers in the automotive field have any interest in electrics, despite the fact that it virtually an untouched subject.- editor)

From Rolland Jerry, 360 Briar Hill Ave., Toronto, M4R-1J2, Ontario, Canada:

"... Perhaps I can add something in connection with the RENAULT Labourdette item on the last page (of issue 29). I believe this is a "Vana" body, otherwise described as a "vegetal concrete" by its sponsors, a French firm active before the outbreak of WW I. There are a number of references to the material and technique in various publications, i.e. Autobody, MoToR (US) and French trade publications aimed at the coachbuilder. Interest apparently lasted through until 1921 or 1922, as Automobiles Bignan acquired a license to produce some of their bodies this way.

Also I have some photos ... showing bodies in the course of production by the Vana technique. As far as I know, Vana restricted itself to the production of the stuff for license-use by others.

Regarding RENAULT's boast of captive production of the whole car, I wonder where the tires came from and also the chassis-frame stampings. So far as I know, RENAULT didn't get into presswork of any sort, let alone frame side rails, etc., until well into the 'twenties, and at that, with U.S. Bliss facilities.

It would be interesting to learn if any member has more data on the fwd PACKARD. I wonder if this was wholly a PACKARD R & D project, or whether perhaps Hayes Body might have been involved, certainly on the body side. I believe de Sakhnoffsky served as the latter's designer at the time and the project might have been initiated by Hayes Body to drum up a few body sales, with PACKARD working out the chassis details. Anyway, it is quite unlike anything PACKARD was doing at the time in body-work..."

Donald Summar has written "A History of the Towanda Motor Vehicle Company" which has been published in Vol. XI, No.2 of The Settler published by the Bradford County Historical Society, Towanda, Pa.

The TOWANDA is certainly one of the more obscure makes of autos and evolved from the equally obscure NIAGARA of Buffalo. The orinal seven TOWANDA cars were electric a fact unknown before this bit of research. The TOWANDA was not long in existance and ended in 1904 after offering, a la Dyke, engine-less chasses. This account is complete and certainly well documented.

This sort of research is badly needed, but is quite unglamorous, and will be undertaken only by a quite dedicated person.

BOOK REVIEWS

A Brief Guide to Rolls-Royce & Bentley Motor Cars 1925-1965
by J.B.M. Adams, 9½"x6", 68 pages, 23 photos, \$4.95
Distributed by Motorbooks International, 3501 Hennepin Ave. South,
Minneapolis, Minnesota 55408

This small soft-bound book is for the ROLLS-ROYCE and BENTLEY specialist and more specifically, to the owner or prospective owner. This gives condensed specifications for all models in the given years as well as hints on restoration, maintenance and trouble-shooting. Mr. Adams is an authority in this field as well as being co-owner of an R-R dealership in England.

G.M.N.

Cadillac - Standard of the World

The Complete Seventy-Five History

By Maurice D. Hendry ; Automobile Quarterly Library Series

416 pp, Dutton & Co., N.Y. \$18.95

Maurice Hendry, a New Zealander and an outstanding auto historian, has again stolen thunder from U.S. writers with this magnificent account of the Cadillac. With 419 pages in typical AQ format, this treatise covers every conceivable aspect of the Cadillac history, including its off-spring, the LaSalle.

From the preface, the author admits that two years of his time was devoted to this project. It is surprising that such an extensive and detailed account was accomplished in this time. The account begins with a history of the explorer LeSieur Antoine de la Mothe Cadillac and finishes with a listing of auto clubs of interest to Cadillac preservers. In between is a biography of Leland, a detailed account of the famous R.A.C. tests at Brooklands in 1908, and on to the development of the 1915 V-8. Later is a full treatment of the acme of this make, the V-16, plus 47 pages of excellent four-color photographs. Included in the appendices are technical descriptions of each model including 1973 as well as production figures, model by model, through 1972. There is also a chapter by Harry Pulfer on trade marks and mascots used through the years, plus a bibliography and a list of references.

There is little to fault in this impressive work aside from a very few rather murky black and white photos, but this in no way detracts from the excellent typography which is standard for the AQ publications. In a book of this magnitude there are a few inevitable errors of a minor nature, strategically placed so that the reviewer whose duty it is to find these, can readily identify them. On page 166 the caption beneath a photograph of a V-12 convertible sedan places the location "... in front of the Houses of Congress." However the spot is easily recognized as the Philadelphia Art Museum, a favorite background for the Brunn photographer. The caption for the photograph on page 68 should be interchanged with that on the facing page.

While the price of this book cannot be called modest, it must be recognized that this work is the definitive account of possibly the best-known make of U.S. autos and this book has set a new standard of excellence for accounts of single marques.

G.M.N.

A Couple of Periodicals . . .

Classic Motorbooks Newsletter - 3106 W. Lake St., Minneapolis, Minn. 55416

This is designed to supplement the catalogs put out by this well-known distributor of auto books. The first issue is a chatty four-page listing of their offerings. Rate is \$1.50 for six issues, a years' worth.

Motorcars Unlimited pub. by Motorcars Unlimited, P.O.Box 6273, Savannah, Ga. 31405

Vol.1, No.6 of March 1973 covers a restored Cord, Model L-29, the MG K-3, the recent Duesenberg replica, Frazer-Nash, a Florida restoration shop and the Dutch Nationaal Automobielmuseum. Photos, black and white as well as color are just mediocre as is the content.

NEW MEMBERS:

Asa E. Hall
25 Scoville Street
Torrington, Conn. 06790

Rolland Jerry
360 Briar Hill Avenue
Toronto, Ontario M4R-1J2
Canada

FORD'S EARLY MARKET RESEARCH

by DAVID L. LEWIS

Henry Ford's statement, "The customer can have any color he wants so long as it's black" has been repeated so many times that it obscures the fact that the Ford Company was probably the first automobile company to conduct formalized market research.

Ford first surveyed public opinion early in 1912 when 1,000 Model T owners (a sample of 1%) were asked, "just what reason or reasons were foremost in your choice of a Ford car?"

Twelve respondents indicated that low price was the primary reason they bought a Ford, 38 pointed to the sound ignition system, 108 referred to the low maintenance cost, and 842 reported they made the purchase on the recommendation of other owners. The same question was asked in a poll of 2,000 Ford owners in the fall of 1912, but records of the findings are not extant.

During this period the company also tried to obtain specific market data from each of its branch managers:

"We want to know (Sales Manager Norval Hawkins wrote to Ford's branch managers on June 31, 1914) what sections are dependent upon farming and the kinds of crops raised; what sections depend upon manufacturing and principal kinds; mining, lumber, etc. and the actual reasons for increased prosperity, normal business or financial depression, whatever may be the case, so that we can have our finger on actual trade conditions and the reasons why ... so that should there be bumper crops or crop failures, strikes or bank failures, political upheavals, reduced tariffs, or anything affecting the industries, commercial or farming, we will be in a better position to know what to expect from your Branch territory and to measure your results, present and prospective."

The Ford Company, unfortunately, soon discontinued its pioneering in market research, and the "any color so long as it's black" attitude came to epitomize Henry Ford's thinking during the years the Model T dominated the auto market. The auto king bowed to obvious consumer demand for multi-colored and balloon-tired cars during the mid-1920's, and later introduced the Model A and V-8 in response to consumer pressure. But not until the 1940's did the Ford Company again conduct public opinion surveys.

CANADIAN MUTATIONS - UPDATE '73

by Dave Hermanson

With the disappearance of distinctive Canadian makes like the MONARCH, FRONTENAC and PLYMOUTH-bodied DODGES of the 1950's, on the surface the Canadian automobile industry looks the same as the American. But on closer examination, different models are produced by the Big Three - Chrysler, Ford and General Motors.

In design there is no difference with the models of Chrysler Corp. for 1973. However, some additional models are offered in comparison with the U.S.-produced models. DODGE has the biggest contrast in model offerings. In the full-size Polara line, the Polara Special series is offered - available in either 4-door sedan or 2-door hardtop form. In the model line-up, the Polara Special forms the base line of the full-size DODGE models. Since 1965, DODGE has consistently offered a wider selection of models in Canada than any other line of Chrysler Corp. models.

CANADIAN MUTATIONS (cont'd.)

PLYMOUTH offers two additional models than does its counterpart in the U.S. The full-size PLYMOUTH Fury has a 2-door hardtop in the medium-priced Fury II line. This model has been offered in Canada since 1965 - while only appearing in the U.S. PLYMOUTH Fury range in 1971 and 1972, being discontinued for 1973 due to lack of sales. The other variance occurs in the compact Valiant line. Here a lower-priced Scamp Special hardtop is offered. This model differs only in exterior and interior trim details in comparison with the regular Scamp hardtop.

Ford Motor Company offers one of the two distinctive Canadian cars in today's market. The METEOR, now in its 25th year of production, carries on the tradition started with its introduction in 1949. Nowadays, though, the METEOR is virtually identical to the U.S. MERCURY Monterey and is offered in two series, the Montcalm and Rideau 500. Up to recent years the METEOR differed significantly in styling from the U.S. MERCURY. Now with the separate design for the MERCURY Marquis, it is a "twin brother" to the Monterey except for identifying trim and nameplates. The MERCURY Monterey is not marketed in Canada.

The MERCURY Marquis line continues in 1973 with an additional line of models, the Marquis Deluxe. First appearing in 1971 as the Marquis with Decor, this series falls in between the base Marquis and luxury Marquis Brougham. Offered in 4-door Pillared Hardtop and 2-door hardtop form, only interior appointments and standard equipment differ from the other Marquis models.

In the full-size FORD line, three additional models are available. The base Custom 4-door sedan and Ranch Wagon are again offered in Canada while these models disappeared from the U.S. scene with the introduction of the '73 models. In addition, the Custom 500 series offers a 2-door hardtop model. This style has been available in Canada since 1970 while never appearing in the States.

On the "captive" import scene, the Cortina - imported from Great Britain - is sold by selected dealerships, usually MERCURY.

General Motors continues the trend of offering a greater variety of models on the Canadian market. Laurentian and Parisienne Brougham are the only reminders of PONTIAC's distinctiveness on the Canadian auto scene. Beginning in 1971, the PONTIAC lineup was virtually identical to that of the U.S. models, ending years of sharing the limelight with the METEOR in being a truly distinctive Canadian line. Today, only trim and standard equipment vary in the 1973 Laurentian and Parisienne Brougham models. What was the top model in the middle 1950's, the Laurentian now occupies the base of PONTIAC's range for 1973, and is available in 4-door sedan, 2-door hardtop and station wagon forms. The prestige line of the 1960's, the Parisienne Brougham, is now slotted between the Catalina and Bonneville lines, and is available in 4-door sedan, 2-door and 4-door hardtop forms. As Perry Zavitz mentioned in his articles on Canadian Mutations that appeared in the SAH Newsletter, the Acadian was discontinued in 1971 with the introduction of the PONTIAC Ventura.

A new model surfaced on the Canadian scene in January, the PONTIAC Astre, based on the CHEVROLET Vega. The Astre features PONTIAC's split-grille theme and different trim around the tail-lights. Available are the Coupe, Hatchback, Safari station wagon and Panel Van. Several trim options are available to "dress up" the Astre, including a GT option.

As with FORD, CHEVROLET also offers three additional models on the Canadian scene. The base series, Biscayne, is offered in both 4-door sedan and station wagon forms. This series was discontinued in the U.S. with the introduction

CANADIAN MUTATIONS (cont'd.)

of the '73 models. In the medium-priced Bel Air line, a 2-door hardtop is again offered. As with the FORD Custom 500 2-door hardtop, this model has been available since 1970 while never appearing on the U.S. market.

The only "captive" import sold by G.M. dealers in Canada is the OPEL GT, offered by PONTIAC dealers.

Several models are imported into Canada from the United States, these are mainly the luxury models such as CADILLAC, LINCOLN CONTINENTAL, Imperial, etc. Each year special promotional models are offered on the Canadian market but are too numerous to mention here.

To give a true picture of the Canadian auto scene, it should be noted that some models are not offered in Canada. Primarily this occurs in the G.M. intermediate ranges and includes the OLDSMOBILE Cutlass Salon, BUICK Century 350 and Gran Sport, as well as the exclusion of the CHRYSLER New Yorker 2-door hardtop.

THE CUGNOT AWARD - The Award Committee will extend the time for nominations for this annual award, but these should be received no later than August 15 and should be sent to Mary Cattie, Automobile Reference Collection, Free Library of Philadelphia, Logan Square, Philadelphia, Pa. 19103.

This award is open to all members of the SAH and any member is free to nominate his own work, either a published book or an article in a periodical. The Award itself consists of a framed certificate and \$100, generously donated by Scott Bailey of Automobile Quarterly.

In the next issue of the Newsletter it is hoped that this certificate, designed by John Peckham, can be reproduced for those who have not before seen it.

BOOK NOTES - The following books have been received and will be reviewed in a later issue:

The Mercedes-Benz Racing Cars by Karl Ludvigsen
Porsche Sport 72 edited by Ed Reading

Classic Motorbooks, Inc. of Minneapolis has just issued No.2 of their periodical now entitled Book Marque. This covers their newest releases in very brief form. This mentions that the Ballentine series, Illustrated History of the Car not only has been discontinued, but the remaining stock of books has been shredded by the publisher. (In a fit of PIC-PIC?)

THE ROSTER - The Roster Committee is anxious for information on the following possible makes as listed in various lists given in parentheses:

| | | |
|-----------|-----------|--|
| A.B.C. | 1939 | (National Auto.) |
| A.M.C. | 1913 | - Arthur C. Mason (Mason Motor Co.), Flint, Mich. |
| ADAMS | 1924 | (<u>Sat. Eve. Post</u> list, National Auto.) |
| ADETTE | 1947 | (<u>Sat. Eve. Post</u> list) |
| AEROCYCLE | 1936 | (<u>Special Interest Autos</u> , 8-72, p.58) |
| AIRMOBILE | 1916-1919 | Rotary Products Co., Los Angeles, Cal. |
| AIR SCOOT | 1947 | Aircraft Products Co., Wichita, Kans. |
| A.T.J. | 1912 | Weston, Mass. (<u>The American Car Since 1775</u>) |
| ALGONQUIN | 1913 | (National Auto.) |
| ALLEGHENY | 1905 | Allegheny Automobile Co., Allegheny, Pa. |

Any information which can be used to either confirm the existence of, or to prove the non-existence of any of the above should be sent to Frank T. Snyder, Jr. 748 Laredo Street, Chandler, Arizona 85224. Such references should be primary ones rather than references to other listings.

WANT ADS :

WANTED: Any literature produced by FOMOCO on the 1956-1957 Continental, Mark II. Especially want dealers' material, eg, salesman's books, color and trim book, showroom advertising, press releases, etc. Also need hardbound owners' manual. Send description or item and asking price. Any leads also appreciated. Dr. John H. Le Baron, 7703 Lem Turner Rd., Jacksonville, Fla. 32208

(Dr. LeBaron mentions he is Historian for Mark II, Lincoln Continental Owners' Club and Mark II Consultant for Milestone Car Society.)

WANTED by S.A.H. Library: any automotive material any member is about to discard, or duplicates which are getting in owner's way. The Librarian would like to obtain anything, as such items can be used to trade for material which the Library could use. Of particular interest would be copies of Horseless Carriage Gazette, and 1970 to date issues of The Bulb Horn and Antique Automobile.

Will trade 1930s to 1970s U.S. auto catalogs for following issues of Antique Automobile: Vol. 8, No.3 and before; Vol. 10; Vol. 11, No.1, Vol. 12, No. 4, Vol. 17, No.4; Vol. 21, No. 1; Vol. 26, No. 6; Vol. 27, No.4; Vol. 28, No.4; Vol. 36, No.6. G.M.Naul, 5 Queen Ann Drive, Newark, Del. 19711.

FOR SALE: "The Gasoline Automobile" by Hobbs and Elliott. First edition, fourth printing - 1915. Book specially prepared for the West Side YMCA Automobile School. Chapters on General Construction, Engines, Power Plants and Transmissions, Fuels and Carbureting Systems, Lubrication, Battery Ignition, Magnetos, Starting and Lighting Systems, etc., described in detail. \$12.50 plus postage. J. Eyerman, R.D. #1, River Road, Stanhope, N.J. 07874.

A Note From the Editor -

It is only justice that at the end of this new issue, after all others have had an opportunity to speak, that the editor have an opportunity for some views. (And otherwise, this page would end with considerable blank space.)

Dick Brigham's work on the first twenty-nine issues of the Newsletter is a difficult act to follow, and the Society owes Dick considerable thanks for his efforts as editor, publisher and printer for nearly four years. The new editor cannot hope to immediately (or possibly, ever) attain the typographical excellence of those twenty-nine issues. Any shortcomings in typing and/or layout can be blamed upon a considerable amount of inexperience in both. Such minor inconveniences can and will be improved. Furthermore, any constructive criticisms from members will always be welcomed.

The single sheet design has been adopted to allow greater flexibility in the content, compared with the previous double-sheet layout. Several illustrations which have been submitted were purposely delayed until the next issue in order to make this initial effort as simple as possible. This simplicity has allowed this issue to be printed and mailed in a shorter period of time than otherwise could have been obtained.

G.M.N.