

## NEWSLETTER

# The Society of Automotive Historians



HEADQUARTERS & EDITORIAL OFFICE: STUBLYN ROAD, ROUTE 2, GRANVILLE, OHIO 43023

Stanley K. Yost  
President  
4443 Elmwood Ave.  
Royal Oak, Mich. 48073

Michael J. Worthington-Williams  
Vice-President  
"Hollybank", 74, Wickham Hill  
Hurespierpoint, Sussex, England

Vernon W. Vogel  
Secretary  
P. O. Box 24  
Edinboro, Penna. 16412

Frederick D. Roe  
Treasurer  
837 Winter Street  
Holliston, Mass. 01746

G. Marshall Naul  
Librarian  
Stublyn Road, Route 2  
Granville, Ohio 43023

### PRESIDENT'S PARAGRAPHS

Word comes from the editorial office that there is some stirring among the natives. I should say that there has been some stirring from some of the natives, the ones that are not native to the United States. To date, there have been a number of articles sent in from Europe and the Australia and New Zealand members. This is gratifying for it gives us more of a universal appeal. I don't know what is wrong on this side of the "puddle", but I think I have an idea.

I have to go back to the beginning of the SAH. I was invited to join and didn't think a great deal of it. I figured that what I had for a collection was all I needed and I wasn't on any kind of a schedule so there was no rush to do anything, as far as auto history was concerned. I also had the feeling that this bunch just wanted to pick my brain anyway. After all, what could they do for me; I knew everything there was to know on the subject anyway. If that wasn't good enough, I came up with the fact that I didn't have time to do this kind of stuff without getting paid for it. That's a good one, and I'm sure that some of the club editors have a line from me to that effect. There's one more little thought and that is the one about "Why should I put something in one of those rags so everyone can sit back and take potshots". I think I've covered most of the spectrum and I also will have to admit that I've been guilty of some of them, if not all.

As you have probably guessed, I did join SAH. No one begged but I found that a lot of the people I enjoyed and respected were members. I found there wasn't a case of Potshot Taking or Brain Picking in the whole bunch. I found instead that there were people that knew additional things about a certain marque that made the things I already knew more valuable. I found that there were real desires among the members to find out about local makes that most of us other members didn't even have an idea of an existence. This is the greatness of this kind of an international group. There are no end of things we can do for each other and after all, the Good Lord did put us here to help each other, right?

I think it gives us all a good feeling to have something in print. I know it does me. It makes me feel doubly so when I can find something that Keith Marvin hasn't heard of. See, you have to pick someone you admire and then try to outdo him. Why not use that as a criterion? Let's get some of these strange and unknown things into print. Let's get them into our own publications where you have a captive audience. If you pick them strange enough, there won't be a soul in the group that can nitpick you, for there won't be anyone else that will know anything about it.

(continued)

That brings up a little farce of a number of years ago. I had forgotten about it until some time ago when Les Henry brought it up. There were a numbers in AACA that got together on a plan to conjure up a new marque. They were from different parts of the country and all started writing in about this certain car, inquiring about its origin and how many there were. It got to the point where others, not included in the original group, started answering some of their questions for them. The name of the make escapes me at this point, but it got pretty wild, so let's not get too strange!!

It is now getting time to think of Hershey and our annual conflagration. Last year was outstanding and we'll hope for at least a repeat this year, so you be there to make it possible.

Stan Yost

---

HERSHEY MEETING! The annual meeting of the S.A.H. will be held at Hershey Hotel beginning at 7 PM on October 4. The meeting room will be the Mosaic Room - same place as last year. Coffee will be provided.

---

IS YOUR NAME ON THIS LIST?? If it is, your 1974 dues have not been paid. The names which are followed by \* are two or more years in arrears, and this is the last issue of the Newsletter which the latter will receive.

Adams, Nelson	Ficken, David	Marvin, Keith
Antia, George	Fox, Fred K.*	Parkinson, Robert
Applegate, Howard	Giblin, Carl J.	Proctor, Charles
Barmer, W.L.*	Gillespie, Rebecca	Pulfer, Harry
Bellman, Randolph	Glover, Thomas	Re, Armando J.*
Bickford, Peter	Godshall, Jeffrey	Sago, Lloyd
Bishop, Charles W.	Goode, Sigmund*	Sandaro, James
Bochroch, Albert	Gordon, Richard	Seeley, Guy
Burdette, Lewis M.*	Hallenbeck, W.C.	Seltzer, Ervin
Burness, Tad	Hartner, G.L.*	Smith, Herman
Cannon, William	Hebb, Charles	Smith, John Martin
Clark, H. Austin*	Heinmuller, Dwight	Stadt, Russell
Clayton, Willis*	Hewlett, Van Wyck	Taylor, Frank
Cohen, Burton	Jackson, Wm.*	Trefney, Jack*
Conde, John A.	Johnson, Fred S.*	Triplett, Jack
Convalle, Kenneth*	Lamm, Michael*	Turnquist, Robert*
Davis, Michael	Langworth, Richard	Ullman, Alec*
Dennis, Jack	Larrowe, Richard E.	Watson, William*
Eady, Ann S.	Leake, James	Weimer, Walter*
Ebert, Robert	Levine, Gary	Woodall, Allen*
Enright, Frank O.	Lumb, Arthur*	Wray, Walter
Farmer, Alex.*	MacLeod, Charles*	Zavitz, Perry
		Zimmerman, Eugene*

From Vernon Vogel, Secretary:

"Under the revised dues system of 1973, dues for all members fall due in the 1975 calendar year between Nov. 1, 1974 and Feb. 28, 1975. The Secretary will accept your check for \$10.00 (associate or active) or corporate membership of \$20.00. Members who have forgotten to pay for 1974 may at this time include payment for 1975 also if they wish. Payment for 1974 and 1975 will be acknowledged by membership cards for both years."

# THE MAIL BAG

Letters from Members

From Robert Scoon, (editor of The Albatross devoted to the WHITE and related vehicles.):

Please inform Mr. Yost that photos 1 and 2 in Issue 35 prompt these comments: 1. The HAWK body is definitely in the upper middle to high-priced range. Observe treatment of top of front seat. This was common only to LINCOLN, some HUDSONS and WHITES by Leon Rubay. Rubay claimed credit for introducing this feature to touring bodies. HAYNES used same wheels. 2. The RUSSELL is so similar to ROLLIN (my specialty) and to COLUMBIA that I'd like to hear more about it also. Various body features mark it as a product of Trippensee. Hubcaps look like COLUMBIA while radiator shell fits these as well as some late MAXWELLS. Is that a REVERE in the background?

- - - - -  
From Keith Marvin (copy of letter to Stan Yost):

Boy, you sure dig 'em up. I'm simply enthralled with the three oddballs of the circa 1920 era which appear in the latest Newsletter!

If anyone was going out to style and market a car of better-than-average quality, typical of the period, that car might well have been the HAWK of 1919-1920. That's a beauty and I wonder what the story is surrounding it?

As for the cars from S. Russell Co., it looks much like any number of others assembled for export, right-hand drive included. What's the car directly in back of the hood line? Looks like a STEPHENS to me. What do you think?

For the BLODGETT, we seem to be getting into harder things. It does seem to resemble the BIRMINGHAM around the windshield, or even mayhap, the short-lived WASHINGTON of Middletown, Ohio. I notice the absence, though, of the BIRMINGHAM running-boards which had an upsweep into the rear fenders, a style also adopted by MARMON, WASHINGTON and LEXINGTON. That radiator and hood have a resemblance to COLE, too. I wonder what the story is behind this interesting bit of unknown automobiliana?

- - - - -  
From: Nels Adams, 1043 Western Road, Castleton-on-Hudson, N.Y.

In Issue No. 35, the mystery photo IV of a ladder truck is circa 1937, I'd guess. Note the circular medallion on left side grill; probably has a stylized "S" in it, wouldn't you say? Just gotta be a STUDEBAKER. The photo, by the way, is a recent one judging by the compact cars to the rear of the truck.

(Editor: For fire-engine enthusiasts, there is a color photo of a unique one in the March/April issue of Old Motor: a hose truck body on a Type 44 BUGATTI chassis in the Molsheim plant, ca. 1938.)

From Robert Douglas Barr, 106 Park Avenue West, South Weymouth, Mass. 02190:  
(to Vernon Vogel)

I must apologize for not writing to you earlier to tell you of my beloved Dorothy's death several months ago. At last, I feel like rejoining the world again.

As you can see from the letterhead, Dotty was thrilled and honored to be a member of the Society, and I'm most grateful to you all for making her last few years happy and productive. Beset by a multiplicity of disorders for a number of years, she was confined to bed much of the time, surrounded by books, magazines and had her typewriter on a bedside table. Her cheerfulness and enthusiasm were most inspiring.

If possible I'd like to assume her membership with the hope, in time, to gather up her material and put it into essay or book form. It was her ambition.

Therefore, I'm enclosing a check for \$10. with the hope that you'll accept my application. I've been employed by the Boston Globe for 31 years and my present position is exchange editor, if this or any other information is required I'll be pleased to give more details.

- \* \* - \* \* - \* \* - \* \* -

The UNIQUE - F. Donald Butler

The accompanying photograph (see page 5) is of a 1903-04 UNIQUE which is a new one for the roster. The grandson of this car's builder recently told me about it and supplied the original photograph from which this copy was made. The original photograph had the following information was noted on it:

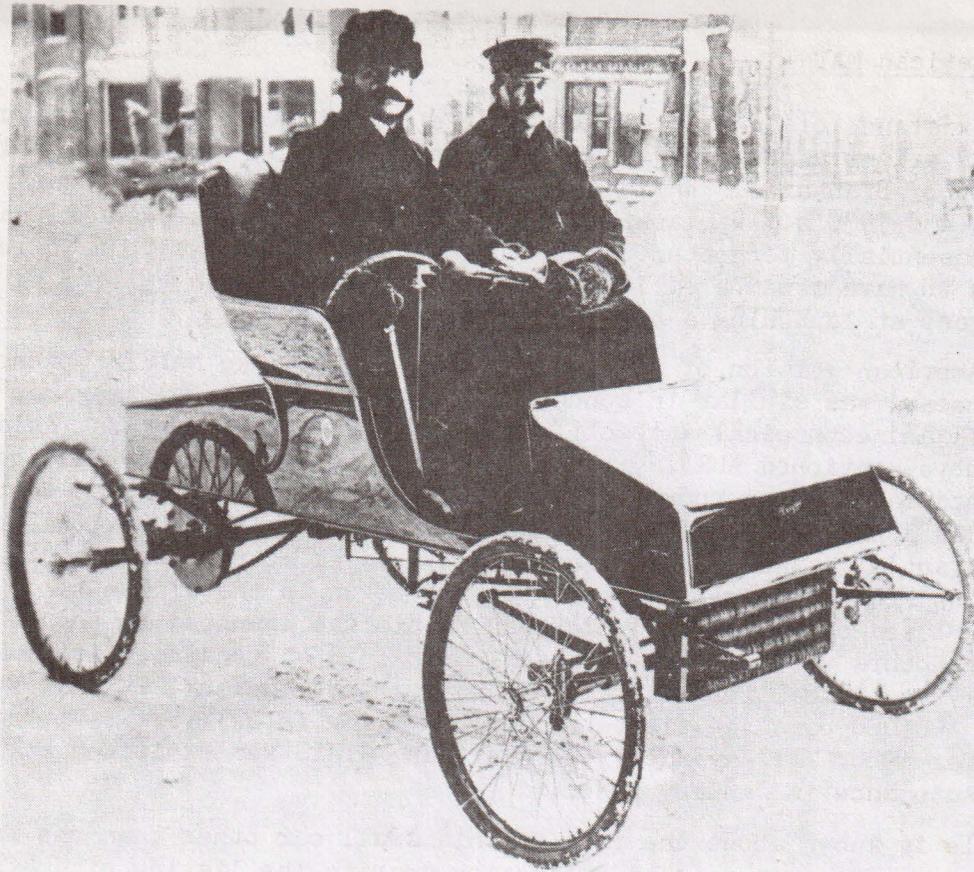
Built by Philip Bingham, 1903-04 at shop on Grand River Ave.  
(between 5th and 6th Sts.) Detroit, Michigan.

Engine: One cylinder, four-cycle, water-cooled; automatic intake valve over mechanical exhaust valve; splash lubrication.  
Ignition: vibrator ind. coil with batteries; manual spark adv.  
Transmission: planetary. Body: plywood.

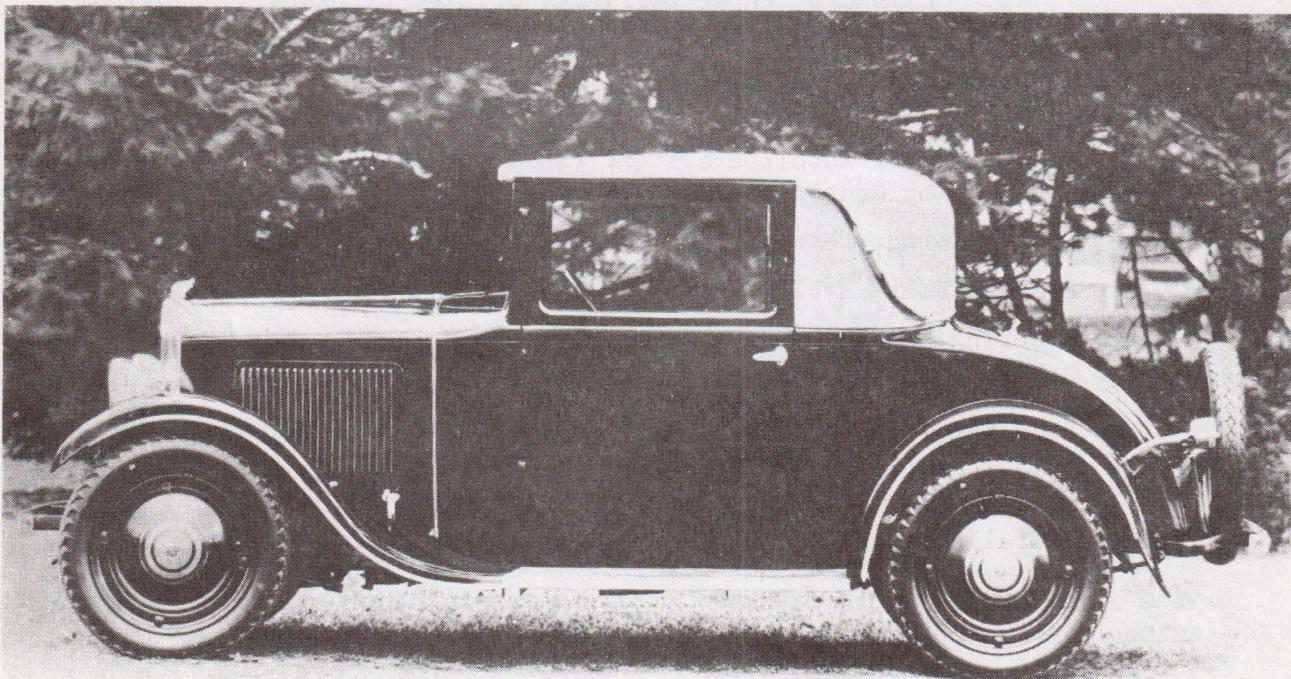
Only this one is known to have been built but it is said there were spare parts. There were no plans for marketing and manufacture as far as is known. In the photograph, the driver is William McHugh and the passenger P. Bingham.

The builder's grandson is Thomas Bingham, now of the Styling Office of Chrysler Corp. in Highland Park (Detroit), where I also am employed. His father helped his grandfather build the car.

The 1906 Hatfield UNIQUE was not related.



1903-04 UNIQUE



1931 American MATRIS

The existence of an American automobile called MATHIS came as a surprise to this writer a couple of years ago when examining a copy of the 1934 edition of Branham's. While I was fairly conversant with the cars of the 1920's and 1930's I was amazed that even such an inconsequential make had been essentially forgotten. As it turns out, there seems to have been little reason to have remembered it other than its having been William C. Durant's last gasp at launching a new automobile venture.

The American version of the better-known French make MATHIS (pronounced May-theese) was similar in concept to the more successful American AUSTIN, a small and economical automobile based upon European designs. Aside from the above-mentioned AUSTIN, the other European ventures in building in the U.S. had fallen upon poor times, or were about to do so. These ventures included ROLLS-ROYCE, FIAT and, much further back, NAPIER and DAIMLER-BENZ. Mr. Durant's last effort was to be even less effectual. His negotiations with the French principals seems to have begun in the middle of 1930 and a U.S.-based company called American Mathis was launched in August 1930. Durant Motors was to build the American MATHIS at Lansing, Mich., and presumably at the California plant headed by Norman deVaux. It was expected to build 100,000 cars the first production year with deliveries to begin in December 1930. At any rate, the American MATHIS was exhibited at the New York Auto Show in January 1931.

Little is known about the fate of this small car other than the fact that it apparently never reached production despite the listing of sketchy specifications in MoToR from Jan. 1931 through August 1931, and the listing in Branham of "Starting 1-1-31" and "Discontinued". The bare bones of this small automobile are:

Engine: 4 cyl., L-head, 2.75 x 3.25 bore x stroke, chain-driven camshaft, three bearings, drilled crankshaft, aluminum pistons, cast iron skirt, Tillotson carburetor. Compression ratio 5.50, 12.00 taxable HP, rated output 32 HP @ 3200 rpm. Thermosyphon cooling without thermostat, 8½ qt. capacity. Engine with four-point rubber suspension. six-volt Autolite system. (This engine was to have been built by Continental Motors.)

Transmission: Three forward speeds, in unit with engine.

Brakes: Four-wheel mechanical

Steering: Worm and nut.

Wheelbase: 96 in.; Tread 48 in.; Tires 4.00 x 18 ; Disc wheels

Body type: Two-passenger coupe; Weight 1500 lbs.; Price \$455.

(There was to have been a convertible coupe, but apparently even the prototype never was made.)

Overall gear ratio 4.62; Bumpers not fitted, nor safety glass.

The accompanying photograph was obtained through the help of Mary Cattie of Automobile Reference Collection, Free Library of Philadelphia.

The MACQUE Cyclecar - Max Gregory

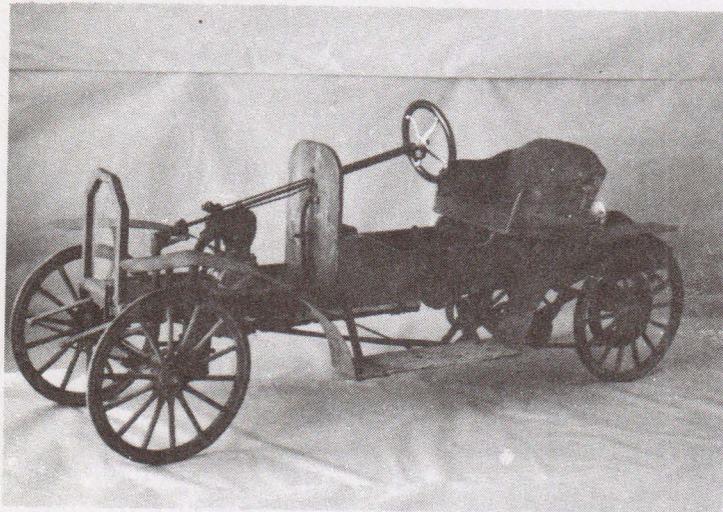
The adjacent advertisement is of an obscure Australian cyclecar of 1913-1914. At this time, the maker Allan Macqueen was already offering a range of stationary petrol engines of 3 to 60 HP under the tradename Macque.

In most respects the cyclecar would seem to be fairly unremarkable for the day, one odd feature perhaps being the alternative of air- or water-cooling for the otherwise identical 1137 cc. (69.4 cu. in.) engines.

There appear no indications of its currency lasting more than the 1914 season.

The advertisement is from the Dec. 5, 1913 issue of The Australian Motorist.

\* \* \* \* \*



The photograph to the left above is of a 1905 ARMAC single-seat roadster presently owned by David Faegre, 627 Rochdale Circle, Lombard Ill. 60148. This was built by Armac Motor Co. of Chicago which specialized in air-cooled automotive engines. The engine has a single cylinder but other specifications are unknown. This design appears to have anticipated the later BROWNIKAR.

# MACQUE CYCLE CAR



Made in Australia.

Price :

Air Cooled - - - £170  
Water Cooled - - - £185

SPECIFICATIONS :

Wheelbase, 101 inches. Engine, 2  
Cylinder Horizontally opposed.  
Horse Power (Ten) 10. Bore,  
3-11 16. Stroke, 3 1/4. Drive, friction.  
Transmission, Belts to rear Wheels.  
Consumption, 40 miles per gallon.  
Tyres and Tubes, per Set, £14.

Equipment:—Cape Cart Hood, Adjustable  
Wind Shield, Two Side Lamps, Tail Lamp,  
Pump and Kit of Tools.

BUY DIRECT FROM THE  
MANUFACTURER,

## Allan Macqueen,

CLARENDON STREET, SOUTH MELBOURNE

(Next Robur Tea Warehouse).

MISCELLANY -

Belated congratulations to Ken Stauffer who, in February, became the new President of Antique Automobile Club of America.

Albert Bochroch's new book "American Automobile Racing" was recently published by The Viking Press.

A recent news item noted that Mack Trucks, Inc. has donated its second million dollars for a national truck museum in Allentown. One could feel that Detroit is populated by a bunch of penny-pinchers by comparison.

Among new things is a FERARRI replicar now available from an importer named Felber. This replicar is based upon the Type 125S of 1947 according to Automotive News.

The Library has received a copy of Journal of the Lancaster County (Pa.) Historical Soc., Vol.77, no. 3 which carries an article "The Carroll Motor Car Company of Strasburg" by Don Summar. In this article he proves that only one CARROLL automobile was ever constructed.

The Library has two extra copies of Antique Automobile, vol. 19, # 4 to trade for "what-have-you". Also a number of extra copies of non- US auto catalogs are up for trade.

Here's an overlooked vehicle for the Roster Committee: DUDLY electric. The Dudley Tool Co. of Menominee, Mich. had gotten into the cyclecar business, unsuccessfully, and apparently thought that an electric auto might be the answer. This is listed at \$985 for a cabriolet. Specifications are given in Motor Age for Jan. 21, page 35, with an illustrated ad by Dudley on page 270 of the same issue. The illustration is an artist's rendering so does not prove that this was actually constructed.

Yet another "replicar" has been announced via a full page ad in New Yorker. This time it is the ROMULUS II, a fair duplicate of the AUBURN 851 Speedster, by Classic Motor Car Co., Palm Beach Florida, price \$19,000 requiring a \$1000 deposit. Could this fiberglass fabricator have taken over the defunct Pray molds?

Another make, this time launched with typical Madison Ave. elegance and tinsel is the U.S.-Canadian BRICKLIN, a two-seater sports car, closed, with extra safety features, it is claimed. Frank Snyder wonders whether this is being backed silently by American Motors as so many components seem to be common. The latest, according to press releases is whether American Motors will be willing to sell Bricklin more than the originally contracted-for 3000 engines. Whether the BRICKLIN auto will ever need so many engines is an even more pertinent question.

## MISCELLANY

Frank Snyder has sent convincing evidence that the SPHINX automobile was at least being offered for sale as late as February 1916. This evidence is in the form of a copy of a letter from Sphinx Motor Car Sales Company, York, Pa. dated Feb. 17, 1916. Another sheet from Frank shows that SPHINX made 1000-lb. delivery cars for 1916.

A note from The Oakwood Press, Tandridge Lane, Lingfield, Surrey, England takes exception to the review of "Commercial Vehicles of the World" (see p.7, Newsletter No. 35): "Your reviewer of our book . . . claims that the illustration of the '1906 FWD' is incorrect and wonders what vehicle it is. This vehicle was advertised in the UK by Four Wheel Drive Wagon Co. of America in the trade journals of May 1906 (we have the cutting)." This controversy seems to be semantic in nature as there was a Four Wheel Drive Wagon Co. of Milwaukee, Wis. which was in business from 1905 to 1907. See CATJ for March 1906, for example. The Clintonville, Wisconsin company was Four Wheel Drive Auto Co. The latter is the better known and is generally referred to as FWD. With their geographical proximity could there have been any connection?

The editor has received recent copies of the re-started British magazine Old Motor and finds this journal to be of considerable interest to the historian. This now is available in the U.S. on a subscription basis for \$12.50 for 6 issues of Old Motor and 12 issues of Old Motor News. There seems to be but one U.S. magazine which approaches this in both content and coverage. (From Sky Books, Int'l., 520 Fifth Ave., N.Y.C. 10036)

The current issue of Old Cars has an editorial which takes to task an article in Forbes magazine for July 15 entitled "Degradation of A Hobby". The point of this article is the business of speculation in old autos which has really taken the hobby of collecting these "collectables" out of the reach of the hobbyists who began the collecting of automobiles many years ago. This matter has many sides and it must be admitted that inflation has a large effect upon market values. Furthermore it is very apparent that many of the autos which are sold at auction are not bought for the sake of collecting as many of them are back on the auction block as many as three times in one year. Most of the prices commanded by any automobile of the classic period or milestone era are all beyond the reach of all but a small number of very affluent individuals.

The whys and wherefores and the economics of collecting for both fun and profit are well set out in John R. Olson's book entitled "Make Money Owning Your Car (And Enjoy Every Minute!)" (distributed by Motorbooks International, 3501 Hennepin Ave. S., Minneapolis, Minn. 55408). All aspects of this "game" are considered and it is possible to make a profit and enjoy a still-servicable vehicle whose economic value is bound to increase.

A California correspondent asks for information on the MILAC which was built in Los Angeles in 1916 by Linthwaite-Hussey Co. The only reference found indicates that the MILAC was one or more racing cars only.

BOOK REVIEW

The Coachbuilt Packard by Hugo Pfau

224 p., 7½ x 10, profusely illustrated, \$16.95. Distributed by Motor-books International, 3501 Hennepin Ave., Minneapolis, Minn. 55408

Everybody likes pictures of automobiles and when they are original photographs they become priceless documents. The original photographs used by Hugo Pfau in his book The Coachbuilt Packard should be in every automotive library. It is unfortunate that most publishers are not interested in reproducing this type of material, or put such a high price on such a venture that the book is destined for the discount houses within months after its introduction date and all the copies gone before the true value of the book is realized and, in turn, before a profit for the publisher.

The written material on the coachbuilders is sparse but well it should be since the subject was covered by an earlier book written by Mr. Pfau. All in all, I found the book to be a good research endeavor, the captions in most cases extremely accurate, and a useful tool for both historian and restorer.

R. E. Turnquist

\* \* \* \* \*  
NEW ADDRESS: Maurice D. Hendry, Box 66-019, Beach Haven, Auckland 10  
New Zealand

Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nev. 89431

NEW MEMBERS: Tim R. Chilvers, Edita SA, 7 rue de Geneve  
1000 Lausanne, Switzerland

Arne Asphjell, Vestre Halsetvangen 1<sup>B</sup>, N-7000 Trondheim,  
Norway

Michael C. Sedgwick, Pippbrook, Chichester Road, Midhurst,  
Sussex GU29 9PF, England

James A. Guenther, 4208 N. Belt, West, Belleville, Ind.  
62223

Bruce R. Ledingham, 644 SW Marine Drive, Ste. 102  
Vancouver, B.C. V6P 5Y1, Canada

\* \* \* \* \*  
CLASSIFIED ADS:

" I am selling off clippings and files on cars, using the remains of 500 old car magazines for the material, which I am also selling through a postal auction in England. Request a SSAE and specific wants from the customer as I have 100,000 clippings to go into the already full files and these are not sorted as to makes of cars yet. Time to put in requests if interested." Harry Pulfer, 2700 Mary St., La Crescenta, Cal. 91214

-----  
For Sale, one reprint of Sixth Edition of Hollanders Manual of Interchangable Automobile & Truck Parts , 447 pages, originally printed 1937. For parts as early as 1920 and some even earlier. \$40 postpaid and insured. Also have several hundred auto magazines from as early as 1904 and several hundred owner's manuals. Will send lists for SSAE.

M. Naul, Stublyn Rd., Maplewood, Rt. 2, Granville, O. 43023