



## President's Paragraphs

### AGENDA FOR JUNE MEETING

As you know, I've called a 2-day meeting of the general membership for June 20-21 at the Detroit Public Library. I'm hoping you'll all turn out. Since I've already heard from quite a number of people who'll definitely be there, I think we'll get a lot done.

The meeting will start each day at 9:30 a.m. and will run as long as we can stand each other -- until 5:00 if necessary. There's no pre-registration. All you have to do is show up.

Here, then, are some of the items I'd like to include on the agenda.

1) A discussion of the Society's **general plan** -- what we hope to accomplish, our goals and purposes within the next five, 10, 25, and even 100 years. Included under this broad heading are such ancillary topics as membership (how many and should we limit it?); how we plan to assure continuity in future efforts; how to finance some of the specific projects listed below, etc. I have my own definite ideas on these things, but I want to get your opinions.

2) The SAH **Oral History** program: I want to get this launched as soon as possible. We'll have a new, honorary member at the meeting to help us crystalize the entire oral history project. Owen Bombard was instrumental in creating the original Columbia University oral history project after WW-II. Owen also set up and ran the Ford Archives oral history project of Nevins & Hill. He interviewed many of those retired Ford people who became so instrumental in the writing of the Nevins & Hill tome about Ford. Owen has agreed to give us hints and tips on how we can set up our own program in an efficient manner. Owen, by the way, is presently public relations director for Lincoln-Mercury Division.

3) Vern Vogel, who's a professional librarian in Pennsylvania, has put considerable thought and work into our **Publications Indexing** project. I think he can get it off the ground with a few commitments of money and people. Frank Robinson of Bellevue, Washington, has already offered to help Vern with specific indexing work. With the Board's permission, I'd like to appoint Vern chairman of the Publications Indexing Committee.

4) **Roster of Manufacturers**: I'd like a progress report from those involved in gathering names and information. Any questions or problems?

5) **Fund raising**: The SAH is a fine financial shape for its present activities, but if we're going to expand to take on a multitude of new projects, we're going to need more money. I believe adequate amounts of cash for specific projects won't be difficult to raise, but it'll take a planned, coordinated, sustained effort. Also, the entire topic and scope harks back to the SAH general plan and needs discussion in that light. I'd like fairly soon to name a fund-raising chairman.

6) John Peckham and I are in the process of composing a **one-page flyer** that can be used to solicit both members and money. We've had input from Board members and several others, but I want to put the flyer in final form for printing.

7) **Institutional ad campaign**: I feel the SAH should institute an ad campaign directed toward car company executives and retirees, asking them please not to toss out old "obsolete" files and photos but to contribute them instead to the SAH. Such a campaign would be inexpensive but needs working out of details.

8) **Placing documents into existing libraries and archives**: If we begin getting large amounts of historical material from companies and individuals, and since the SAH has only a small library of its own (in Marshall Naul's home), we'll obviously have to place material in other institutions. This material has to remain broadly accessible. How do we go about this? We need to coordinate such an effort with existing public and semi-public institutions.

9) **Honorary members**: What's our policy on issuing honorary memberships? What channels, for instance, must members go through to have someone made an honorary SAH member?

10) **Collecting historical "documents" that are not publications**: John Conde brought this up, and I think it's well worth pursuing. We should begin very soon to collect and preserve TV auto commercials, video programs, sales and teaching records and films, etc., before they're lost to future historians.

11) **Research rates**: Should the SAH establish suggested research rates in the same way that societies of translators set rates? Walt Haessner suggested the possibility, and it's a subject we need to discuss.

Those, then, are some of the more pressing topics I'd like to bring up at the June 20-21 meeting. I'm sure there'll be more. **Please do come**. You'll have to arrange for your own accommodations, I'm afraid, but that shouldn't really be a great problem. I look forward to seeing you in Detroit.

--Michael Lamm

### THE CUGNOT AWARD

July 1st is the deadline for submitting books and articles for the 1975 Cugnot Award.

The Award is given annually by the Society and is divided into two categories: one for a book and one for an article which are examples of "outstanding original research in the field of automotive history." The Award consists of a framed certificate and a cash prize of \$75 for the book category and \$25 for the article. The author does not have to be a member of the SAH, and the entry may be submitted by anyone (author, publisher, good friend, etc.).

The most important thing is that a copy of the book or article be made available to the Awards Committee. Please check with Miss Mary Cattie, Automobile Reference Collection, Philadelphia Free Library, Logan Square, Philadelphia, PA 19103, to see if the library has a copy. If not, please send her a copy along with your entry.

### ASH PUBLISHING DONATES MATERIAL TO S.A.H. LIBRARY:

Ash Publishing, Ltd., publishers of **Automobile Almanac**, and owned by member David Ash, had generously donated their files of automobilia to the S.A.H. Library. This large mass of material consists of photographs, catalogs, press releases, race programs, periodicals and other printed material. The material arrived in eighteen cartons, and represents the bulk of the material which the **Automobile Almanac** has used as background material during the period 1966-1974.

An evaluation was made of this material and it was estimated the value is \$2400 at the present time. The total cost to the S.A.H. was \$48 for shipping charges.

The Society owes thanks to David Ash for his generosity in giving this material with no strings attached.

With previous donations from individuals such as a large number of automotive catalogs from Perry Savitz and

from others, plus the frequent books received from Motorbooks International for review, the library has grown to be more than a small collection and in the future it can be expected to become even larger and of considerable intrinsic value. Its future value to automotive historians should be considerable.

**NATIONAL AUTOMOTIVE HISTORY COLLECTION:**

The Detroit Public Library's world-renowned collection of literature on the automobile will from now on be called the National Automotive History Collection. It is felt that the addition of the word "National" more accurately describes the scope of the Collection's patronage and the resources of its holdings.

As a major research center on the American automobile industry, the NAHC is being increasingly used by historians, car restorers, writers, publishers, and others from all parts of the country. The Collection's more than a million individual items include approximately 75,000 advertising pieces, 250,000 photographs, and 13,000 books and bound volumes of magazines. In addition, the auto library houses a wide variety of automotive-related materials in the form of manuals, parts books, drawings, private and corporate files of men and companies who built cars, newspaper clippings, scrapbooks, sheet music, etc.

The Detroit Library has received gifts of materials from many donors outside the Michigan area. Representative of the latter are special files on the Cunningham, a car made in Rochester, N.Y.; the McFarlan, an Indiana-produced automobile; the Lozier, built for many years in Plattsburg, N.Y.; the Duryea, which originated in Springfield, Mass., Flexible buses, produced in Loudonville, Ohio; the Chadwick, a Pennsylvania marque, etc. Private libraries of individuals have also been placed in the Detroit library for permanent preservation.

Jim Bradley, Curator of the NAHC, cites another reason for the "National" part of the Collection's name. The Friends of the Detroit Public Library are engaged in an endowment project which will provide funding to expand further the Collection's holdings and operations. The Friends' campaign will give individuals and organizations throughout the entire country an opportunity to share in the important work of preserving the history of America's automobile industry.

**The Mail Bag**

**Members In Print**

From **JEFF GODSHALL, 406 Oakland-Apt 5, Royal Oak, MI. 48067:**

The SAH Newsletter is coming along nicely. The current issue is quite handsomely laid out.

Responding to the "Members in Print" note, you may wish to include the following notice in the next Newsletter:



*The Society of Automotive Historians* **NEWSLETTER**

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**SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS - 1975**

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**THE GRAHAM BROTHERS AND THEIR CAR, BY Jeffrey I. Godshall,** a history of Graham-Paige Motors Corporation and its automobiles, has been published in the Vol. 13, No. 1 issue of **AUTOMOBILE QUARTERLY**, 14 East 60th St., New York, NY 10022. Price is \$7.95. 24 pgs. of text and photos.

**THE A.B.C. OF ALBANY, New York, by John Peckham.** Like Don Summar's 'histories' of the Kramer of Lancaster, Pa., and the Bailey of Manheim, Pa., (Newsletter #37), the A.B.C. of Albany, New York can be covered in very few words.

The A.B.C. was to have been manufactured by the Arthur-Boynton Corporation of 12 Pine Street, Albany. George L. Boynton was the President, while Lee Arthur held the combined posts of Secretary and Treasurer. The car, according to the 1923 edition of the **Automotive Reference Manual**, was to be an air-cooled machine with a bore and stroke of 4" x 5". Its rating of 12.8 hp would indicate that it was a 2 cylinder motor (by N.A.C.C. tables). The wheelbase was 104" and was to carry either a 4-passenger touring or 2-passenger roadster body. The price was listed as \$300.

Boynton arrived in Albany in time to be listed as a "salesman" residing at 51 Dove Street, in the 1921-22 City Directory. This gives us the choice of guessing whether he lived at the Franco-American Hygienic Co. (!) or with Sarah L. McGuigan (!!!). However, he is not listed at that address in the Street Directory section.

Lee Arthur appears in the 1922-23 Directory, and Boynton had moved to a better address. This same Directory also lists the Arthur-Boynton Corp. in rooms 1 and 2 of the Pine Street location. This address was an office building with a garage in the basement and, I assume, an office.

In the 1923-24 Directory, Boynton's occupation is listed as "automobiles," but he had no business address. Nor did Arthur, who was listed as a "tracer." Neither gentleman shows up in any subsequent Directories.

The Secretary of State's Office has no record of the Arthur-Boynton Corporation doing business in New York State, and they are not listed at the Albany, County Clerk's Office as doing business under an assumed name. Thus, the organization tends to appear somewhat irregular, if not downright illegal.\*

Other than these meager facts, the A.B.C. remains a mystery. While a prototype may have been built, it is doubtful that the car got beyond that stage.

\*Later investigation confirms that this company **was** incorporated in Delaware, however.

**HOUSTON CARS: by Stanley K. Yost.** The joy of traveling these days is that one gets to spend some time in the local libraries. We spent a couple of weeks in Houston, Texas and being the car nut I am, I managed to con my family into wasting one of their precious days waiting for me to get out of the Houston library. On the way down there, we had stopped in Little Rock, Arkansas overnight, and while there, I attempted some research on the Climber. It was a waste of time and I didn't have enough extra time to dig further. Besides that, there were impending tornadoes and the family was a little edgy. I find that there is little in the local libraries, pertaining to the automobiles of local make.

As we went on to Houston, the story was about the same. I was primarily interested in the Ranger. Before I visited the building, I found the old factory location and found that part of it was still there. At the library, I asked for the auto history file and found that it consisted of most of the modern hardbounds and a little number I wrote back fifteen years ago. This was it! I was eventually directed to the Texas history room and here found some directories and got very busy. The ladies in charge apologized for their lack of information but were very helpful in showing me what volumes may have been of use.

All of the Houston auto activity was between 1907 and 1923. I really had high hopes on the Ranger, for it had some quite beautiful models in the Pal-O-Mine and the Nieuport. These were the roadster and touring models with a sporty touch. I found nothing except a listing in the 1922 city directory. I would have been completely dejected if I hadn't started looking at some of the earlier issues. In the back of my mind I remembered a Gearhart automobile that I had in my card file. I started in with 1908 and before long the Gearhart had slipped from my memory. I'll give you a rundown on what I found.

First was the Model Carriage Co. on 205 Crawford that built cars on order only, from 1910 to 1912, under the direction of Paul Roffall. At 310 Austin, in Houston, there was the Magnolia Motor Car Co., under the guidance of one Gaeton A. Alessandra. This group also built cars to order in 1910 and 1911. In 1911 their name was changed to Magnolia Carriage Co. to keep themselves more in touch with their horse oriented clientele. This was a switch of sorts. Next, there was the Mosehart & Keller Co. that built buggies on order. They had a complete factory type of setup and also a dealership. The dealer was called Mosehart & Keller Automobile Co. and was the local agent for two well known automobiles, Buick and Ford, I think. Their highwheelers were built in 1908 and 1909. This particular company was in business in that city for a large number of years, and may still be.

The Dixie was another that rang a bell and it is well represented in a number of directories. If you didn't know it was the Dixie, however, you may be in trouble. It is listed under the Southern Motor Car Factory, Inc. Marcellus Foster was the guiding light and I found they only really liked him for his money. He was, by profession, a publisher and it was his funding that started the company and kept it afloat for several years. It was started in 1908 and Foster served as president during that year and 1909. In 1910, E.M. Pavey, who had been the general manager, was made the president and Foster went back to his paper to wait the first coupon clipping time. George E. Ayers was the man in charge of manufacturing throughout 1908 and 1909.

In 1900 his position was taken by Harry Arbuckle. I could find no mention of a Dixie model called the Tourist or the Flier, as I have seen both of these names, along with Jr.

**AMERICAN NAPIER:** This marque has been kicked around quite a bit of late and I believe we now have enough conclusive proof to offer relating to the car actually being built on American soil. The first item is an article from Motor World dated March 8, 1906.

It states; An injunction against the Boston local of the International Association of Machinists, its officers and a number of its members, was granted by Judge Fox of superior court last week to the Napier Motor Co., as a result of the labor troubles growing out of differences arising from the maintenance of an "open shop" at the factory of the petitioner in Jamaica Plain, Mass. It will be remembered that many of the employees went out on strike some time ago, giving as their reason, dissatisfaction with methods introduced by an English superintendent.

The company asks that the union be restrained from patrolling the streets in the vicinity of the company's factory; from interfering with the employees of the company as they come and go to their work, from using indecent language and opprobrious epithets; from assaulting, delaying, or threatening the employees and from persuading, or attempting to persuade them to leave the plaintiff's employ.

Sixty of the 200 employees went out, and the plaintiff alleges, and they have been picketing the premises. They stated that they had always maintained an open shop and they steadfastly refused to make membership in a union as essential to obtaining a position in the Napier factory.

This item clearly points out that there were 200 working in the factory at this time in 1906. According to my records, they had been in this location for over six months, building cars previously in a small shop in Boston. The

being listed. In questioning some lone older citizens later on, the names also failed to ring a familiar note. The company did build two models. The more conventional was a runabout type and I suppose could have had some pet name like Tourist or Flier, whichever you like. The other car was called the Dixie Motor Buggy and was the one that they built most of. No one could tell me about production, other than they were both built for several years.

Another machine that I found in 1910 was the Imperial. It was by the Imperial Motor Car Co. found at 1117-1119 Prairie Ave. in Houston. We needed another Imperial! The headmaster of this one was not local talent, but a George W. Collier from Beaumont., up the road a spell. John H. Bright was the manufacturing manager. I could find nothing on this after 1910. In scrounging through the 1911 issue I came upon my Gearhart and almost shouted out loud. The mystery had been solved. The Gearhart was a three wheeled automobile developed by Glenn D. Gearhart, the general manager of the Southern Motor Sales Co. This machine was built in 1911 and 1912 and was sold primarily in the local area. The company was also the local agent for the McIntyre auto. The address on this one was 2811 Preston Ave. I didn't get a chance to follow up on any of these addresses but one of these days I'll get down there again.

In going to some other reference books, I found the Cleburne up in Cleburne, Texas was still in operation in 1914 and 1915. I had them in 1913 only. The offices for the Cleburne Motor Car Mfg. Co. were in Austin, Texas. Mr. H.E. Luck was the president and general manager. The factory, a small one, was at 301 E. James.

It was a good trip and the time spent in the files was worth while, I think. There may be other opinions. I can't tell, in any way, how many of these machines were built. I would imagine that the Ranger was the most successful for it was built in a more receptive environment. I'm putting the other ones, the Model, Magnolia, Gearhart, and the Mosehart & Keller, (or M & K) on the roster for future digging. Now that travel time is coming for so many of you, why don't you see what you can dig up? It could be a rewarding, thrilling experience!

second item we have is a good picture from Dave Brownell of the 1907 American Napier. You can read the name plate on the original photo and it states Napier Motor Co., Mass., USA. In 1907, this company went broke. This account may be found on page 106 of the April 18, 1907 issue of Motor World. This was the Napier Motor Co. of America. In June of that year, the company was reincorporated as the American Napier Co. and it took over the same plant.

Item three is a catalog reprint from John Conde of the 1908 Napier Motor Co. of America. It is obviously the same catalog as the 1907 issue, for the name hadn't been changed. He has sent a photo copy of the center spread of the catalog showing the main assembling room in the Jamaica Plain factory. The catalog states that the American cars were built with a different gauge of tread which necessitated a differently constructed frame. John's letter follows.

Another item of interest is from Motor Age for March 11, 1909. It tells of the models of the American Napier at the Boston show and how the cars made on this side of the Atlan-

Atlantic were carrying a Hoyt carb, instead of the Napier model from England. This is all on page 9 and on page 13 there is a picture of the chassis. I think that this spells it out pretty clearly, that this car was built over here from sometime in 1905 until at least 1909. There is a picture of the 1905 model in the March issue of CATJ. It seemed to be the Nike model, which must have been the mainstay of production in this country. How many were built, I don't know. There is a list of American Napier owners in the 1907-08 catalog that runs to a little over 100. These persons are mostly in the East Coast area. As an added bonus, Dave Brownell points out

that there are now two American Napiers going through restoration in the shops of Schaeffer & Long in Magnolia, N.J..

Any more on this????

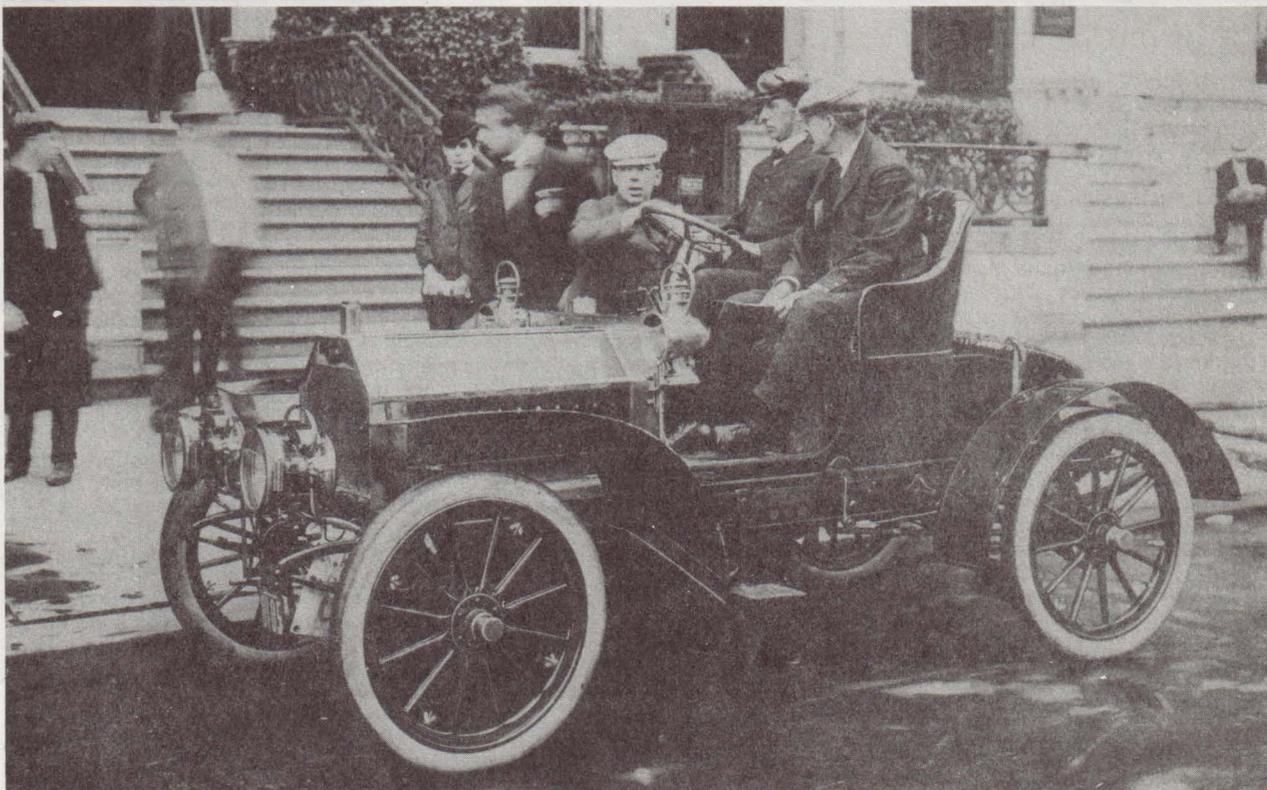
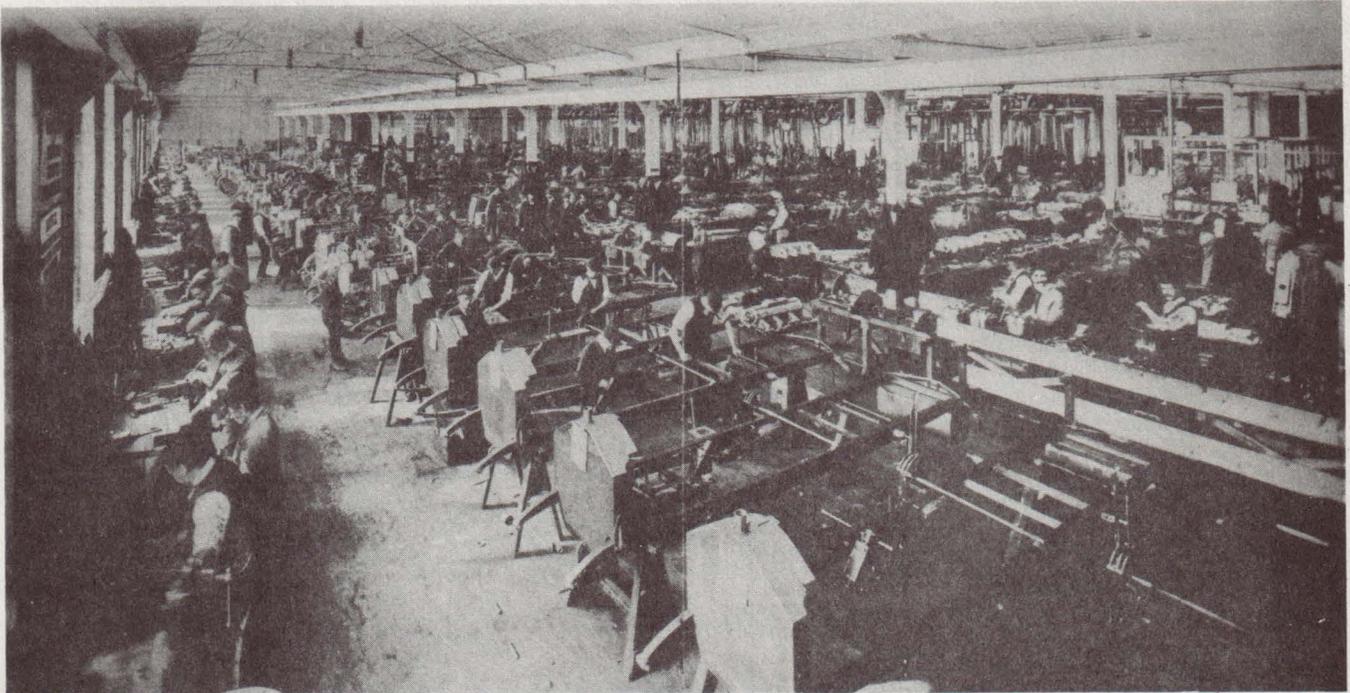
**From JOHN CONDE, 1340 Fieldway Drive, Bloomfield Hills, MI 48013:** I have seen several references in recent issues of The Society of Automotive Historians' Newsletter to what appears to be a general belief that while publications in the early days of the industry may have referred to a car called the American Napier, there really was no such U.S.-built car.

Recently I obtained a large collection of early U.S. sales catalogs, including a number that might be classified as "foreign catalogs." One immediately struck my fancy because it was titled "Napier Motor Co. of America, Jamaica

Plain... Boston, Mass. U.S.A." The catalog, picked up by a George A. Ward on October 30, 1907, probably was of 1908 models. The cover also indicated that there were Napier Works in Acton, London, and Genoa, Italy. E.B. Gallaher of New York was the factory representative.

Those identifications don't establish anything, but the center spread does. I had the illustration copied and enclose it. Note the huge assembly room at the Napier "assembling shops" at Jamaica Plain, Mass. The caption indicates that "over 1000 six-cylinder chassis were erected in this shop in 1907 and delivered to customers."

I am also enclosing a Xerox of the complete catalog. Note on the first page it says, "The body work is all made in the Napier factory..." I think it is therefore correct to assume that the bodies were made in England or Italy and shipped to Jamaica Plain, where the chassis were assembled and bodies fitted to them. So there ~~was~~ an American Napier.



## Miscellany

NOTE!! The mystery car in the #39 issue of the NL is a Rockwell Handsome Cab. It was in the James Melton collection at one time, or I should say, there was one in the Melton collection. This particular photo was an original, undated, from very early. It has been listed as 1900, but there is some doubt as to that period by many that have written about it. North American Rockwell has its world headquarters in the Northern Detroit suburbs, but it was a complete waste of time to even talk to anyone there about it. This car was shown in the early 50's, before it became the property of Melton. I believe that it belonged to someone on the West Coast. It was powered by batteries and meant to be used in the big cities, much like the earlier Electric Trust cabs were. There were a number of them built but the period tends to be more in the 1903-05 bracket, rather than the earlier pegged 1900. Any help here would be appreciated. **SKY**

**CAN WE PUT A TAIL ON THE KITTO:** No list of American cars which I have ever seen has listed the Kitto. But a car bearing such a name and said to be American is described on page 649 of Vol. 2 of Hasluck's "The Automobile," London, 1906. There the Kitto is described as an 8 hp light car with two vertical cylinders separately cast, watercooled, of 3.5 bore and the same stroke. It had a live rear axle, 28" wood wheels, a cone clutch and a three speed sliding gear transmission, and copper tanks under a hinged front seat.

There must have been some evidence for Hasluck to have included such a description. The next car he writes about is the Orient in buckboard form, and he surely did not make that one up. So where are our own facts on the Kitto? Or was the name inaccurately copied somewhere, and if so what is the vehicle described? We are identifying mystery pictures in every issue, so can someone identify this mystery description? **FDR**



Times don't seem to change much. The following is reminiscent of very early schemers in the automobile business. In **Automotive News** for Nov. 11, 1974 was a classified ad by Twentieth Century Motor Car Corp. offering dealerships for a new brand of automobile which was to get 70 mpg. and sell for less than \$2000. This company was of Encino, CA., and in the Nov. 25, 1974 issue of the same journal, we find that the name of the auto was to be DALE. However, the company had by then been hailed into court for selling stock without a permit. **GMN**

**MEMBERS IN PRINT** — Every month, dozens, if not hundreds of automotive history articles and books appear before the public. Unfortunately, none of us receive all such publications and, therefore, we miss much that might be of interest or value to our researches. To help remedy this to some degree, the NEWSLETTER would appreciate it if members would let us know of their forthcoming articles and/or books. Just send the title; subject; name of publication; publisher's name and address; and the date of publication. If it is a book or non-newsstand magazine, include the price. We will be more than happy to run the information in this column.

In addition, a copy of the book or article, sent to the Society's Librarian, G. Marshall Naul, would be a welcome contribution to the library, and it would automatically put you in contention in the appropriate category for the Cugnot Award.

## Book Reviews

Of all the lesser-known makes of assembled automobiles built in the circa 1920 period, none of them is more obscure today as far as their history goes, than the Comet, built in Decatur, Ill., between 1917 and 1922.

In a most interesting and excellently - documented article entitled **COMET AUTOMOBILES CO.**, by Mike Worthington-Williams, this little-known mid-western assembled car has come into its own as published in the Vol. 8. No.6 issue of **OLD MOTOR**.

Mike has traced the lineage of the Comet from its conception and from the first prototype cars until the bitter end when the remainder of cars left at the factory after the concern folded, were marketed as 1923 models.

Some 27 photographs of the factory, its interior, various models of the car itself, ads and personnel, are interspersed throughout the article.

This type of story of an American car is rare in non-American automotive journals and is the latest "full treatment" on a little-known make of assembled automobile by a master writer of his field. **Keith Marvin**



**NOTE: Correction in #39**

**Complete Catalog of British Cars** was credited to MacMillan; Should be:

William Morrow & Co.  
New York City

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Glen Ellyn, IL 60137

**Michael W.R. Davis**  
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