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Do not use all capital letters unless a specific word or phrase is intended to be printed that way.

Underline any words to appear in boldface (the typeface we use has no italic, so boldface is used instead).

Do not use fancy indenting of paragraphs or sentences unless it is for a quoted excerpt. To cut typesetting costs, we prefer to use as uncomplicated a layout as possible.

Please spell correctly. This is especially important for names. Your spelling is what gets used.

Do not write on the back of photographs. (not even with felt tip pens). The only exception to this is if the handwriting is in the area of the white margin of the picture.

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Also, **please type or print on only on side of the paper.** Otherwise, you are likely to find the last part of your material missing when it is reprinted in the NEWSLETTER.
Thank You. JMP

MINUTES OF THE 1976 ANNUAL MEETING

The Annual meeting of the Society of Automotive Historians was held Friday evening, October 8, 1976, after a delicious buffet dinner held at the Mill Street Inn, Hershey, PA. There were approximately 80 members/guests in attendance.

Due to the absence of President Mike Lamm and Vice President Maurice Hendry, Treasurer Fred Roe presided. It was agreed to dispense with the customary reading of the minutes of the last meeting.

Treasurer Fred Roe advised that the Treasurer's Report was available to any member requesting a copy. He asked for volunteers to work on the new membership roster/directory.

Secretary Charles Betts reported that approximately 80 new members had been enrolled during the year, while 30 had failed to renew. Total membership now stands at 276.

Nat Dawes gave a report of his investigation of a library facility at the Plattekill Reading Center, Modena, N.Y., which might serve as a storage area for SAH books, literature, etc. Fred Roe promised to bring this matter to the attention of the Board of Directors for action.

Howard Applegate presented the following Cugnot Awards:

- 1) The magazine award jointly to:
 - a) Ken Gross, "The Dead End Kids", Special-Interest Autos, Jan-Feb 1975.
 - b) Jeff Godshall, "The Graham Brothers & Their Cars", Automobile Quarterly, First Quarter, 1975.

- 2) The book award to:
 - Dick Langworth, Kaiser-Frazer: The Last Onslaught On Detroit, Princeton Publishing Inc., 1975.
 - (Honorable mention to George S. May, A Most Unique Machine: The Michingan Origins of the American Automobile, William B. Eerdmans Publishing Co., 1975)

Fred Roe then turned the meeting over to John Conde, who served as master of ceremonies and introduced Dave Lewis, the principal speaker. Dave presented a whimsical slide-illustrated lecture on "Romance and the Automobile", which was much enjoyed by all. Following the presentation, members and guests were given unlimited time to chat and meet new friends.

Respectfully submitted,

Charles Betts
Secretary

RESULTS OF ELECTION OF OFFICERS & DIRECTORS FOR TERMS BEGINNING JANUARY 1st, 1977

PRESIDENT	Howard L. Applegate
VICE PRESIDENT	Michael Lamm
SECRETARY	Charles L. Betts, Jr.
TREASURER	Frederick D. Roe
DIRECTORS	Walter Robinson, Bellvue, Washington Albert Bochrach, Solebury, Pennsylvania T.R. Chilver, Lausanne, Switzerland

The ballots were audited by Miss Mary Cattie and myself.

Respectfully submitted,

Charles Betts
Secretary

Directors already in office are: For two years - Vernon Vogel; Menno Duerksen; Hans Mueller. For one year - John Conde; David Lewis;

SOCIETY CONFERS TWO HONORARY MEMBERSHIPS

The Directors of the Society of Automotive Historians take pleasure in announcing that Jerry E. Gebby of Tucson Arizona and Raymond A. Wolff of Milwaukee, Wisconsin have been named Honorary Members of the Society in recognition of their many significant contributions to the study of automotive history over a period of many years.

Mr. Gebby attended every Indianapolis 500 race from 1913 to 1968 and has made the collection of information on racing a lifelong avocation. His many articles on the subject in numerous publications drawing on his firsthand experience and enormous knowledge has been a significant factor in adding both facts and color to our growing body of

information on the racing activities of both car makers and drivers.

Mr. Wolff has been the official historian for Duesenberg in the ACD club for many years. His endless energy and tenacious persistence in tracking the histories of all the individual cars and bodies and ownership changes in fulfilling this position set a high standard and fine example for all make historians, as well as adding much new information on the subject.

The Society is proud to recognize the achievements of these men.

THE CUGNOT AWARD: WHAT IS IT?

The Cugnot Award is presented annually, by the Society of Automotive Historians, to the authors of the best book and best magazine article, in the field of automotive history, published during the preceding calendar year, as judged by the Society's Awards Committee.

The Committee judges entries on five basic criteria: 1) Historical importance of the subject; 2) depth of the author's research; 3) literary clarity and merit; 4) organization of material; and 5) appropriateness and quality of illustrations.

An author does not have to be a member of the Society of Automotive Historians in order to qualify for the award.

The Cugnot Awards include \$75 for the best book and \$25 for the best article, in addition to a handsome certificate and the right to use notice of the fact of winning the award in advertising and promotion of the author's works.

The Society invites Cugnot Award nominations at any time. They may be made by the author, the publisher or any individual who feels the nomination has merit. Nominations of books and articles published during 1976 must be submitted before July 1, 1977, to the Cugnot Awards Committee, The Society of Automotive Historians, Inc., 2105 Stackhouse Drive, Yardley, PA 19067. Nominations must be accompanied by a copy of the book or article.

Previous Cugnot Award winners in the book category are:

1972 A History of Sports Cars, G.N. Georgano - E.P. Dutton, New York City.

La France et l'Automobile, Charles Bishop - Editions M-Th. Genin, Paris.

1973 The Mercedes-Benz Racing Car, Karl Ludvigsen - Bond/Parkhurst, Newport Beach, CA.



The Society of
Automotive
Historians

NEWSLETTER

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Society of Automotive Historians' Officers - 1977

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Stockton, CA 95207

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Frederick D. Roe
837 Winter Street
Holliston, MA 01746

1974 Mack, John B. Montville - Haessner Publishing, Newfoundland, New Jersey.

1975 American Automobile Racing, Albert Bochroch - The Viking Press, New York City.

1976 Kaiser-Frazer: The Last Onslaught On Detroit, Richard Langworth - Princeton Publishing, Princeton, NJ.

Previous Cugnot Award Winners in the article category are:

1973 "Dolphin Motors Of Shoreham", Michael Worthington-Williams - Sussex Industrial History.

1974 "Body by Briggs", Michael Lamm - Special-Interest Autos.

1975 "Taxi: A Look At Checker's Past", Stanley K. Yost - Car Classics.

"The Post War Babies, 1945-1959", R. Perry Zavitz - Car Classics.

1976 "The Dead End Kids", Ken Gross - Special Interest Autos.

"The Graham Brothers & Their Cars", Jeff Godshall - Automobile Quarterly.

REDUCED PRICE FOR SAH MEMBERS ON AWARD WINNER

This year's Cugnot Award winning book, The Last Onslaught On Detroit, by Dick Langworth (SAH), is available to SAH members at a discount price of \$10.95.

Orders should be sent to Kevin Bitz, Automobile Quarterly Publications, 242 West Main Street, Kutztown, PA 19530. When sending your order, please note that you are an SAH member.

We thank L. Scott Bailey, Publisher of Automobile Quarterly, for giving us this opportunity.

PETER HELCK'S NEW BOOK AVAILABLE AT DISCOUNT TO SAH

Harry N. Abram, Inc. has offered a 40% discount on Peter Helck's Great Auto Races to all SAH members. This is a terrific offer on a book that lists for \$45. Members may purchase it for \$27. That's a real bargain on a spectacular book.

Write to Jane Lahr Gottfried, Harry N. Abram, Inc., 100 E. 59th Street, New York, NY 10022. Mention that you are a SAH member.

Our sincerest thanks to Harry N. Abram, Inc.

The Mail Bag

From Michael Sedgwick, 'Pippbrook', Chichester Road, Midhurst, Sussex, England. Re Harold Loutzenheimer's plaint (Newsletter July/Aug. '76) I wish I knew the answer. I'd make one point, however, and that is that the make name adopted should be the make-name adopted in a vehicle's homeland.

For what it's worth, here are my personal guesses to his questions:

1) Two. AMC (generally for ex-Rambler cars) and

Jeep. But the Rambler name seems still to be used in England, even though a friend's recently acquired Pacer doesn't wear a Rambler emblem.

- 2) 1955 model year. Yet on export catalogs since 1973, the car has been referred to as a 'Chrysler Imperial'!
- 3) Valiant wasn't a make even, in my book. It was sold here as a Chrysler Valiant, but only because r.h.d. cars were products of Chrysler Australia Pty. Ltd. and not of either the U.S. or Canadian plants. In any case there seems to be some local resistance (our Merchandise Marks Act?) against the Plymouth name on automobiles, since all regular Plymouths sold here, 1931 thru 1939, were Chryslers right through. It's unlikely that the thousands of Britons who owned and drove Plymouths during this period had ever heard of the make!
- 4) Essex thru '32, with a Terraplane model designation. Terraplane 1933 thru '37. Hudson Terraplane in '38. But watch it, r.h.d. '33 Terraplane sixes and eights sold by Hudson Essex Motors Ltd of London up to Feb/Mar. 1934 has Essex Terraplane badges.
- 5) Roosevelt '29 only. Marmon R without Teddy's head thereafter. BUT once again the cars sold by Pass and Joyce in London with r.h.d. were always Marmon Roosevelts, to cash in on the growing reputation of the existing and more expensive straight-eights.

These are the easy ones. I am by no means sure about the status of the Clipper, though U.S. Packard catalogs I have seen use the name without the Packard prefix only in '55 and '56.

OVERLAND is a brute, not helped by the long standing company title, WILLYS OVERLAND MOTORS. I would call anything up to the Whippet (summer of '26) and Overland, provided that it didn't have a Knight motor. Up to somewhere around the end of calendar '26 Whippets had Overland script on them, and were therefore Overland Whippets. Thereafter Whippet 4 and 6 became a make in their own right until the end of 1929, when they assumed a Willys Whippet label. But watch it again, Britons tended to talk about Overland Whippets right up to the end of Stockport assembly of the model, probably in the summer of '31, while French-speakers call it 'Ouilly-ouippet' (sic), irrespective of year. The '39 Overland I have always regarded as a one-year stand of a 'companion' make, though unfortunately I'm not knowledgeable enough to say whether our local r.h.d. '39s were Willys or Overland versions.

We've got the problem here. Take the meaningless Princess label invented by BMC. This started off in '47 as the prestige AUSTIN Princess line, but at the '57 London Show the cars began to be referred to as plain Princesses. Everyone continued to call them Austins, so with the 1960 range the breed was associated with the name of Vanden Plas, the Austin owned coachbuilder who made the bodies (and later the custom trims of the cheaper models). This called for a crown badge and the deletion of Austin emblems, and Vanden Plas Princesses based on the Austin Allegro line are still produced.

So what does British Leyland do next? On March '75 they introduced a new luxury line of 18 and 22 models with Austin and Wolseley badges, only to scrap the Wolseley for good in the fall. The cars, however, go soldiering on under the Princess make-name. So now we've got two Princesses, only one of them is a V.D.P. job and the other is a make in its own right. Or that's what I believe.

My bets, however, are that this car may well be called an Austin in countries where Austins have a good reputation, and a Morris in Morris-oriented countries.

The Motor Truck Roster Program - by R.A. Wawrzyniak

The Chairman must form a new committee to work with him on the US and Canadian Truck Roster. Towards that end, this is a call, for volunteers in US and Canada who are interested in serving as committee members. Please state your background in regard to trucks and briefly the extent of your truck reference material. Up to 4 committee members from the US and Canada are desired. The terms of office shall be 1 year, after which the chairman may re-appoint or rotate the members. In case any SAH member has expertise on any particular make of trucks as single contributions, without wanting to be a committee member, please notify your chairman.

One copy of the roster sheets will remain with me when they are finished. But there should be a depository for at least one or possibly 2 duplicates so that in case of disaster in any 1 place our work would not be irretrievably lost. It is certainly desirable that 1 of the other depositories have a decent copy machine, or have ready access to one. In the early 1970's I bought one, a 3M 117, but believe it or not, I haven't had a decent batch of copy paper come in YET which is a sad commentary on the way things are made these days. The machines downtown are quite inconvenient to get to "just any time", and they are not always satisfactory, either. One of them simply will NOT reproduce photographs at all. The other is an expensive automatic new 3M VQC variety with paper that has merit, but the librarian has pushed the prices out of the ball park. My complaint on this is pending with city officials. One of the depositories might be the Automotive History Section of the Detroit Public Library, c/o Mr. Bradley, if agreeable to all concerned.

The fees for copying these roster sheets for members and outsiders have yet to be established, but these will have to be sufficient to cover handling and postage costs which are getting to be enough to raise one's eyebrows. It should also be in order, I think, that special price considerations should be given inside and outside help which furnished me, and others, with material extensive in some cases, which has been used in developing the background for this project. Opinions on the fee schedule for private use, and commercial use, are open for discussion.

The overseas foreign department is more complex since the Society is international in scope but does not have members in all truck-manufacturing countries. Since it is unlikely that any small group would have sufficient material to do the entire world, it appears that it might be better to ask for volunteers at large to tell what makes of foreign trucks they can do completely, or a major portion of. Here again, the chairman gets one copy, with another 1 or 2 in other depositories, one of which could/should be in a foreign country overseas. Since more members of this class are located in Europe than anywhere else, this seems to be the logical place.

R.A. Wawrzyniak
Chairman, Motor Truck Roster

Book Reviews

HONDA: THE MAN AND HIS MACHINES, by Sol Sanders
208 pages; clothbound, 5½ x 8½; 20 photos; \$7.95 Little, Brown & Co., Boston

This biography of Soichiro Honda (b. 1906) might be called a Horatio Alger story set in Japan. Honda was born into a poor family in rural southern Honshu. A self-taught mechanic and engineer, he founded the Honda Motor Company at the age of 42 and built it into a successful firm despite his lack of formal engineering education and his disdain for the financial backing of the huge zaibatsu banks.

To the automotive historian, the book is valuable as a study of the Japanese automobile industry--how it differs

from the typical U.S. or European corporate model, and how Honda, a Japanese "maverick", differs from other Japanese auto makers.

Topics covered include Honda's use of motorcycle profits to subsidize auto production in the 1960's, the firm's efforts to improve motorcycle safety, and how the firm found its answer to auto pollution with the Compound Vortex-Controlled Combustion (CVCC) engine, currently available in the Honda Civic.

The book is sparsely illustrated and a few of the photos are poorly placed to accompany the text. Another weakness is the lack of index. However, a useful chronology of Mr. Honda's life is included in an appendix.

Although the author lacks expertise in discussing Honda's racing efforts, his thorough knowledge of Japanese society and industry make this a book well worth reading. **DJS**

Aston Martin 1963-1972

by Dudley Gershon; 136 pages + illus.; 5½ x 8¾ \$9.95
Distributed by Motorbooks International Publishers, 3501 Hennepin Avenue South, Minneapolis, Minn. 55408

This book is an account of the best years, post-war that is, of this famous marque. It is a personal account of the corporate "doings" by one of the executives whose last position was as Director of Engineering. Obviously such an account can be called "definitive", and such can be accepted as the last word. It was a very readable and interesting book on a marque which earned a reputation as one of the world's finest autos. **GMN**

BMW: The Bavarian Motor Works

by Michael Frostick; 208 pages; 350 photos; 7¼ x 10 \$22.95
Distributed by Motorbooks International Publishers, Minneapolis, Minn.

BMW represents automobiles as well as motorcycles and both are represented in this book. There are more illustrated pages than pages of text, but the photographs are generally of high quality. The account of BMW begins as far back as 1898 with cars built under French license. Much later came the near-classic 328, the post-war Isetta and today an automobile with an enviable reputation.

This is one of those one-marque books at which the British seem to be so successful. The only fault with this book is a lack of detailed information for which many illustrations are substituted. **GMN**

The Bosch Book of the Motor Car

by John Day; 256 pages + illustrations; 9 x 12; \$15. published by St. Martin's Press, New York

This book is subtitled "Its Evolution and Engineering Development" and virtually every separate function of an automobile is covered in great detail from Engine to Safety. There are many illustrative diagrams in color as well as a sprinkling of photos (also in color) of representative automobiles. While some of the coverage is simple in nature, other phases are in technical depth. In the latter category is the Hydramatic hydraulic circuit, for those who can untangle it. The treatment of this highly technical book is historical, giving illustrations of the evolution of the motor car.

This is a book for the novice as well as those who are not completely versed in the technical aspects of the automobile. The author has done an excellent job in covering such diverse subjects in a complete manner. **GMN**

Miscellany

An unsigned column in Newsletter #48 discusses the question of the existence of the SHAD-WYCK with special reference to the purported later models using Duesenberg engines. In answer to the question of why specify Duesenberg engines in a proposed model I think I can justify the thinking behind it. In 1922 Duesenberg fame was at a high point. They were on top in the racing business and had recently begun production of the straight-eight car with four wheel brakes. So the name had a reputation especially for power and performance. At the same time the four-cylinder Duesenberg engine was being produced for sale to car manufacturers by Rochester Motors Corp. who had bought the rights to it in 1919. By 1922 the market for high-performance cars with big fours was very nearly done for, most of the customers for the Rochester-Duesenberg engine had come and gone in the business and the firm surely had excess capacity for the production of this model of engine. In addition there may have been surplus engines available from other makers who had failed to use all they had bought. Therefore the promoters of the Shad-Wyck may have been able to get this engine at a reduced cost and at the same time would have been able to capitalise on the Duesenberg reputation in advertising, whether or not they intended to produce it as a regular model. At least one other firm, PREMOCAR, appears to have done exactly the same thing, building a few Rochester-Duesenberg-powered cars for prestige and advertising, while promoting a much lower cost model for volume sales. In their case we know that actual cars were produced both ways, while actual production of the SHAD-WYCK still remains an unanswered question.

I have been digging at this problem for a long time, and on the question of whether the more complete archives have been checked I can say that research in both Detroit and Philadelphia Libraries plus inquiries to other collections and to many individuals has never produced any more solid information than has been printed in our Newsletters, ranging all the way back to articles by Dick Brigham and Stan Yost in very early numbers, and I regard the Duesenberg-powered SHAD-WYCK as a still un-verified production.

The same column in Newsletter #48 confirms the existence of the WOODLAND made in Cleveland, which Frank Snyder had once inquired about, and which is pictured in the book "Golden Wheels." The same book however has no information on the MERCURY, another Rochester-Duesenberg-powered make which was supposed to have been made in Cleveland. Neither does any of the libraries or collections or any other researcher that I know of. Yet a full page ad for this MERCURY appeared in an edition of Chilton's Directory, and specifications were listed in ATJ. It is evident that these publications printed whatever was submitted to them on the assumption that production was forthcoming, with out much if any further checking.

Finally, the question of records of production and sales of Rochester-Duesenberg engines being available for possible confirmation of sales to Shadburne Bro. for the SHAD-WYCK is a good one. I have been hoping for such information to turn up, and further research may yet reveal it, but no luck to this time.

I hope that any member having or finding any facts on the SHAD-WYCK or the MERCURY, Rochester-Duesenberg engine production, or for that matter the LA MARNE and KENWORTHY straight eights, will make it available to the Newsletter or to Fred Roe, 837 Winter Street, Holliston, Mass. 01746.

STURTEVANT, the car with automatic transmission in 1904; WHO MADE IT?

Two companies named Sturtevant have become almost hopelessly confused by those who have written automobile history of the early years, but only one of them made

automobiles. The car was built by the Sturtevant Mill Company, in the Dorchester section of Boston. Its address at the time manufacture was given at Harrison Square, Boston. This company still exists at Park and Clayton Streets, Boston, even now, as then, a manufacturer of special machinery. The Company which did not build the car is the B.F. Sturtevant Company of the Hyde Park section of Boston. This company is also still in business as part of Westinghouse, producing huge blowers and fans for industrial uses. Since this firm has always been larger and more widely known than the Sturtevant Mill Company, its name and address have frequently become confused with theirs in automotive lists, but there is no connection between the two except that both are located in Boston, but about five miles apart. But hold on, adding to the confusion is the fact that the B.F. Sturtevant Co. did build some aircraft engines, just before and during the first World War. One of these V-8s may still be seen in the wonderful Air Museum at Wright-Patterson Field in Dayton, Ohio. But remember, Sturtevant Car, Sturtevant Mill Company, Harrison Square, Boston, 1904-07, "The Automatic Car".

RUSSIAN TRUCKS, by R.A. Wawrzyniak

A photo in the newspapers of Nov. 8, 1976 showing Russian military trucks on Revolution Day parading with missiles in front of Lenin's huge portrait should be noted by all americans.

These are Z.I.L. 131 4-5 ton 6 wheel drive cross-country trucks powered by 170 hp V8 gasoline engines and are capable of fording streams up to three feet in depth. Styling is strongly influenced by American trucks such as Dodge and International.

A better view of the ZIL 131 is shown here, this one outfitted with a crew cab for 7 and fire-fighting equipment, and is designated ATs-40-131. Water capacity is 2400 liters with a foam tank of 150 liters. The pump capacity is 40 liters per second. A device on each wheel hub looks like a means for control of tire inflation from the cab.

ZIL is short for Zavod Imeni Likhachev (factory named for Likhachev) a factory built in Moscow by the Arthur J. Brady Co. of Detroit, Mich. From this factory came the ZIL 130 2½ ton 6 wheel drive standard army truck which was used in the Middle East fracas and by the communist armies in Indo-China.



Now the Russians are working on the largest truck factory in the world on a site of 36 square miles at Neberejnaya Chelny 550 miles east of Moscow on the Kama River. The Export-Import Bank extended some \$90 million in credits, the Chase Manhattan Bank of New York a similar amount, and the remaining 10% or \$20 million was put up by the Russian Vneshtorgbank. Nearly two years behind schedule, the plant is expected to have produced some 5000 trucks by the end of 1976. Projected capacity is 150,000 10-ton 6 wheel drive trucks and 250,000 Diesel engines each year which is more than the combined output of all US truck manufacturers.

One may well ask if the Russians are trying to build enough trucks to transport their entire bargain purchases of US wheat at one time!

From Avtoexport (Russian Motor Vehicle Directory); The Milwaukee Journal; and N. A. T. L. News July-Aug. 1973 (National Agricultural Transport League, Box 1030, Kissimmee, Florida 32741).

THE TOURIST FROM CALIFORNIA by J.H. Valentine

The Auto Vehicle Company came into being about 1902 at 943 North Main Street, Los Angeles. The President was William H. Burnham of Orange, the Secretary Carroll S. Hartman of Pasadena, and the Treasurer Willis D. Longyear of Ocean Park, a Security Savings Bank Employee. By 1903 Linford C. Lull had become Vice President and General Manager. The company offered a 15 HP 5 passenger touring car at \$1500, and also a 12 HP runabout. In 1905 both offices and factory were located at the corner of Tenth Street and South Main Street in Los Angeles. William H. Allen, Jr. of Los Angeles, President of Title Insurance and Trust Co., and neighbor of Mr. Lull, had become Secretary. They now offered the 5 passenger Model K Tourist Runabout. By 1908, Mr. Burnham, the President, was also President of the Pacific Sugar Const. Co. of Orange. During the year Mr. Allen replaced Linford C. Lull as Vice President and Glen W. Lull was now Secretary. The superintendent was William J. Burt and Linford C. Lull, Jr. was a salesman. Their 1909 advertising now called the car "The California Tourist." They offered the four cylinder Type G five passenger touring for \$1850, and also "many other types of equal value." In 1910 the company was replaced by the W.J. Burt Motor Car Co.,

ZIL 131, 4-5 ton, 6x6.

954 South Main St., Los Angeles. William J. Burt of Los Angeles, former superintendent of the Auto Vehicle Co., was President, and William T. Blakely, a Pasadena attorney, was Secretary. The advertising of the Auto Vehicle Company increasingly stressed the local or regional nature of the product as the years passed: 1903, "The Tourist Automobiles are the best automobile for the money"; 1905, "Made in Los Angeles"; 1907, "Made in Los Angeles Cal."; 1908, "A Hope product worthy of its home"; 1909, "Guaranteed for one year with the factory in Los Angeles back of the guarantee." Automobile Quarterly's "American Car Since 1775" suggests that the firm had also produced some trucks from 1903 to circa 1907. It would be interesting to learn how many vehicles the company produced and whether any exist today.

Editor's note: We believe there are Tourist cars at Harrah's in Reno and at the Los Angeles County Museum, and the AACA 1961 Register of Automobiles lists two or three others.

New Members

We extend a most cordial welcome to all our new members. One or more of these new members may be located in an area where a present member of the SAH resides. Why not call or visit the new people in your area and extend a personal welcome? Longlasting and mutually beneficial friendships between our members have often resulted from just such beginnings. Friendly assistance works both ways and mutual interests help to cement these relationships.

NEW MEMBERS SAH October-November 1976 (will be entered as 1977 memberships)

S.J. Cheney
420 Timberlea Drive Apt. 57
Rochester, MI 44063

Stanley Jordan
8722 Granville St.
Vancouver, BC Canada V6P 5A5

Justin Hartley Cadillac
17 Fox Meadow Lane
West Hartford, Conn. 06107

Robert Jaworski Singer (English)
88 Cross St. President, North American
Andover, Mass. 01810 Singer Owners Club

Wm. Wesley Ebbs General Interests
156 Oakridge Dr.
Scarborough, Ont. Canada M1M 2A8

M.H. McCallum Auto Literature
1266 Park Pacifica Ave. Custom Bodies
Pacifica, CA 94044 Company Histories

Cliff Moebius Model A Ford 1928-31 with
484 Winthrop St. speciality in Deluxe Delivery
Westbury, L.I., NY 11590 29-31

Robert Guillani Restoring and driving pre-
72 Northwood Ave. 1932 automobiles, Historic and
Demarest, NJ 07627 technical automotive literature

Gordon Donaldson
323 Ross St. W.
Moose Jaw, Saskatchewan, S6H 2M7 Canada

Don A. Peterson
7436 Huntington Dr.
St. Louis, Mo. 63121

Christopher Gardiner
114 Cumberland Dr.
Mississauga, Ontario L5G 3M8 Canada

New Addresses

L.H. Pfund
P.O. Box 363
Alpine, NJ 07620

Yoshihiro Inomoto
3-21-32, Fukuei
Ichikawa-shi, Chiba-ken
Japan

Donald R. Peterson
1400 Lake Ridge Court
Roswell, Georgia 30076

Guy D. Folger
P.O. Box 968
Deming, NM 88030

Classified Ads

WANTED: Horseless Age - 1907; 2/20 - 3/6 - 3/13 - 4/10
4/24
1908; 1/1 - 1/8 - 11/5 - 1/22
1909; 6/16
1910; 6/29 - 9/7 - 11/30
1911; 1/4 - 1/25 - 2/1 - 3/22
4/26 - 5/3 - 5/31 - 6/14
6/28

Will accept in any condition. These are research purposes only. Will buy or trade. Have many dupes of most magazines to trade, but only three Horseless Age - Feb. 19, 1913; June 18, 1913; Aug. 8, 1914. Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89431.

Thanks to all that answered my request for AVAILABLE and LEMOON truck pictures and data. Since the material is still scarce and well scattered, that request will be left standing indefinitely. (LEMOON is recorded as starting in 1906, incidentally.)

For Sale: 25 1971-1975 catalogs and folders of the "Big Three", \$29.00 postpaid and insured. State your choice of US autos, US trucks or a mixture. Have no CADILLAC, virtually no BUICK. Supplies extremely variable. Allow 3 to 4 weeks for delivery.

Also: space exploration: whole newspapers, tear sheets, clippings. Some color. About 13 pound package. One only. Highest bid over \$20 in two weeks. US postage included. SSAE for check return, if necessary.

And: Circus, parades. Newspaper sheets, some color. Single 2-pound package. Highest bid over \$6 in 2 weeks. US postage included SSAE also.

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