



## SAH NEWSLETTER TO HAVE NEW EDITOR JULY 1ST

Starting on July 1, 1978, Walter Godsen of Floral Park, NY will assume the post of Editor of the SAH NEWSLETTER. Walter will replace the current Editor, John Peckham, who has been involved with producing or editing of the NEWSLETTER since March 1975.

Assisting Godsen in production and mailing of the NL will be Margaret Vitale, of Lake Grove, NY. Margaret will be taking over the work that has been done previously by Fred Roe. Actually, she will be starting her part of the job with this issue.

## IS THE NORTHEASTERN REGION THE ONLY ACTIVE REGION?

Although regions have been formed in Canada and England, the Northeastern (USA) region seems to be the only one to be actively engaged in holding fairly frequent meetings. So far, four have been held - Wilson, Connecticut; Salisbury, Conn.; Kingston, NY; and Philadelphia, PA. Each meeting has been attended by 16 to 23 people, and has seemed to be quite productive.

Besides the opportunity that regional meetings afford, the formation of a Region tends to give the members in its area a stronger voice in Society policy than its individual members might be able to exert. This is not to say that the individual is likely to be ignored over a region, but a region's members have the opportunity to discuss Society activities and prepare cogent input to the Society's operation.

This is not to say that an individual member can not do the same, but membership in a region is more apt to bring to resolution the problems the regional members feel are important. In addition,

In addition, regional meetings afford the members the opportunity to discuss interests, research techniques and other subjects of importance.

If you live within the area of an existing region, why not become a member, and help to make it an active region. If you have no region, but you feel there are enough members in your area to make it possible to have one, why not try it? You'll find that it can offer a lot of benefits. **JMP**

## NORTHEASTERN REGION MEETING HELD FEB. 10, 1978 IN PHILLY

With the permission of the Annual Meeting Committee of the AACA (Dr. Roland Stratton, Chairman) a special, SAH poster was displayed on the mezzanine of Ben Franklin Hotel in Philadelphia, Pa., during the AACA's annual meeting on the weekend of Feb. 10, 1978. That was the registration area of the AACA meeting, so there was good exposure of the poster for two days. The slot for membership applications had to be refilled several times, showing much interest in the SAH.

A total of twenty-three people attended the meeting on Friday evening in the Godsen/LoRusso/Vitale suite. There were old and new members as well as a few interested non-members.

President, Howard Applegate was there and conducted the meeting in the absence of Northeastern Region Director, Fred Soule. A name for the region was discussed but there were no suggestions. If any-

one has any ideas, contact Fred Soule at 9 Greenport Parkway, Hudson, NY 12534, or bring them to the next meeting.

Dues for the new region have been set at \$5.00 per year, with national membership a prerequisite. Dues may be mailed to Margaret M. Vitale, Box 63, Lake Grove, NY 11755. There will be no membership cards issued. News and announcements will appear in the SAH NEWSLETTER.

The next meeting of the Region will be Sunday, May 14, 1978 at Henry Austin Clark's residence, Meadow Spring, Glen Cove, Long Island, NY. Notices will be sent to members within the Region. Others interested, please write to Margaret Vitale at the above address.

National business was discussed, as well as regional matters. Pres. Applegate announced that John M. Peckham would be the Chairman of the Nominating Committee this year. As of this writing, Keith Marvin, Lou Helverson and John Montville have accepted Committee positions, with one more still outstanding. There are three (3) Directors vacancies to be filled and four (4) Officers to be elected this year. Anyone with suggestions please contact John Peckham, 675 Pinewoods Ave. Rd., Troy, NY 12180, or make official nominations through the procedure outlined in the By-Laws.

Jim Bradley is seeking nominations for the Cugnot Awards. Any book or magazine article published during the 1977 calendar year, that you feel may be worthy of the award, may be submitted, whether or not the author is an SAH member. Please submit recommendations to: James J. Bradley, Curator, National Automotive History Collection, Detroit Public Library, 5201 Woodward Ave., Detroit, MI 48202.

After much discussion, about automotive history and research, it was decided to request permission to hold a research seminar at next year's AACA Annual Meeting in February. Austin Clark spoke with Dr. Roland Stratton, Chairman of the Annual Meeting, and Dr. Stratton accepted the suggestion with enthusiasm. Austin will contact four or five of our membership to sit on the panel with him. If there is anyone who would like to volunteer their time next Feb., please contact H. Austin Clark, Jr., Meadow Spring, Glen Cove, L.I., New York 11542.

**Margaret M. Vitale**

## TRUCK ROSTER COMMITTEE NEEDS MORE MEMBERS

As the Motor Truck Roster Committee is not as yet at full strength, some positions are still open. Appointments are for one year, ending at the end of 1978, but with renewals at mutual option.

Even if you are not a committee member, but have information for a limited number of trucks, even if only one, please contact the chairman.

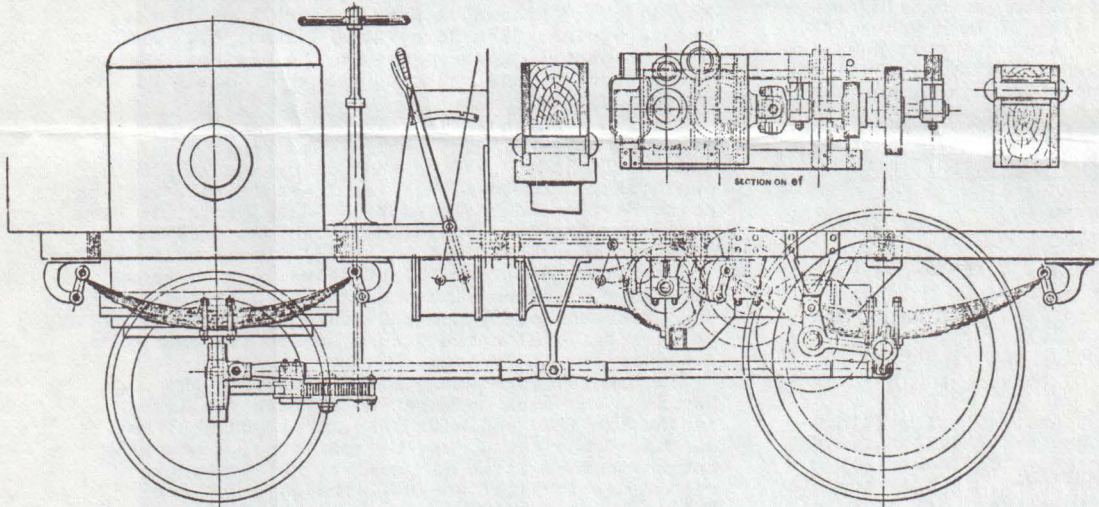
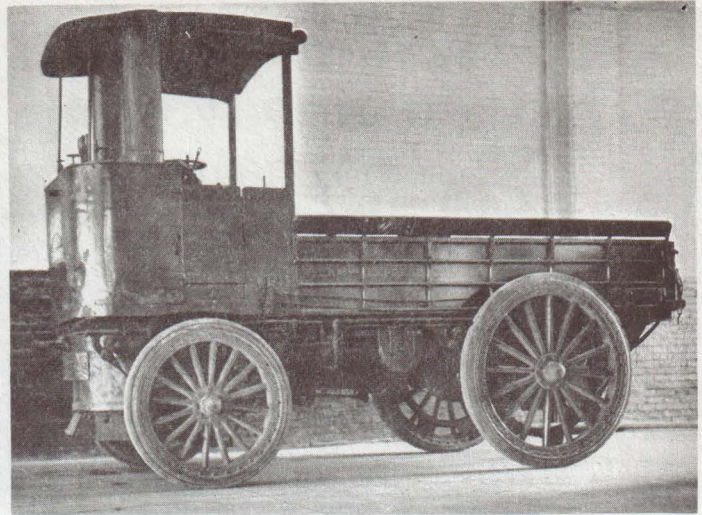
Volunteers are also needed for the foreign department to write up foreign trucks. **R.A.W.**

## EUGENE LACAZE SEEKS CARTER STEAM CAR INFORMATION

Anyone having information on the Carter Steam Car, built by the Richard A. Carter Company, Inc., of Gulfport, Miss., and originally chartered in Hammond, Louisiana, circa 1919/20, please contact Eugene E Lacaze, 424 Porter Avenue, Biloxi Miss. 39530

INFORMATION SOUGHT ON THE  
POSSIBLE ENGLISH ORIGINS OF THE  
AMERICAN, HERSCHMANN STEAM WAGON

A short while ago, John Conde of the Henry Ford Museum, in Dearborn, Michigan, sent us a photo of what turned out to be a circa 1902 Herschmann steam wagon of a particularly British configuration. The vehicle bears a considerable resemblance to the lorries of Bayley-Straker Ltd, Newington and Bristol, and its various successors of the turn of the century period. The most striking similarity being the fact that both were driven by an internal gear on the rear wheels. This, however, was not the only similarity, and the drawing will let our friends in England have some idea what Herschmann was building. John Montville informs us that articles appear in *Horseless Age*, Sep. 24, '02; May 20, '03 and Nov. 11, '03. These articles refer to Herschmann's connection with Pickford Ltd., and Mytholm of Yorkshire. The drawing, by the way, is from HA, June 13, 1900.



CHANGE OF ADDRESS NOTICES

Members who change their address should notify the Secretary, who will see that the change reaches all concerned.

MAIL BAG

From George Risley, 4863 Second Ave., Detroit, MI 48201: For many years I've tried to discover something about an automobile body I came across some 50 years ago. Here's how I recollect the story.

One day in the summer of circa 1927 I wandered into the back lot of a local public garage in the northwest suburb of Chicago. In those days such areas were used to park junk cars or wrecks waiting to be towed to the scrap-yard. On this occasion I was surprised (and thrilled) to come upon two cars that were antiques even in 1927.

Both were fore-door touring cars which, upon closer inspection, I found to have been built by the Henry Motor Car Company of Muskegon, Michigan. They were four cylinder machines of about 1910 vintage and must have been previously in storage somewhere for both were in excellent shape except for wholly disintegrated tires. Neither had a top but nothing else seemed to be missing. Whether they would run or not I never found out.

One car was grey and the other a light blue as I recall. One had been recently vandalized, there being a two-by-four board plunged through its cowl and this is what prompts the whole story. The board had made a hole where it had struck and I noticed that the body material was not metal or wood but some sort of composition material like papier maché or wall board. Perhaps it was heavy pressed cardboard but it was quite solid and sturdy.

I never learned what this material was but I'm still curious. I should have made inquiries at the time about those bodies and, in fact, how the cars came to be in that forlorn lot but, as a 15 year old schoolboy, that kind of research never came to mind. A few days later the cars were gone.

As I say, those mysterious composition auto bodies intrigue me yet and now I wonder if some



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Society of Automotive Historians, Inc.

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SAR member might be able to throw some light on the subject.

From Michael Sedgwick, Paddock View, Easebourne Rd, Easebourne, Midhurst, Sussex, GU29 9AY, England: Sorry, you're wrong about Autocar. Way back when I first launched into auto journalism I got ticked off firmly for omitting the definite article, but since 1962 it has been dropped and doesn't appear anywhere on the banner. Simpler for people like myself, but regrettable, if not so regrettable as the abbreviation of 'The Autocar Road Tests', to 'Autotest', somehow evocative of a state body in Moscow.

There are lots of little pedantries to trip the unwary. Archibald Frazer-Nash who created the cars had a hyphen, his cars never did, even when he was personally associated with them. Alfa Romeo lost its hyphen without anyone's noticing, and neither Armstrong Siddeley nor Isotta Fraschini ever officially had 'em. It's fashionable to say that Mercedes lost their accents and Fiat their periods at the same time, in 1908, but Fiat unloaded 'em at the end of 1906, and prefer to spell their name in caps., though nobody else does, these days. Pedants spell 'Delage' with a circumflex on the 'a', but then they also accord this treatment to 'chassis', which I believe is technically correct in the French language. And Germans don't go in for periods between initials, always BMW, not B.M.W. in its native tongue.

Spare some space, too, for the diabolical notation inflicted upon us by publishers anxious to discipline scribes to 'house style'. I had a gem the other day which ran to two pages and was as complicated as our Value Added Tax. Most of it made sense, but when it came to twin upstairs camshaft they had coined the abbreviation 'TC'. I wrote back pointing out that a T-head motor had twin camshafts and wasn't remotely akin to anything made in later times by Alfa Romeo or Jaguar.

I conclude with my pet abomination, Rolls-Bentley, slang in non motoring English circles for Bentleys made by Rolls-Royce Ltd. 1933 thru 1940. (Mercifully it hasn't survived the War, even in the works of popular novelists). Correctly they should be 'Derby Bentleys' or plain 'Bentleys', though in less socialist times the diehards used to distinguish between 'real' (i.e., pre-'32, London made) and 'expense account' species. If you must use the term, apply it to those ingenious (or blatant) customisations which transform not very valuable Mk. VIs and R-types into false Dawns.....

By the same token, only the trade credits every Bullnose Morris with a 'genuine Hotchkiss engine'. Units were White and Poppe pre-War, White and Poppe or Continental during it, Continental from Armistice to early '20, and Hotchkiss only from '20 until the purchase of Hotchkiss-Coventry by Morris. To say otherwise is to fall into the same trap as calling every 226 KF motor a Continental.....

(Michael is as sharp-eyed as ever. Interestingly enough, I had discovered my error about a week before his letter arrived, and had placed a non-monetary bet with myself that he'd catch it. I don't win many bets, so, thank you Michael. The change from 'The Autocar' to 'Autocar' should be noted in an author's text, and his reference should be correct for the period he is discussing.

As for Alfa Romeo, I realize that the current product is without a hyphen, but I wonder about the cars of the cars of the 1945 to 1950 period. Their hood (bonnet) emblems had a no hyphen according to Luigi Fusì (Le Vettura Alfa Romeo Dal 1910, 2nd Ed., p. 455), during that period, but returned to the hyphen in 1950 and for a while afterwards. This type of thing may seem like nit-picking, but it is simply an attempt at historical accuracy, and history is nearly useless without accuracy. Would you refer to a car as a 1923 Mercedes-Benz? Of course not! Automatically, you relate to the fact that a Benz or a Mercedes is pre-June 29, 1926. Any car after that is a Mercedes-Benz, in spite of our penchant for shortening the current product to 'Mercedes'. Ed.)

From E.L. Ford, E.L. Ford Publications, Newstead 3462, Victoria, Australia; Regards the 1961 Desoto. It appears that Chrysler Canada built some 1961 Dodges with DeSoto badges for the R.H.D. export market. None got to Australia, but in New Zealand I did photograph this model used in one of my publications on New Zealand cars.

How many Dodges with DeSoto name plates were built by Chrysler Canada, and did they sell there in L.H.D. form?



It looks like a Dodge but it's a 1961 export DeSoto produced by Chrysler Canada.

From Keith Marvin, Route 1, Box 24, Pomfret Center, Conn. 06259; I was very much interested in the letter from G.H. Brooks of Tramere, South Australia regarding the apparent conflict of dates surrounding the actual manufacture of the Kelsey Motorette and apparent availability of these cars ostensibly long after they were manufactured. I don't know the answer, although I ought to. I was probably closer to Mr. Kelsey from an automotive historic relationship than any other person, having known him intimately the last 31 years of his life and for some time living less than two minutes from his home.

Mr Brooks points out that in AQ, Vol. 13, No. 2, the Motorette was introduced in New York on New Years Eve, 1910, and that the company went bankrupt three days before Christmas, 1911. He points out that the car was listed in MoToR's 1912 Motor Car Directory published in February, 1912, but adds that there was a functioning agency for South Australia as late as July 1913 and some were sold in 1914.

As you know, I have written up Carl Kelsey and his automotive ventures on several occasions, and after reading Mr. Brooks' letter, checked out these sources. In 1955, I interviewed Mr. Kelsey for 24 hours (twelve two-hour sessions) and found him extremely accurate on nearly every aspect of his fascinating past, with one exception. He didn't have much of an idea as to WHAT production had been so far as his "latter-day" Kelsey cars were concerned - that is, the Kelsey cars he manufactured between 1921 and 1924.

Some years before his death, Carl Kelsey gave me all his scrapbooks, factory records and related paraphernalia, even including his only-known survivor of the friction-drive car venture, and among these bits of memorabilia, was a scrapbook containing copies of every advertisement he ever ran for the Motorette. This was truly a mammoth campaign starting with spot ads in The Automobile, Motor Age and Motorcycling for December 29, 1910, and concluding with a number of ads which appeared in September, 1911.

As Beverly Rae Kimes noted in her article, "Caddwaller Washburn Kelsey: The Spirited Career of an American Pioneer", the company filed for bankruptcy three days before Christmas, 1911. In his interviews with me, Mr. Kelsey cited the troubles which ended the company - a series of 'frozen' Lycoming motors, had beset them in the Spring of 1912. Now, either, having filed for bankruptcy before the calendar year began, some sort of temporary arrangement had been worked out to allow the company to function for a time which could have gotten the company into the Spring of 1912 before the frozen-engine fiasco - or Mr. Kelsey's memory was off by a year which, as I have noted above, could well have been the case. Because of the lack of any further advertising after September, 1911, I am inclined to favor Beverly Kimes' findings.

In any event, in either case, nothing would justify the existence of a South Australian dealer as late as July, 1913 or the sale of Motorettes into 1914.

My guess is speculative but I would hazard a guess that if a Motorette agency WAS operating in July, 1913, it was probably operating as a service depot for Motoretts which already had been exported to Australia and possibly to move any existing new cars which were still unsold.

From Max Gregory; "Beltana", Korumburra Road, Drouin South, Victoria 3818, Australia; As Michael Sedgwick has directed a question in my direction, perhaps I should set out what I know of the matter so that my ignorance will be clearly apparent.

The DeSoto truck from Kew, England is something I have no personal knowledge of but would, now that it has been mentioned, be surprised if it hadn't happened because there was a British Dodge and a British Fargo during the late '40s and through the fifties. The key to this episode lies with the dealership arrangements during that time when Chrysler lines were sold through three channels. Dodge was one, the Chrysler-Plymouth-Fargo another and DeSoto was the minor link, usually found in association with some multiple franchise dealerships.

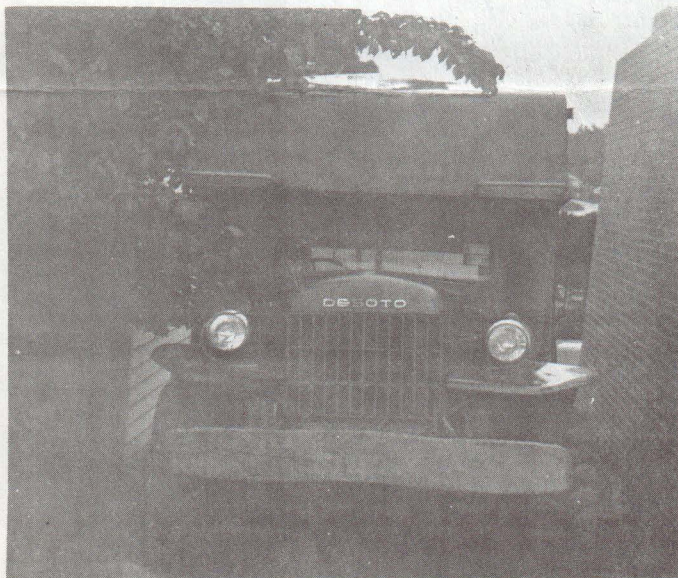
On the Australian market the Dodge from Kew was seen first in 1948 with a separate headlamp body style. In 1949 a new shape with clean style and a distinctly scooped bonnet (read hood for those who don't use English) appeared along with a Fargo mate. This would be the model which apparently also came with the DeSoto nameplate as it was available through the fifties with a diesel option. The Dodge was last on the scene here also as it was last seen in the sixties wearing a Leyland cab, which incidentally Leylands call the L.A.D. cab as it was used on Leyland, Albion and Dodge trucks.

The never ending game of "what is a make" can be played with this truck as the early models of 1948 wore a nameplate which distinctly read British Dodge. Not Dodge.

Whether we like it or not, and we won't, I think that we will eventually have to accept that whatever name was put on a vehicle for original sale is a make. As historians this is going to be much too untidy for our orderly minds but is there any other workable rule which can be adopted?

This is going to mean that some names will have to be regarded as makes for one year and as a model for another, but if that is how it happened, it is too late for us to change it.

The accompanying picture was taken by me recently and is of a DeSoto Power Wagon, the more usual Dodge with the name plate switch to suit the original dealer arrangement.



From Ronald J. Putz, 1801 S. Warner Ave., Bay City, MI 48707: In NL #13 (Oct. 1970), p. 3, I inquired if any SAH member knew of the whereabouts of Marvin Scudder's Manual of Extinct or Obsolete Companies. I never received a reply from anyone regarding this matter. However, on a recent visit to the Business & Finance Section of the Detroit Public Library, I found all four volumes. Unfortunately, the data is basically very skeletal, yet perhaps useful in certain instances

From William Nelson, 8439 Jamieson Ave., Northridge, CA 91325: Here's an item you might bring to the attention of the SAH members in the NL; perhaps one or more may be able to provide me with information.

I have in my library a small publication from France, La Vie Automobile, which is dated January 25, 1913. This issue features the Le Gui; specifically "La 10 Cheveaux LeGui". This 10 hp, four cylinder model is shown therein in both chassis form and as a torpedo roadster.

I also have with it a handwritten draft, incomplete, (and in English) of what was apparently intended to be a publicity release or an article for publication. In view of the fact that someone there may have used the La Vie Automobile feature as the basis for another item for British publication, or publication. In view of the fact that this material came to me from England, I might indulge in conjecture to the effect that someone there may have used the La Vie Automobile feature as the basis for another item for British publication, or for a publicity release.

G.N. Georgano's Encyclopedia does not mention a LeGui motorcar however. Would it be listed by some other name?

Any illumination provided by SA members would be appreciated.

From Nicholas Fintzelberg, Box 2744, La Mesa, CA 92041: The Valiant issue - is it a Plymouth, a Chrysler, or a Valiant - seems to intrigue not only Michael Sedgwick but also the British licensing bureau. In 1975 I imported my 1961 Valiant V-200 hardtop to England, from Spain where it had lived since 1962. Since it is used only during summer holidays, we enjoyed "tourist car" status for it in Spain and it still bore its California plates when it arrived in the UK. The California title clearly identified the car as a Plymouth and the letters P-L-Y-M-O-U-T-H clearly appear on the trunk. Disregarding these obvious errors, the British customs people re-identified it as a Chrysler and duly licensed it as such.

Interestingly, as rare as the car is there, especially since it is the "pillarless saloon" model, it is frequently identified by passers-by who comment on its original condition. Every one of them has called it simply a "Valiant", Never a Chrysler. A few recall its having spent a year at the Syon Park Motor Museum in London. Has any other Valiant enjoyed that kind of public exposure?

From Duane A Perrin, 11705 Bradley Forest Road, Manassas, VA 22110; I noticed the reference to the Gove truck in the December NL. The enclosed article from the Brighton (Michigan) Argus, July 10, 1974, may shed some light on the Gove.

The article states that the factory was in Brighton, Mich., that the name of the company was the Gove Motor Company, and that they produced only one or two trucks - no passenger cars.

In The American Car Since 1775 by Automobile Quarterly, Gove is listed in both the passenger car and truck lists. Note that the passenger car manufacturer is listed as the Gove Motor Truck Co., and the truck manufacturer is listed as the Gove Motor Car Co., both of Detroit.

I don't care to speculate on which is correct, or how, if at all, this ties in with Pocatello, Idaho.

## REVIEWS

The investigation and subsequent listing of vehicles by geographic division is one method which has been pursued very successfully. Lists are available for the following U.S. states with authors in ( ): New York (Bishop), Illinois (Yost), Indiana (Huffman, Wisconsin (Ominski), and one for Ohio by a non-SAH member. These are in addition to the listings for practically all the states compiled years ago by Dick Brigham and published in the Road To Yesteryear. Now there is a comprehensive history of the automobiles which were built in a single county in Massachusetts. The book, by Hayden Shepley, is titled "Automobiles Built in Essex County, Mass." It treats more than seventy different vehicles including many experimental types, and includes many of the obscure ones. This is soft bound, 8½ x 11, 63 pages, and is available to SAH members for \$6. from Mr. Shepley at P.O. Box 171, Toughkenamon, PA 19374. G.M. Naul

Western Builder Journal Review: Western Builder Publishing Co., 6526 River Parkway, Milwaukee, Wisc. 53213. \$1.00 per copy; \$24.00 per year.

The November 3, 1977 edition is the special 1978 truck issue of 150 pages, including some in full color. It features construction trucks for 1978, including Oshkosh, FWD, International, GMC, etc. Included are the giant off-road haulers in the class of Dart, Wabco, Terex, etc.; diesel power for light trucks, standard specifications for off-highway haulers and standard construction trucks, and brief truck descriptions with photos.

There are also sections on components and radial tires, and truck and construction equipment advertisements are distributed throughout the journal.

The second half of the magazine is given mostly to regional building, engineering and construction news, bids and contracts.

Last January (Jan. 13, 1977) Western Builder published a special issue on construction equipment similar to the truck issue, and presumably will do so again. There was also a truck issue for 1977 (Nov. 4, 1976).

These special issues run about 150 pages and weigh about one pound. Domestic postage, second class is about 80-85¢, which it is advisable to send if you order. R.A. Wawrzyniak

## MEMBERS IN PRINT

Michael L. Schauer has done an extensive piece for the Fork and Blade, Vol. 16, No. 4 (the publication of the Lincoln Owners Club), entitled "Classic Lincoln Guide". It is a coverage of Lincoln's, yearly, external changes during the period from the '20s to 1940, and includes production figures, serial numbers, etc.

## A PROFILE OF THE INDIAN AUTOMOBILE INDUSTRY

by George Tesar

The Indian automobile industry still remains a mystery to many automobile historians and enthusiasts throughout the world. Little is known about the individual firms, their product line or individual products. Perhaps the principal reason is that Indian automobiles are almost exclusively sold only in India. The industry is heavily controlled by the Indian government, which controls both production and distribution of all automobiles.

There are three manufacturers of passenger cars in India:

1. Hindustan Motors Limited  
Hindmotor, P.O. District Hooghly  
West Bengal, India

2. Premier Automobiles Limited  
Lal Bahadur Shastri Marg  
Bombay 400 070  
India
3. Standard Motor Products of India Limited  
29 Mount Road  
Madras 600 002  
India

In 1975 Hindustan Motors Limited produced 9,322 passenger automobiles, Premier Automobiles Limited produced 13,630, and Standard Motor Products produced only 118. Total production of passenger automobiles is estimated to be as follows:

1971 - 38,316	1974 - 36,009
1972 - 38,827	1975 - 23,070
1973 - 39,937	

There is a limited production of Jeeps by Mahindra & Mahindra Limited, Gateway Building, Apollo Bunder, Bombay 400 001, India. In 1975 the firm produced approximately 8,500 Jeeps.

There are five firms manufacturing lightweight commercial vehicles. These vehicles range from very light three-wheelers powered by a 250 cc. motorcycle engine to a relatively large pickup van. Production figures are unknown.

Buses and trucks in India are produced by four firms: Ashok Leyland Limited, Hindustan Motors Limited, Premier Automobiles Limited, and Tata Engineering and Locomotive Company Limited. Production of buses is estimated to be:

1971 - 11,478	1974 - 10,836
1972 - 9,225	1975 - 12,251
1973 - 9,185	1976 - 14,721

Production of trucks is estimated to be:

1971 - 23,187	1974 - 25,058
1972 - 21,376	1975 - 24,580
1973 - 24,739	1976 - 23,940

Total production of buses and trucks is also closely planned and controlled by the government. The production is designed to maintain approximately the same stock of buses and trucks in operation. This means that the above figures indicate the replacement rate for each year and additional planned expansion.

The quality of automobiles, buses and trucks in India is consistent with the quality of all Indian goods. The automobiles appear to be durable and relatively maintenance free. Since the roads in India tend to be relatively poor, the suspension system suffers the most. The buses tend to run overloaded approximately 95 percent of the time. The effective useful life for buses and trucks varies greatly. It is estimated that the average bus is on the road an average of 22 years, while no specific figures are given for trucks.

If any members are interested in more information regarding the automobile industry in India, please contact me directly; George Tesar, 4600 Connecticut Ave., N.W., Washington, D.C. 20008.

## FITCH or PHOENIX?

Ralph Dunwoodie sent me a copy of a letter to him from John C. Fitch, builder of a Corvair engine automobile in 1966. This car is listed in The Complete Encyclopedia of Motor Cars under 'Fitch Phoenix', built by John Fitch and Co. Inc., Falls Village, Conn. John states in his letter, "For the records of the Society of Automotive Historians, the Phoenix was given only the single name, and perhaps has been referred to as the Fitch Phoenix only as a means of somewhat more thorough identification."

In a conversation with John Fitch on January 1, 1978, he confirmed this statement and added that the car had been designed by himself, with assistance from the well known illustrator, Colby Whitmore. Only one car was built, and remains in Fitch's possession in Lime Rock Connecticut. Three pieces of literature were produced on the car - one for its showing at Abercrombie and Fitch (no relation) in July and

August of 1966; another for John Fitch & Company, Inc., about the same time; there was also a catalog issued, but I have never seen this. The first two items are 7½" x 3½" folders, the former illustrated with a single sketch of the car; the latter with three photographs.

## DIAMOND REO RISES AGAIN

In a recent issue of *Western Builder*, mention is made of the return of the well-known Diamond Reo to the truck market. Loyal Osterlund and Ray Houseal, doing business as Osterlund, Inc., of Harrisburg, Pa, have purchased the patents and production rights from bankruptcy liquidators, Consolidated International, Inc., of Columbus, Ohio, to make six of the seven models of the former Diamond Reo line. The initial effort will be concentrated on the C-116 model, using the Autocar cab as before.

Other journals show the new Diamond Reo prototype to be more similar to the previous C-116 than the 'Raider' model. The new grilles feature horizontal shutters.

Up to 200 trucks per year are expected, which will be the limit of plant capacity. The prototype was assembled by Spartan Motors of Charlotte, Mich., which is composed mainly of an assemblage of former Diamond Reo employees and headed by former vice-president of marketing, George Szykiel.

The former Diamond Reo was the 10th ranking US truck manufacturer with 9136 civilian and military trucks for 1974 - the last full year of production.

R.A.W.

## MISCELLANY

Special Interest Autos #42, Nov. Dec. 1977 contains a complete index for the magazine's first seven years.

The Buffalo and Erie County Historical Society, at 25 Nottingham Court, Buffalo NY 14216 has recently been given a collection of claims and bankruptcy material pertaining to the Pierce-Arrow Motor Car Company. This collection is an addition to previous donations of similar material by a Buffalo law firm. The first Pierce Motorette is one of the exhibits in the Society's Museum.

Last spring in honor of the Queen's Jubilee there was a gathering of 850 Rolls-Royces from the world over at Windsor Castle and Ascot in England. This event will be remembered as a fabulous historical display for many years to come. SAH member John Schroder was one of the principal organizers.

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Canada

Claud L Neal  
222 Anderson Ave  
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M Morris  
26 Howard St  
Collinswood  
Adelaide 5081  
South Australia

Edward A Moran  
3300 Netherland Ave  
Riverdale NY 10463

Roy J Eaton  
Route 2, Box 2  
Decatur TX 76234

George H Sivy  
38 Montgomery Lane  
Greenwich CT 06830

Sinclair Powell  
1053 Munroe Falls Road  
Kent, Ohio 44240

Vern M Bethel  
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Vancouver BC V6K 2A2  
Canada

Norman B Horsfall  
107 Marlin  
Windsor, Ont. N8W 2B2

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PO Box 8  
Guild NH 03754

James W Humble  
2214 Laurel St  
Chico CA 95926

Robert B Robb, Sr.  
3683 Old Lee Highway  
Fairfax VA 22030

Ralph Stein  
Fond Meadow Road  
Westbrook CT 06498

Henry W Uhle  
65 East 92nd St  
New York NY 10028

Ken Poynter  
19357 Beaconsfield  
Harper Woods MI 48225

Alastair Innes Dick  
2 Rainsford Close  
Clifford Chambers  
Stratford upon Avon  
Warwickshire CV37 8HY  
England

Herschel Hutchings  
Box 22274  
Milwaukie, OR 97222

Kevin McGabe  
3640 Bliss Road  
Windsor, Ont. N8W 3B9  
Canada

John L Boggiano  
401 N. First St  
Geneva, Ill. 60134

## CHANGE OF ADDRESS NOTICES

Members who change their address should notify the Secretary, who will see that the change reaches all concerned.

Olan D Chiles  
12324 Rambling Ln  
Bowie MD 20715

Leslie R Henry  
280 Edison  
Belleville MI 48111

Robert Gibson  
132 N Cassady Ave  
Columbus OH 43209

Paul A Rhoads  
901 Fabyan Parkway West  
Geneva IL 60134

Anthony R Grygera  
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Racine WI 53404

Boyd H Keys  
1248 Laurelwood Rd  
Dayton OH 45409

James A Guenther  
3908 West Main Apt 8B  
Belleville IL 62223

Gary M Kulp  
Box 91  
Devault PA 19432

David W Glass  
3505 Redwood Court  
Fairfax VA 22031

Stephen M Miller  
2345 Washington St Apt 105  
San Francisco CA 94115

Henry C Hopkins  
3 Rushmere Ave  
Northampton  
United Kingdom

Robert L. Merrill  
565 NW 87th Terrace  
Portland Oregon 97229

Philip Alderman  
39 Paerdegat 12th St  
Brooklyn NY 11236

J F J Kuipers  
Kleiburg 709  
Amsterdam Zuidoost E 1125  
Netherlands

Richard P Scharchburg  
12147 Pine Row Lane  
Grand Blanc MI 48439

## CLASSIFIED

### FOR SALE - Duplicates from my collection:

1909 Boston Auto Show Program \$15.00  
Automobile Quarterly Vol. 5 #1 6.00  
American Road Racing, Rueter 10.00  
The Story of the American  
Automobile, Anderson 1950 8.00  
Self-Propelled Vehicles,  
Homans, 1905 12.00  
Small Wonder, VW History,  
W. H. Nelson, 1970, paperback 2.00  
Handbook of Gasoline Automobiles  
Hardcover Reprint of 1908  
ALAM Handbook 2.50  
All excellent condition, postpaid.  
Fred Roe, 837 Winter St. Holliston MA 01746

WANTED: 1902-34 Franklin literature; any sales or service catalogs, factory photographs, dealer's items, etc. Also want anything on the Dart automobiles built by J.V. Martin in Garden City, N.Y.. I want all material for my personal library, it will not be resold. Walter E. Godsen, 197 Mayfair Avenue, Floral Park, NY 11001.

FOR SALE: Send large SASE for list of auto books, catalogs, magazines etc., available. Ed Moran, 3300 Netherland Ave., Riverdale, NY 100463.

WANTED: Literature - Buy or trade for bound or loose copies of The Autocar (1930-40, 1950-65) or Motor Sport (pre-1954). Have a few

Motor Sport (pre-1954), also, Motor Owner (early '20s). Have a few dupes of the former two mags, plus early Motor Trend and vast literature collection for trade, mostly postwar plus some pre-war Packard. Richard M. Langworth, Dragonwyck Publishing, Hopewell, NJ 08525.

WANTED: Any information on early Buick racing history; booklets, advertisements, write-ups, photos, etc. Terry Dunham, 2942 Potter Ave., Thousand Oaks, CA 91350.

## MYSTERY CAR

George Brooks of South Australia sends us a photo taken about 1905 in that country. The car may have been made there, but he feels there is a strong American flavor about it. It seems to be a single cylinder, vertical engine with, possibly, chain drive to only the left rear wheel. The photo is not too clear on this point.

WANTED: Will pay up to \$100 for a contemporary picture of the engine of the Alco race car that won the Vanderbilt Race in 1909 and 1910. Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89431. (702-673-3811).

WANTED: The following issues of MoToR: Jan., Feb., Mar., Apr., 1904; and 1900-1904 issues of CATJ. Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89431.

WANTED: Union Motor Truck Company, Bay City, Mich., 1916-1926. Desire to know production totals by years. Also, do Balance Sheets, Profit & Loss Statements, Minutes of Corporation Meetings, factory pictures and serial number plates still exist? Ronald J. Putz, 201 Salzburg Ave., Bay City, MI 48707.

### PUBLICATIONS AVAILABLE FROM THE S A H

AUTOMOBILES OF NEW YORK by Charles W. Bishop \$10.00  
96 page research paper on cars, trucks, importers and promoters of New York State.

AUTOMOTIVE HISTORY REVIEW (S A H Magazine)  
Issues number 1, 2, 3, 4, 5, 7; each \$ 1.50  
Issue number 6 (larger, heavier) 2.50

#### S A H NEWSLETTER

All available issues: each .50  
(numbers 5,6,7,33,34 are out of print)  
(supply of numbers 3,4,23,32,39,43 low)  
Xerox copies of out of print numbers can be supplied. Please apply for prices.

NEWSLETTER INDEX for issues 1-45 4.00  
(An index to all issues of "Automotive History Review" is contained in issue number 7.)

"MoToR's HISTORICAL TABLE OF THE AUTOMOBILE INDUSTRY  
Detailed table of makers compiled in 1909 by Charles E. Duryea. Reprinted in 1969 1.50

WALL CHART OF 554 RARE NAME PLATES, makers plates and emblems. Reprinted by Harry Fulfer from the original Eaton version in a six-section format which is about 19" x 30" assembled. 5.35!

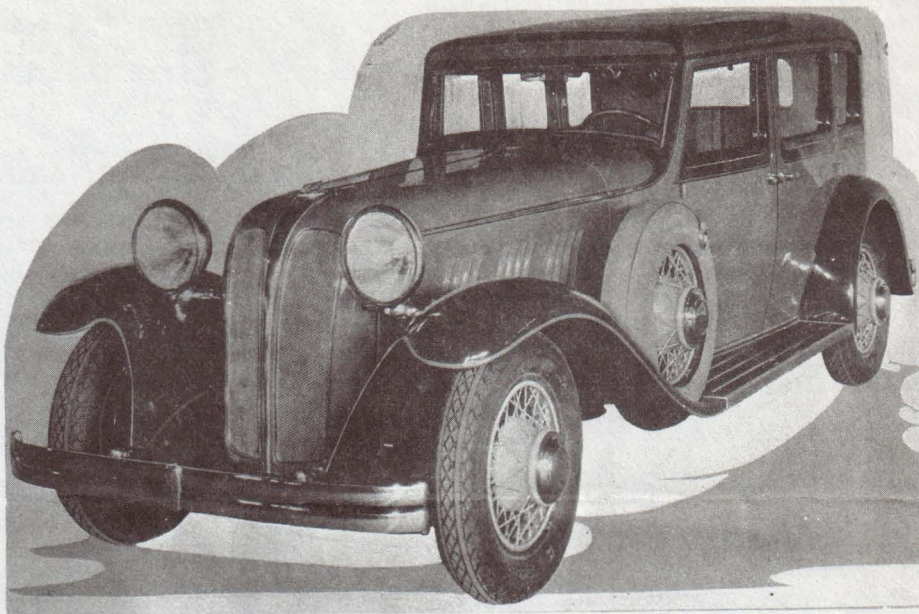
Orders to Fred Roe, 837 Winter St. Holliston MA 01746  
Make check to Society of Automotive Historians Inc.



## MYSTERY CAR (SORT OF)

This issue's Mystery Car is a bit different. We know what it is, but Marshall Naul would like to find out what happened to it.

The Gardner front-wheel-drive automobile shown and photographed at the New York Auto Show in Jan. 1930. Presumably this car was a prototype and seems to have vanished since Jan. 1930. Has any SAH member any information on the fate of this distinctive car?

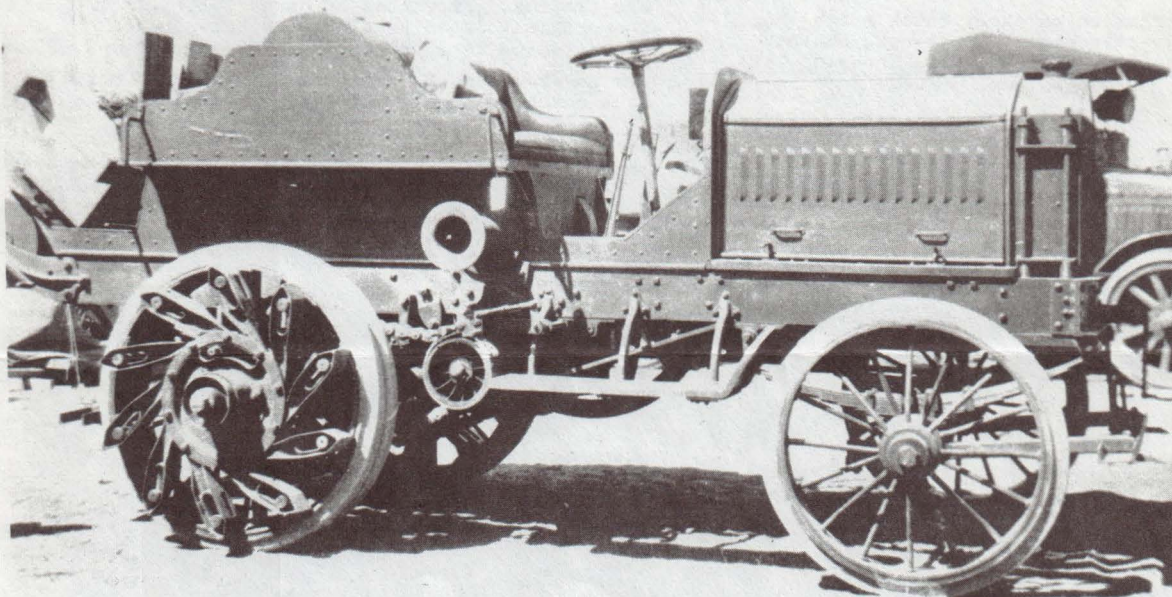


## MILITARY MYSTERY

Another Mystery Military Vehicle from Maj. Crismon.

This is an approximately 5-ton, 4x2 tractor (prime mover), photographed in Mexico c.1916. The

photo was taken near a recognized Knox tractor, and the jackshaft with chain drive is similar to some Knox designs. The remainder of the vehicle is not similar to the smaller Knox, and the retractable traction device on the rear wheels (to increase flotation on sand) is unique.



## LAST ISSUE'S MYSTERY TRUCK

J.H. Valentine was the only member to come up with a plausible answer to the Mystery Truck in NL #56. He suggested that it might be a Kleiber, since San Francisco was that company's home town. Does any member have some 1921/22 Kleiber literature that can help us check this guess?