



NEWSLETTER

The Society of Automotive Historians INC.

Issue No. 66

January-February 1980

THE ANNUAL MEETING

The annual meeting of the Society of Automotive Historians took place on Friday evening October 5th, 1979 in Hummelstown, Pennsylvania at the Town & Country Restaurant. The affair was very well attended by both members and guests. Many members attended the annual meeting for the first time, and were heard to remark how much they enjoyed the meeting.

The Cugnot Awards for 1978 were granted to Beverly Rae Kimes, editor of the book "Packard, A History of the Motor Car and the Company", published by Automobile Quarterly. The award for the most outstanding magazine article went to Harold H. Emmons Jr. for his story "Locke & Company, Custom Body Builder, 1902 -1932 New York City and Rochester, N.Y.". The article appeared in 'Torque' the official publication of the Michigan Region of the Classic Car Club of America.

A number of the Society's officers spoke to the members and guests in attendance, and the officers, directors and editors were introduced. The guest speakers were our own Dave Lewis and Doug Bakken, who put on the Dave & Doug Show, or Doug & Dave Show depending upon who who you were listening to! They were both really great, and we all humorously learned about the Archives at the Henry Ford Museum, and what was available there. There were a number of door prizes and these were given out, then there was the auction of the decade. Many authors, publishers etc. donated books, prints and other fine items to be auctioned off, with the proceeds going to the SAH treasury. Howard Applegate acted as auctioneer, and the fun really began. The bidding was really furious, so were the witty comments from the auctioneer and the audience. It was a memorable evening for all, that ended all too soon.

ORAL HISTORY COMMITTEE

G. Marshall Naul, one of the co-founders of the Society, former president and editor of the Newsletter has accepted the post of chairman of the Oral History Committee. The other present members are Eleanor Paton, Lois Watson, Mike Lamm, and Terry Dunham. Members who would like to join the committee or take part in its work are urged to contact Mr. Naul at 534 Stubbyln Road NE, Granville, Ohio 43023.

ELECTION OF SAH OFFICERS AND DIRECTORS FOR 1980

The Nominating Committee; John Peckham-Chairman, Nat Dawes, Louis Helverson, Keith Marvin, and John Montville, asked the officers if they would serve another year. All agreed to do so, and the current officers will continue for 1980. The new Directors elected for three year terms are: James J. Bradley, William S. Jackson, and G. Marshall Naul.

NOTES FROM THE EDITOR'S

To make our jobs of editing the Review and the Newsletter easier, if one and all would follow the guidelines listed below it would help us tremendously.

When typing material, type only on one side of the paper.

Pack any and all photographs well between two pieces of corrugated cardboard, otherwise they will get bent, dented or worse while in the mails.

Please spell correctly, especially the names, YOUR spelling is what gets used. Proof read your letter before mailing it.

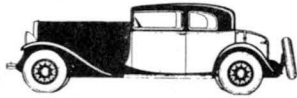
Do not write on the back of photographs, print it on a separate label and affix it to the photo, DO NOT clip anything to the photos with paper clips, they will ruin the photo and show up in reproduction.

Note your membership number on any correspondence, and make sure your return address is on all papers, sometimes things get separated and it helps if an address or membership number is on it to know who it came from!

Volunteers Needed for New Directory

The Society is anxious to produce an expanded and revised Membership Directory which will list telephone numbers, particular interests, ability to help others through research etc. Volunteers are needed to draft a questionnaire, and assemble the information after the returns come in. Please write if you are willing to help to. Walter F. Robinson Jr., 14615 SE 55th St., Bellevue, WA.98006.

Editor's Notes



I want to start this, the first issue of the new year, by thanking all those members who have contributed to our publications. It is you the membership who make the publications and the Society itself a reality; without everyone contributing a little bit, we wouldn't have anything. Try to contribute something at least once during 1980, the more we have to work with the more you will receive. Try the Research Column, you may be surprised at the results you will receive! If you have any leads on material or sources that may provide information for automotive research let us know. The particular item or person you may know that could provide information, may not particularly be in your area of interest BUT could be a blessing to another member who has been at a deadend because all of his resources have been exhausted.

Walt Gosden

FOR NEW MEMBERS:

If you want to place an item in the RESEARCH COLUMN or the Classified Ad section, both are free of charge; the SAH publications do not accept any commercial advertising what so ever.

New Name Same Function

AT the October 4th Board meeting in Hershey, the name of the Factory Coordination Committee was changed to the Industry Liaison Committee. This more accurately describes the committee's function in maintaining the necessary close connection between the industry and our Society.



The Society of Automotive Historians

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The Society of Automotive Historians Inc.

SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1980

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Howard L. Applegate
1410 Stallion Lane
West Chester, Pa. 19380

CHAPTER NEWS NOTES

Oliver Evans Chapter Formed

Following an organizational meeting at Hershey, Pa., on October 4, 1979, at which 4 members were present, a majority of the Board of Directors has sanctioned the founding of the Oliver Evans Chapter to serve the Philadelphia-Washington D.C. area. Pending election of officers, DR. Howard L. Applegate, 1410 Stallion Lane, West Chester, Pa. 19380, has designated his residence to serve as headquarters pro tem.

Pioneer Chapter

The last meeting of the Pioneer Chapter was held on November 10, 1979 on Long Island in the village of Floral Park, at Walt Gosden's home. Many topics were discussed, including the bibliography of the sales literature of N.Y. made vehicles; sheets were handed out to those present so they could start work on this project. Fred Soule gave a report of his work in taking a course on the art of grantsmanship. There were some very interesting points he told members of on how we may be able to get funds to further our automotive history research, and preservation of existing collections of material. Fred also showed those present the finished logo Peter Helck had designed for our Chapter. It was outstanding! All agreed we owed Peter Helck many thanks for this magnificent logo for our Chapter. New officers were elected for 1980 and they are as follows: Nat Dawes-President, John B. Montville - Vice President, Helen Dawes-Secretary, and Fred Roe- Treasurer. Attendance was very good: Tom Stewart & son came from Va., Hayden Shepley, Charlie & Vicky Betts, Lou Helverson, came from PA., Fred Roe from Mass., and Nat & Helen Dawes, John Montville, Frank Stepanek, Gene Husting, Dave King, and Fred & Betty Soule all coming from N.Y. state. Luncheon was served by the Gosdens. The next meeting is slated for Philadelphia in February.

Wisconsin Chapter

Continuing to be very active, the Wisconsin Chapter has held meetings, and has sent out its second issue of "The Spark" its Chapter Newsletter.

PLEASE NOTE: If you want to join a Chapter or for that fact form one in your area do so, the ones we now have are very active. It gives you an excellent chance to meet other SAH members and exchange information, work on projects etc. the following list tells who is currently in charge of the Chapter mentioned. Contact them (their address to be found in the Society Roster) if you want to know more about Chapter activities.

Birthplace of Speed Chapter - Wm. Tuthill

Canadian Chapter - R. Perry Zavitz

Henry M. Leyland Chapter - George P. Hanley

Pioneer Chapter - Nate Dawes

Wisconsin Chapter - R. Chris Halla

United Kingdom Chapter - Michael Sedgwick

Oliver Evans Chapter - Howard Applegate

OBITUARY

Hugh Durnford

It was with deep regret we learned that Hugh Durnford, one of our charter members succumbed to a heart attack and passed away on July 6, 1979, at Montreal, Canada, at the age of 48 years.

Hugh was the father of the Vintage Automobile Club of Montreal, was Editor of "The Bulletin" (which later was renamed "Le Chauffeur") and was employed by Readers Digest where he was Editor-in-Chief of its Canadian Book Division. His most recent book is titled, Heritage of Canada, and with Glenn Baechler, he co-authored the book, Cars of Canada, the best publication on the history of the automobiles of Canada.

NEWS FROM THE RACING SECTION

by Fred Roe

The big news here is that the racing section now has a new chairman. Albert R. Bochroch actually volunteered to be my successor when I asked to be relieved of committee duties in order to devote all possible time in 1980 to the editing of AUTOMOTIVE HISTORY REVIEW. Al is far more qualified than I ever was to handle racing matters. He has decades of experience in viewing, radio reporting and writing about racing in all forms and is keenly interested in seeing that racing matters are accurately researched and presented and in the SAH role in accomplishing that objective. His book, AMERICAN AUTOMOBILE RACING captured our own Cugnot Award in 1973 and is required reading for all who love racing. Address him at Box 90, Solebury, PA 18963.

In the past several months we have heard from a number of members who want to participate in the racing section in a number of ways. To promote interchange of information here is a listing of those who have written me and their particular interests in the racing field. I know there are many more of us who should be interested in helping so make yourselves known.

Jerry E. Gebby, 310 Appalachian Drive, The Highlands, Rt. 6, Tucson AZ 85704. Jerry's knowledge of Indianapolis racing especially, is tremendous and he will be glad to share it when needed.

Karl Ludvigsen, Fiat Motors, 155 Chestnut Ridge Road, Montvale NJ 07645. Karl wants to be included as one of those members with a very strong interest in racing.

Carl Hungness, Box 24308, Speedway, IN 46224. Carl will help on reference or projects. He publishes the Indianapolis Yearbooks and other material.

William D. Digney, 159 Grove St., Bridgeport, CT 06605 is compiling a card file on the surviving Indy 500 cars including their racing record there.

Gary Kulp, Box 89, Devault, PA 19432 needs help in identifying early Vanderbilt and beach racing photos which are in his collection.

Herb Ziemann, 906 Eton Rd., Toledo, OH 43615 wants to be a part of the racing section. Has a special interest in Barney Oldfield, who was born in Ohio near Toledo.

G. Dean Newton, 42 N. W. Wallula, Gresham, Oregon, 97030 has written a number of racing articles and has a considerable racing library. He sent me a story on Barney Oldfield's participation in a race in Portland in 1907. Mr. Ziemann, meet Mr. Newton!

Mickey Mishne, 5505 Cloverleaf Parkway, Cleveland, OH 44125 is vitally interested in racing history and is Editor of Pur Sang, the quarterly magazine of the American Bugatti Club.

D. J. Kava, 1755 Bandera, Beaumont, TX 77706 seeks help with his work on Chalmers racing activities.

And finally, remember that we have The Birthplace of Speed Chapter of the SAH in Florida which is centered on the racing and record activities at the Ormond-Daytona beach area. Bill Tuthill and Reeve Swezey there are eager to help, and in fact have aided me recently on a personal project. In turn they need early Daytona programs. Address Mr. Swezey at The Birthplace of Speed Museum, 160 E. Granada, Ormond Beach FL 32074.

Charlie Betts, SAH secretary, would be unhappy if I did not mention his willingness to help when he can from his long experience in exploring racing history.

I would like to make one suggestion before I leave the Racing Section's operation. The various chapters of the SAH have found it useful to initiate a specific project which will be of ultimate benefit to all after completion by the members of the chapter. I think the Racing Section might benefit by having a project to rally around. I will advance my suggestion for such a project, which is perhaps best explained as an extension of the work Bill Digney has already started.

Racing cars have become very popular objects for restoration but almost always the results must be taken at the owner's word because there are few if any historical records to base a restoration upon.

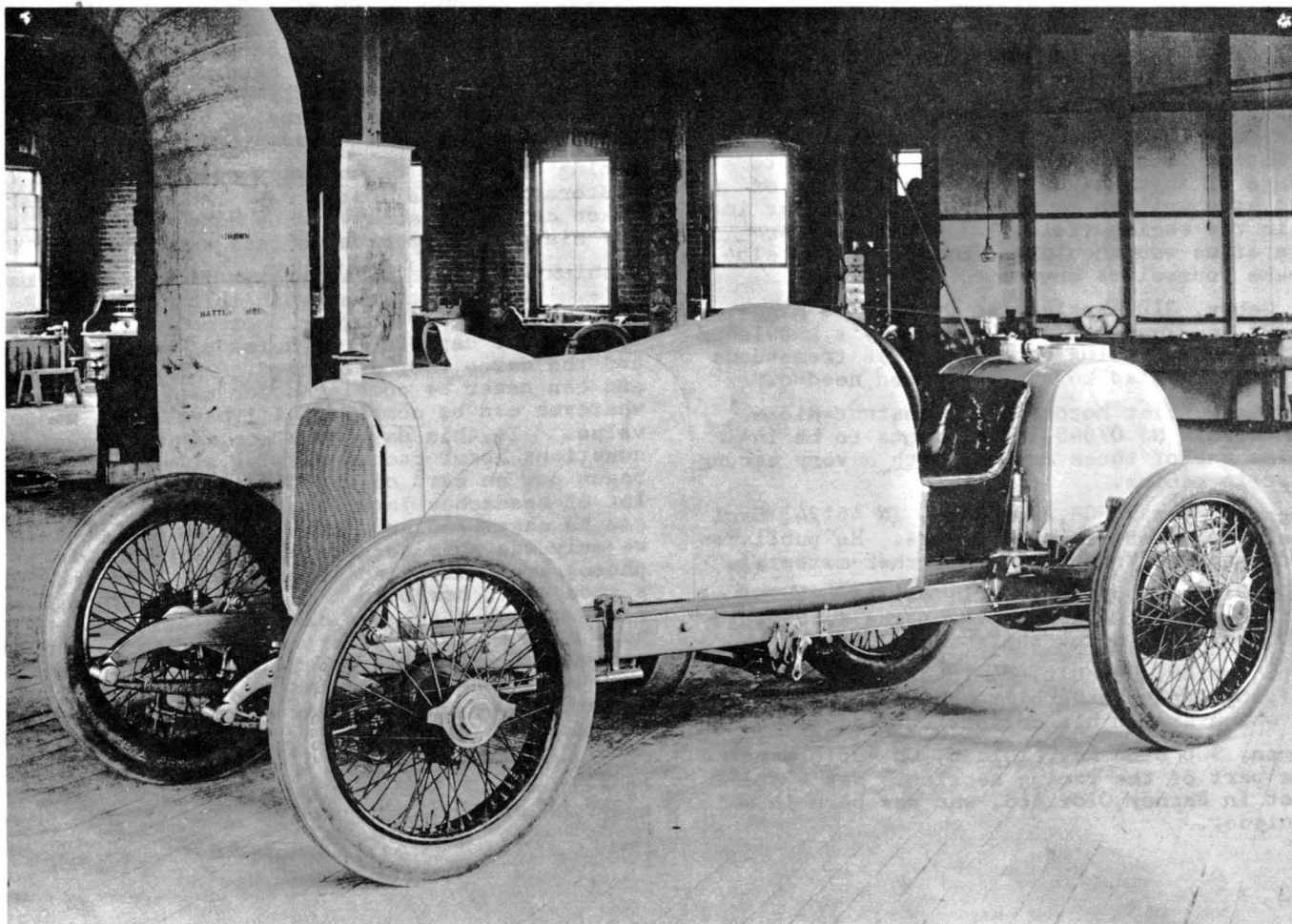
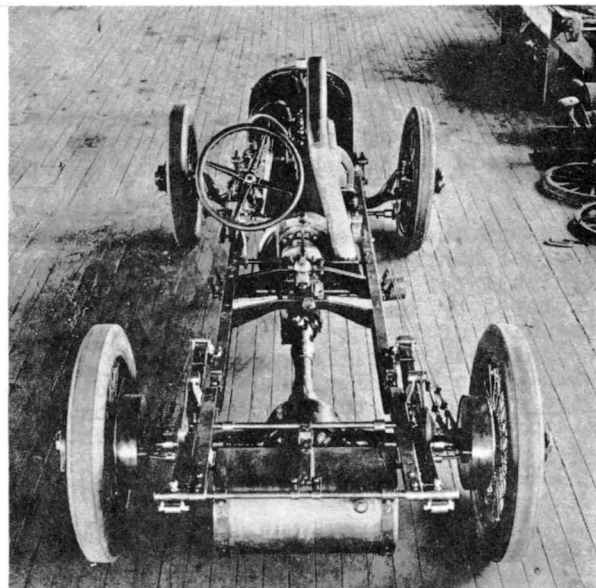
I think we should begin a historical racing car file. Try to gather as much information on each car throughout its career, not only its racing record, but details and photos of mechanical changes and the dates they were used. This is a big order and can never be completed for many reasons, but whatever can be compiled will have great historical value. To this day there are many unanswered questions about racing cars of all ages. A file begun now on cars of the 50s and 60s will save a lot of headaches later on, and files on earlier cars can be assembled as the pieces show up. Even if we only are able to assemble a picture file, if the photos are identified by location, date and driver, a good start has been made. Our counterparts who study racing airplanes have the same problems and have made a lot of progress. We can do the same although I think our job is a bit harder because they have more information to begin with owing to government regulations and records required before anything can fly.

This is my thought and I am sure the rest of you have equally useful ideas on racing projects, and Al Bochroch will be delighted to hear of them from you.

Racing Section Continued

A few issues back Victor Johnson requested information on L. C. Erbes who was involved with several midwestern makes of cars in the 1910-19 period, in both Michigan and Wisconsin. I was able to offer Mr. Johnson a few items and raised some more questions about Erbes myself which we cannot answer. We would like to know something about Erbes' racing activities. Assuming it was the same person, Mr. Erbes was owner of the building in St. Paul, Minn. in which the Duesenberg brothers rented space when they first moved there in 1913, and was the entrant of a racing car (which got nowhere) in a number of races in the 1915-17 period. Can someone offer a photo of the Erbes car? Can someone tell us who built it? The published dimensions fit no known engine.

To add to the puzzle here are two photos which Stan Yost gave me several years ago. Stan said they were supposed to be of a Duesenberg but this is out of the question although the engine appears to have valve action similar to Duesenberg cars of the time. Only clue in the photos is the name "Battle Creek" stencilled on the heating pipe behind the car. Now could this be the Erbes car? If not what is it?



The UHV Automobilist

After a temporary suspension of publication, THE UPPER HUDSON VALLEY AUTOMOBILIST, publication of The Automobilists of the Upper Hudson Valley, Inc., will appear with its January 1980 issue, the 135th consecutive issue since it began in February, 1951. The initial board of editors of the magazine decided at the onset of publication to try and concentrate on automotive history which couldn't be found elsewhere and this policy has been maintained to the present day.

Never a large-production periodical (the average number of copies per issue ranges from 300 to 500), many of the earlier numbers have become collectors' items. The magazine has run complete histories of such diverse cars as the Wasp, Christie, Gardner, Revere, Phianna, Kelsey, Kleiber, Riddle, Dagmar, Hungerford Rocket and Worldmobile.

Writers and illustrators of the magazine have included Michael Sedgwick, Mike Worthington-Williams, Peter Helck, Arthur Lee Homan, John M. Peckham and others and in addition to the magazine itself, two books have been published on the side.

Between 1951 and 1967 the magazine was issued from five to seven times per year and from 1968 to 1978, as a quarterly. Because of the problem of obtaining an editor, only one number appeared in 1979.

However with the appointment of Keith Marvin as editor, plans for a full year's issues on a regular schedule have been made and the first of the new magazines will head a four-issue 1980 series Marvin announced.

Although on the surface only a periodical of a small independent group, The Upper Hudson Valley Automobilist has for nearly three decades enjoyed a unique place in the sun both here and abroad and according to its editor, it intends to maintain that standard.

The HYDROMOTOR

by J. H. Valentine

Hardly a ripple was made among Southern California folk a while ago when Howard Singer drove his 1967 Amphicar 26 miles across the sea to Santa Catalina Island. 63 years earlier, the less blasé Northern Californians were well aware of the Hydromotor auto which had emerged from San Francisco Bay. During the Panama-Pacific Exposition of 1915, the vehicle made seven voyages on their bay, even sailing out near Alcatraz Island to salute the battleship Oregon.

This prototype had a specially built chassis with an aluminum body, propelled by a 6-35 Haynes engine. The car was 16½ feet long and weighed 3000 pounds. Drive in water was by a 16 inch diameter propeller, and on land by 42 inch diameter wire wheels with Lee tires. A duct above the nose admitted cooling air, which exhausted ahead of the windshield. The driver had a lever arrangement on his right which permitted transition from wheels to propeller, with a sleeve and pin arrangement locking the front wheels and engaging the rudder. Sliding plates covered areas susceptible to leakage when immersed. The hood or hatch was held in place with easily removable screws. A Boyce Motor-meter completed the equipment.

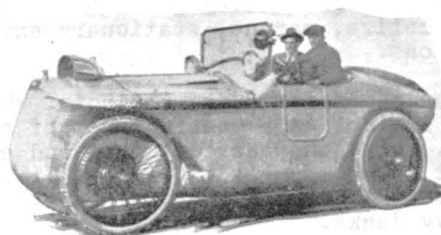
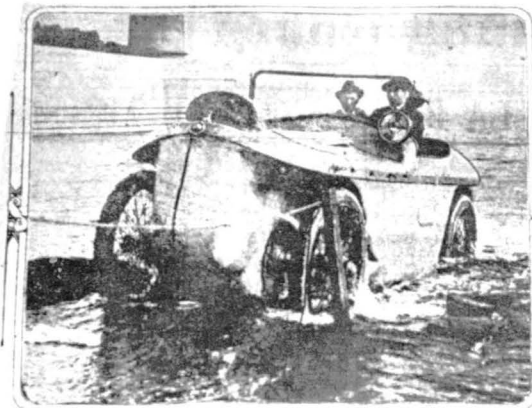
The first machine was built by a group of Los Angeles men. The firm headed by Alfred Maini, along with Ralph E. Hay, John Lopizich, Wm. Mazzei and Wm. F. Purcell. Purcell and Mazzei were the designers, with others being primary backers.

They had been shopping for a factory location since late 1914. It was announced that they would probably choose a site offered in Wilmington, so as to have access to the Los Angeles Harbor for test work. A second firm filed for incorporation in California to be the actual production company headed by Mr. Lopizich, president of the local International Savings and Exchange Bank. They planned to produce a two-passenger roadster, seven passenger touring car, seven passenger limousine and a light delivery vehicle, all utilizing one chassis but with differing bodies. Prices were estimated as from \$2,000 to \$3,000.

The venture next surfaced in Seattle, Wa. as the Automobile Boat Manufacturing Co, showing a roadster powered by a Continental engine.

They next made waves as the newly-incorporated Hydro Motor Car Co., located in Canton, Ohio and, it seems, Indianapolis, Indiana as well during 1917. Their vehicle was able to run backwards in water.

In 1920, Mr. Purcell applied for and was granted a U.S. Patent for a 'Propelling Device' as a new method of boat propulsion. Mr. Purcell was now a resident of Hoboken, N.J. and was assigning his patent rights to the Hydromotor Co. Inc., a corporation of New York.



The Hydromotor—an amphibious automobile

(Editor's Note: Jim Valentine also found the following interesting items, can anyone comment further on these vehicles?)

Los Angeles Sunday Times
June 19, 1921.
Part VI, Page 1

FRONT-DRIVE CAR
NEXT ON MARKET.

(exclusive dispatch.)

ST. LOUIS (Mo.) June 18.--Maurice Bollstrom has been demonstrating his new front-drive automobile, the power being applied to the front rather than to the rear wheels. Built largely from standard units, the machine incorporates a number of new features, chief of which are the axles and the universal.

Among the advantages claimed for the inventions are roadability, passenger comfort, lack of body sideway, rounding curves, maximum amount of pulling power, less skidding liability, absence of mechanism back of the power plant, floor level with running board, any length of wheel base, lower slung body with same road clearance and effective brake control of the front wheels.

The test car resembles an ordinary automobile, except that the motor is somewhat higher atop the front axle and tonneau is slung lower and the rear wheels extend somewhat further back behind the body.

STEAM AUTOMOBILE
FINALLY COMPLETE.

(exclusive dispatch.)

LANSING (Mich.) June 19.--The new experimental steam automobile to be manufactured by the Kirchen Machine Company was completed this week. The car is backed by Lansing financial interests. It will be somewhat similar to the Stanley steam car and weigh less than 2000 pounds. The cost of the machine has not yet been determined.

THE BUDA ENGINE COMPANY

By Ferguson L. Willis

For 30 years a number of automobiles and commercial vehicles featured Buda engines. The Buda name was found on a line of high quality gasoline and diesel engines in automotive, marine, stationary and aircraft applications.

The Buda Co. was named for Buda, Illinois, where it was founded in 1881 as a manufacturer of railroad equipment. This line was continued and expanded throughout the company's existence. It included such items as track cars, crossing gate mechanisms and heavy jacks.

In 1890 the Buda Co. moved to Harvey, Illinois, a southern suburb of Chicago. The firm continued to expand in Harvey, and about 1910 began the manufacture of gasoline and gas engines. By the time of World War I Buda engines had already reached prominence in the automotive industry.

The first Buda diesel engines were produced about 1926, and were used in a wide variety of automotive and other equipment. 1933 saw the introduction of the Lanova high turbulence combustion chamber, and the "Buda-Lanova" nameplate became familiar.

By the end of the twenties most automobile manufacturers were producing their own engines, and this part of Buda's business became of minor importance. The market for diesel engines continued to expand during the thirties and forties, however, and the company remained an important factor in this industry.

World War II brought orders from the military, and the Buda output was concentrated in that area. This writer can recall that many naval landing craft of World War II were powered by Buda diesels. The light weight radial Buda-Guiberson engine, originally planned for aircraft use, was installed in many combat tanks of the period. Buda was one of the major employers in Harvey, a city of about 35,000. In 1940 the firm had a payroll of 1,200 and 5000,000 sq ft. of manufacturing area.

In 1953 the Buda Co. was purchased by Allis Chalmers Corp. and became a division of the new parent company. The Buda name was soon dropped, and materials handling trucks and industrial engines are now the major products.

Most of the original Buda buildings in Harvey are still in place, and many employees of the Buda days remain in the area. A researcher wishing to explore the company's history, in greater detail and depth than is presented here, should be able to document an interesting story.

Harvey, Illinois was also the home of Woods Mobilette cycle car and Bauer Cab. Co. Ingalls-Shepard Division of the Wyman-Gordon Corp. has for decades been a major supplier of crankshafts and other forgings to the automotive industry.

reference: (1) Harvey, Illinois History 1890-1962
Copyright, First National Bank of Harvey.

Author's Note: This brief history of the Buda Engine Co. was done from my own memories in addition to one publication. I have no present plan to do further research into Buda history, but would encourage anyone who is interested to do so. I am willing to assist anyone undertaking the study, because I've lived in the Harvey area since 1937. I hope that Allis Chalmers has not destroyed the old Buda business records, but haven't checked that.



LETTERS

From Karl E. Ludvigsen, 1070 Esplanade, Pelham Manor, N.Y. 10803: At last, with your Mystery Photos of the month, you have entered territory that is highly familiar to me. Enclosed are copies of articles which describe both cars illustrated. The white one has been described as an OSCA Special, even though the only OSCA part appears to have been the engine.

The coupe is the Abarth 208A model of 1955, with Fiat suspension and drive train components. It would be interesting to learn whether anyone in the SAH membership knows anything of the whereabouts today of either of these cars!

(Editor's Note: The copies of the articles Karl sent tell that the white car was an OSCA Special with bodywork by the Palazzi brothers of Milan. The car was built to order for Texan driver "Bro" Crim, in the garage of the Crepaldi brothers, well-known Ferrari agents. It was 1956. The second article told the fastback was an Abarth Fiat 1100 cc Special. Body was by Boano.)

From David King, 5 Brouwer Lane, Rockville Centre, N.Y. 11570: I thought you might like the enclosed copy which deals with the manufacturers models that you've written about in the past Newsletters. It is a factory built Bentley model specially mounted on a full size Bentley and used for display and parade purposes.

(Editor's Note: The copy shows illustrations that were in the book "An illustrated history of the Bentley Car" by W.O. Bentley. It tells the miniature single seat race car was made by Tomlins, and was mounted on the back of a Speed Six chassis and was prepared for a local fete and for charity processions)

From G.M. Naul, 534 Stublyn Rd., Granville, Ohio 43023: G.H. Brooks' letter and illustrations of the Austrian "VICTORY" car is most intriguing - and exasperating. The specifications mention a 4 cylinder engine, but neglect to tell bore & stroke demensions. The latter would at least narrow the make of the engine, were they given. The mention of 25 hp is of little value as it is not qualified, is this developed HP, S.A.E., or even R.A.C. rating?

It is surprising the wheelbase is not given. However, careful proportioning of wheels (for 30 x 3½ tires) gives a mean of 113.5 inches plus or minus 2.4 inches.

There are a few other items which may be deduced from the illustrations. The engine seems to have side-valves, with exhaust on left side. The placement of the distributor is quite unusual, as are the cantilever springs, the chassis shown was most likely assembled in the U.S.A., indicated by left hand drive. The bodied car has right-hand drive.

As an afterthought, I trust the mention of "Gallipoli in France" was a typographical error and the conjunction should have been "and" rather than "in".

From: John A. Conde, Curator, Transportation Collections, Henry Ford Museum, Dearborn, MI. 48121

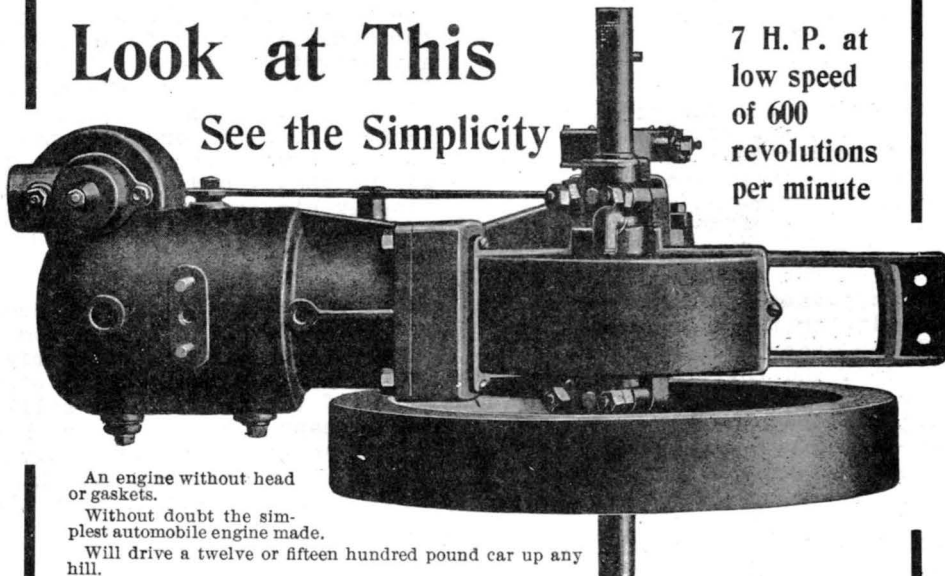
Enclosed is an unusual early Buick ad that you might want to publish in the Newsletter. From the Cycle & Automobile Trade Journal of February 1, 1904, it shows that Buick Motor Co. at the time was manufacturing stationary, marine and automobile engines in Flint. While neither GM nor Buick seems to like to admit this, the headquarters of Buick in 1904 was not in Flint but in Jackson, MI., and the Buick car originally built there, not in Flint. Engines only were built in Flint at that time.

Another interesting aspect of this ad is the indication that Buick was also building engines for other auto makers!

Look at This

See the Simplicity

7 H. P. at
low speed
of 600
revolutions
per minute



An engine without head or gaskets.

Without doubt the simplest automobile engine made.

Will drive a twelve or fifteen hundred pound car up any hill.

THE BUICK MOTOR CO. Manufacturers of Stationary,
Marine and Automobile Engines
FLINT, MICH.

From Bill Lewis, 600 Kiama St., Anaheim, Ca. 92802
I have read the various comments regarding the 1921 $\frac{1}{4}$ scale Marmon models which have received attention in recent SAH Newsletters. It happens my friend Jim Waters, has been expertly restoring the Coupe model owned by John Bond, for quite some time. Its a project that can't be rushed to be properly done, and I am pleased to report the Coupe model is progressing most handsomely.

With regard to model automobile construction, I believe that I can speak with some authority having originated the International Association of Automotive Modelers 28 years ago.

Now to the Marmons. All pictures and data, including what I have seen of factory booklets regarding them make no mention of engine detail. If all the models were like the coupe was built, it could have not been used.

I shall interrupt with interjecting a theory. TIME was the factor in getting the set prepared for the auto show season and it was running out. The pattern shop and apprentices, to whom the project was entrusted, had never tried to build models in the detail of this set in their lives. Marmon was one of the earliest developers and users of aluminum, in automobile manufacture, in the industry. As a result, the 1921 models used a large amount of sand cast aluminum. The entire body of the coupe, and I am sure all others, was cast in that metal.

While sand casting, full scale, covers its inadequacies on the filigree of a cast iron kitchen stove it fell short in accurate scaling down. It was all that was available at the time, and I think the lads at Marmon did a pretty good job under the circumstances.

The Marmon models were only detailed for overall appearance, not close examination of the trained eye. They had interior body detail with opening doors, stationary glass windows (not a square one in the lot) and what is called 'shadow undercarriage detail. That is everything which easily was visible: differential, drive shaft, springs etc. were well detailed. Anything higher than the running boards and not visible under the open fenders was omitted.

The wheels are very good as are all the parts just mentioned, many of which are brass or aluminum castings. There were many indications that this model project started out with intention to do a fully detailed chassis but the time consumed so far cancelled that idea.

One of the publications from the company stated that the models were for appearance and not for mechanical detail indicating that the engines were not fitted. If all the other model engine hoods were like the Coupe's, and there doesn't seem to be any reason to believe otherwise, engine detail of any kind would have been useless. The hood hinges are for appearance only, actually mounted backwards, so that the engine compartment cannot be opened.

Front wheels can be set at a steered attitude because a tie rod exists but thats all. To this date I have seen no pictures with the wheels set at a turned position, why make them steer and then not use it to its best advantage? The sand cast alloy bodies of these models are very heavy. Much to

heavy for the rather flimsy chassis that were constructed (I believe) before decision had been made as to how to build the bodies. The entire coupe model is estimated to weigh 75 to 100 lbs. We intend to get an accurate weight when Jim completes the restoration.

There appears to have been one model of each body style available for the 1921 model season. The coupe, Speedster, touring, sedan, roadster, town car and limousine plus the landaulet. The Marmon house organ, The Marmon Post, states that "A model was made of each of the eight body styles. Two sets were made making 16 models in all". Other interesting points stated in The Marmon Post, that "the models returned to the factory several times for repair". The models were shown at auto shows, "juvenile auto show's", and according to the Marmon Post for 4/1/21 the sedan model went to Mexico City's first automobile show which lasted from April 20 to May 5, 1921. I wonder if it ever came back from Mexico?

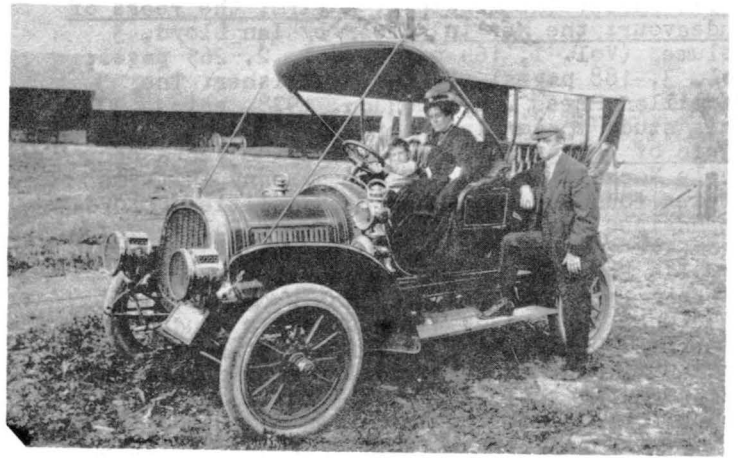
Since the Marmon Post states none of the models ever had any engine detail, this raises an interesting question regarding Mr. George P. Hanley's comments in SAH Newsletter #65. Hopefully he will grace our pages with photos of his Marmon engine model so that another search can be started.

All the models originally had working lights, including domelight inside the closed models. All models had working door latches at the onset, both of these features had been obliterated on on of the coupe's trips back to the factory to be repaired. The publications suggest that the coupe was two tone brown when first completed, and one remark says the models were painted the exact colors of the cars themselves, while another says eight special finished were prepared for the Auto Shows. Upon stripping the coupe model for refinishing, Jim Waters found that it had been painted twice in light yellow and black with no trace of ever having been brown; the radiator shell was yellow to match the body. Perhaps we are looking at differently finished models from the two sets without realizing it, or did the factory change colors when the models went back for repair?

The wheelbase of these cars is 34 inches, while the overall length is 46 inches, width 17 inches, and height 18 $\frac{1}{2}$ inches. It was standard procedure to display two actual Marmon cars along with six of the models, on the auto show stands in the large cities, in order to present the entire range of body styles in the Marmon line. Limited space at the show would not permit a manufacturer to display his complete line of full sized cars in all their body styles so the models gave Marmon the edge.

Only two models presently accounted for? Where are the other 14? Perhaps someone who actually worked on the construction might be able to provide a photo of the set of eight or all 16. I wonder if the sedan model still survives in Mexico and perhaps some others may have gone overseas to Marmon agencies there. Given time, the wide spread SAH membership has the best chance of finding the answers. It is a challenge.

From Ferguson L. Willis, 16331 Brementowne Dr., Tinley Park, IL. 60477: On a recent visit to Detroit, I spoke by telephone with Bruce Chalmers and Mrs. Hugh Chalmers Jr., they are son and daughter-in-law of the Hugh Chalmers of the early auto industry. I had neither the time nor the preparation to do an interview with them, but I'm sure they could both furnish some valuable recollections. They were not directly connected with the Chalmers Automobile Co., but their reflections on the personal side of Hugh Chalmers should be recorded, if that hasn't already been done. Both are listed in the Detroit phone book, and during our brief conversation I found them most personable. Would one of our Detroit members like to talk with them for some oral history?



From Bruce R. Ledingham, 2270 S.W. Marine Dr., Vancouver, Canada V6P 6C2: The annual meeting of the SAH at Hummelstown was one of the finest, fellowship seemed to be the 'order of the day', lots of good natured ribbing and genuine laughter, a most enjoyable get-together and already we look forward to next year. I did appreciate meeting so many people, some that I have had correspondence with. Incidentally I picked up a few more hubcaps for my collection, some that had been on my want list for a long time - FOX, Canadian made Regal 30, Dile, Deal and about a dozen different models of caps in names I already had. Have enclosed some 8 x 10 prints of photos in my collection for use in the "Mystery Photo" section of the Newsletter.

From O.J. Thompto, 1405 E. Skyline Dr., Madison, WI. 53705: I would be happy to assist in organizing a group to gather historical information of the vending - retailing etc. of gasoline. Presently I am doing research on each oil company - its early or first attempt at selling gasoline and/or its other products. I have many pictures and items of the early filling stations.

From Fredrick J. Hooven, Elm St., Norwich, VT. : On the subject of the Mystery car of issue #64 I would guess the car to be a Delahaye, and the body to be by Figoni and Falaschi. The car in the background appears to be a Horch.

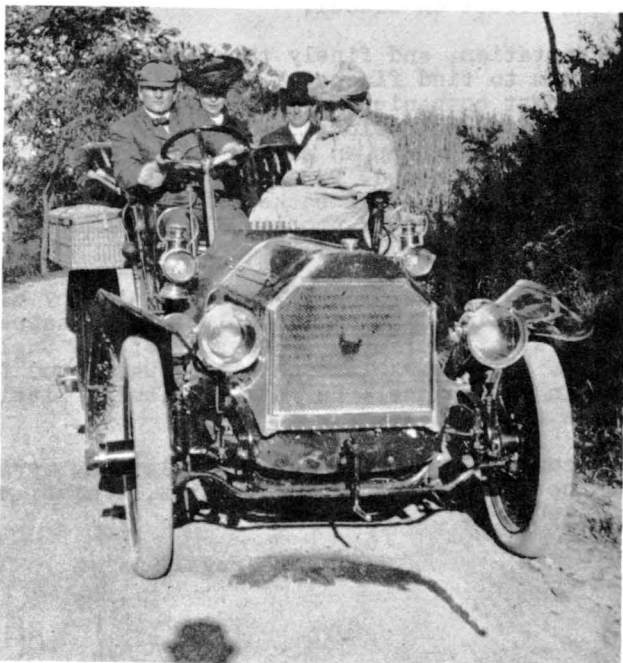
Book Reviews

I am also enclosing a photo of a 1904 Peerless, taken in 1904 or 1905. The Peerless was quite advanced for the era featuring 'modern' configuration of four cylinder engine and shaft drive.

Bulldog: The World's Most Famous Truck by John B. Montville. 200 pages, softbound, numerous photos. 8½ x 11. Published by AZTEX Corp. P.O. Box 50046, Tucson, AZ. 85703 \$16.95. Author Montville is well known for his love of trucks, especially Mack trucks. His book MACK won the SAH Cugnot award, and this book expands upon the one model of Mack truck as the author so beautifully describes it, became the world's most famous truck. It is an in depth history, very well illustrated with period photographs. The appendix has six sections that give all specifications and even list the toy Mack trucks. This is a complete history, an excellent work that everyone should add to their library. The text, illustrations, layout are all superb; don't pass this one up.

The second photo is of a 1907 Pope-Hartford, this photograph was taken in 1908, and was the first photograph taken of a car with me at the wheel.

W. E. Gosden



ERF, by Pat Kennett. 88 pages, 120 illustrations; 8 x 10, board covers. Aztec Corp., 7002 East Paseo San Andres, Tucson, AZ 85710, for \$7.95. ppd. This delightful book is an excellent photographic history of the heavy-duty ERF truck, manufactured at Sandbach, Cheshire, England since 1933. The book is arranged in four chapters, each with a well written historical section followed by many pages of well captioned photographs. It is obvious from reading this book that a great deal of research preceded the writing, which the author calls an effort "... to present an accurate outline sketch of the companies activities, its chacters, its adventures, and its products, from the dark post-depression days of the early 1930's up to the late 1970's..." This is a reasonable statement, for the historical sections are interesting and concise and the photographic sections show both the chronology of standard models and the variety of special models which ERF has turned out overt the years. This book should be of value to anyone interested in general truck history or the history of individual firms. ERF is "Truck Book # 1" in Aztec's Transportation Series; other books of this series, all by Pat Kennett, include studies of Scania, Seddon Atkinson, MAN, Daf, and Dennis.

D.J. Summar

Rolls-Royce: The growth of a firm; the years of endeavour; the Merlin at war by Ian Lloyd, 3 volumes (Vol. 1, 164 pages; Vol. 2, 265 pages; Vol. 3, 188 pages), 8½ x 6, publisher: The Macmillan Press Ltd., London, 1978, price £30. This study is complementary to Nockolds', The magic of a name published nearly 40 years ago. While Nockolds discussed the company in terms of its founders and other personalities, Lloyd emphasises the business history of Rolls-Royce from its foundation in 1906 to the end of World War II. Based on unlimited access to company papers, the study was originally completed in 1949 when the author was a graduate student at Cambridge University. In a new preface the author, now a British Member of Parliament, describes the background to the original objection of Rolls-Royce for publication. With few modifications the volumes remain as they were originally written. Much of the original documentation on which the study was based is now lost or inaccessible.

For many readers the American venture of Rolls-Royce will hold most interest. During World War I Claude Johnson explored the possibilities of manufacturing aero-engines either at a government arsenal or assembling parts in a Rolls-Royce plant. After looking at several U.S. plants, the Chalmers factory was considered as a possibility for acquisition. Merger with Pierce-Arrow was also proposed but came to nothing. While parts were eventually made for Rolls-Royce these arrived to late for the war effort. Although a failure this first American venture provided ideas and background information for the post-war development at Springfield, Mass.

The second volume takes the story from 1920 to 1939 covering the phase of U.S. production in considerable detail. Lloyd describes the almost inevitable failure of the enterprise, "because of the rigid conception which English management held of American market requirements, and the extent to which ... control from England hamstrung the local management" (p.80)

Rolls-Royce in Derby was not without its problems and the difficulties of the specialist car manufacturer in the inter-war period are carefully analyzed. The company was also vulnerable to the same general forces which affected all British motor firms - a heavy emphasis on the home market; a difficulty in appreciating the needs of overseas buyers and a failure to accept advanced quantity production techniques.

While not detracting from the real successes of the company, the author does destroy many of the myths which surrounded Rolls-Royce prior to its bankruptcy in 1971. This book gives a very detailed sense of the market uncertainties and the elements of technological change and discusses the responses of management to these features. Lloyd's work fills a major gap in the extensive literature on Rolls-Royce and its place in British manufacturing industry.

G.T. Bloomfield

Alloys and Automobiles: The life of Elwood Haynes, by Ralph Gray. 243 pages, 34 illustrations, color painting on cover; 10 x 7½, softcover. Indiana Historical Society, 315 W. Ohio St., Indianapolis, IN, 46202, \$9.00 ppd. I had been looking forward to the publication of this book since reading Mr. Gray's previous book, Stellite: A History of the Haynes Stellite Co. 1912-1972, published in 1974. The wait was well rewarded, for this biography of Elwood Haynes (1857-1925) is a readable scholarly

study of a complex man, the only college trained automobile pioneer, who worked in the natural gas, automotive, and metallurgical fields.

The book is well written and organized. Following five chapters which trace Haynes' early years and work in Indiana's natural gas fields, the author devotes three chapters to his early automotive career: the building of the Haynes "Pioneer" which was first test run on July 4, 1894, the Haynes-Apperson Company period, and the Haynes Automobile Company through 1909. The next four chapters follow Haynes' metallurgical experiments which led to the organization of the Haynes Stellite Co and the American Stainless Steel Co. Two further chapters on his automotive career trace the Haynes Company's expansion after 1910 and decline after 1920, with full details of Haynes' efforts to save the floundering firm. Two concluding chapters more fully detail Haynes' personal and political life.

The chapters on Haynes and his automobile manufacturing career give a good sketch of the firm's history, though obviously no more than a sketch except for aspects specifically related to Haynes himself. The book is well footnoted for the researcher and seems to be accurate except for a few minor errors. The author is confused about the Haynes Company's participation in the Vanderbilt Cup Races, mentioning the 1904 event in error and omitting the 1906 event.

I heartily recommend Alloys and Automobiles it is certainly a book that should be in the library of those interested in the lives of individual automotive personalities.

D. J. Summar

Diesel, The man and the engine, by Morton Grosser, published by Atheneum, N.Y., N.Y.. 1978, 166 pages, 5 3/4 x 9½, hardbound, black & white photos, \$8.95. How many people thought that the diesel engine was named after a type of fuel, similar to the gasoline engine? I know I was around ten before I discovered that the engine and the fuel were named after a man.

Despite his many successes, Rudolph Diesel's life was never easy. As a child, the family was forced to flee its native France due to anti-Prussian feelings. His childhood was poor, and his father was very domineering. All these factors had a long lasting affect on Diesel.

His reputation, and finely thought out plans, enabled him to find financial backing from some of the largest companies in Germany. After much experimentation and failure, he and his assistants were able to develop an engine that would run as well as he had hoped. Throughout his life he was able to find financial backers for his work, yet Diesel was plagued by problems both financial and health.

Diesel's death was probably precipitated by his ever increasing financial problems. He disappeared from a ship during the crossing of the English Channel. A few days later his body was found floating in the Channel. He left his family little besides debts.

The second half of the book chronicles the myriad uses the diesel engine found. Ships, trains, trucks, and many more.

Rich Sagall

Research Column

Robert F. Gibson, 132 N. Cassady Road, Columbus, Ohio 43209: Can any member help me with information about the A.E. NELSON automobile made in Detroit in 1920, either on Bellvue or Beaufait Avenue near Kercheval Ave.?

Bob Zimmerman, 365 St. Leger Ave., Akron, Ohio 44305: Want information on Packard vehicles used during World War I & World War II and Korean War. Especially interested in photos of staff cars and the like. Want information for article in Packard club magazine.

Charlie Berry, 27 Marie Drive, Kirkville, N.Y. 13082: Seeking data, interviews, artifacts relative to "Mexican" or Panamerican Road Races of 1950-54, and involvement of Lincoln automobiles in these races.

Joe Collins, 620 N. Main St., Brownsville, Ind. 47220: Does any SAH member have detailed information on the design and attachment of the top mechanism and fabric covering for the 7th series Packard convertible top? I am talking of the factory bodied convertible, not roadster, all I can find are conflicting descriptions.

D.J. Kava, 1755 Bandera, Beaumont, Texas 77706: Where did Hugh Chalmers get his financial backing to purchase part of the E.R. Thomas-Detroit Company? Also did Hudson participate in the Algonquin Hill Climb in 1910?

Frank M. Dorris, 105 E. Wilken Way, Anaheim, CA. 92802: Want any information on the Dorris car and the different vehicles that the Dorris engine was used in such as Deering Magnetic, L.A. Bus Co, Astra Car etc.

W.T. Cameron, 7495 Clearwater Rd., Minocqua, WI. 54548: Any and all information on the Cameron automobile, the Cameron brothers Everett S. and Forest F. and the various corporations they headed. Also information on a variety of Cameron air cooled engines used in airplanes, air boats, tractors and supplied to other automobile manufacturers such as Cotay, Parenti and possibly the Euclid Cycle Car. Do any of these cars or engines still exist?

George Theofiles, Box 1776, New Freedom, Pa. 17349: Want information on all Citroen cars especially post 1945.

Fred Roe, 837 Winter St., Holliston MA 01746.
Wanted: Information on the Autumn Classic Race meeting held at Uniontown PA on Sept. 6, 1920. According to Duesenberg literature their cars took the first four places just as they did in the Universal Trophy race at the same track on June 19. The June 19 race is well documented but for the September race I can find nothing. Would like to have names, car numbers and times for as many finishers as possible.

David M. King, 5 Brouwer Lane, Rockville Centre, N.Y. 11570: I am looking for the names of travel books which use Rolls-Royce or Bentley cars as transportation on the trip. Also, the titles of any automotive fiction, probably childrens books, illustrated by Charles R. Sykes.

James L. Taylor (669)
47 Evesham Rd.
Emmer Green
Reading RG4 8RD
United Kingdom

Bobbie'dine Rodda (671)
1232 Highland Ave.
Glendale, CA 91202

Pam Clarke (673)
2 Folders Villas,
Folders Lane, Burgess Hall
West Sussex RH15 0DY
United Kingdom

Ferguson L. Willis (675)
16331 Brementowne Dr.
Tinley Park, IL 60477

Wm. A. Pettit (677)
Route 2 Box 59
Iola, WI 54945

George R. McCall (679)
P.O. Box 157
Clarkston, MI 48016

Halwart Schrader (681)
6 Balan Strasse
D-8000 MUENCHEN 80
Germany

Wallace Skyrman (683)
4588 Pacific Hwy. North
Central Point, OR 97502

George Theofiles (685)
P.O. Box 1776
New Freedom, PA 17349

Otto G. Schulze (697)
239 Anchor Way
Uniondale, N.Y. 11553

Robert J. Stevens (689)
P.O. Box 482
Sidney, Ohio 45367

Joseph R. Anderson (691)
Box 15026
Durham, NC 27704

Gwilym G. Griffiths (693)
317 Quaker Ridge Rd.
Timonium, MD 21093

John H. Durrell (695)
208 S. Forrest Ave.
Mason, OH 45040

David W. Schultz (697)
763 Fairacres Ave.
Westfield, N.J. 07090

Dale O. Stouch Jr. (699)
1603 W. Club Blvd.
Durham, NC 27705

Norman H. Ulbrich (701)
7 Beechwood Ct. East
Buffalo Grove, IL 60090

Earl E. Tramburg (703)
105 Dunn St.
Fall River, WI 53932

Richard E. Jones (670)
315 Arora Blvd.
Crangle Park, FL 32073

Paul G. Jacobson (672)
13001 Harpers St. NE
Blaine, MN 55434

Bill Zablosky
6 Byrne St.
Brantford, Ontario
Canada V3R 2P4

Fred R. Meiners (676)
1604 James Rd.
Wantagh, N.Y. 11793

Don Luebke (678)
Bear Creek, WI 54922

John Steinhaur (680)
530 Clairmont Ave.
Decatur, GA 30030

Grahame Ward (682)
P.O. Box 383
Surdurs Paradise 4217
Australia

Phillip K. Cottrill (684)
P.O. Box 714
Elkton, MD 21921

Robt. J. Gary (686)
1316 Fourth Ave.
Stevens Point, WI 54481

George B.P. Ward Jr. (688)
Maryland National Bank
P.O. Box 987
Baltimore, MD 21203

Roger W. Mease (690)
P.O. Box 42
Madison, N.J. 07940

Frank Opalka (692)
1318 W. Birchwood
Chicago, Ill. 60626

Wm. L. McCoskey (694)
13601 Old Columbia Pike
Silver Spring, MD 20904

Classic Auto Restoration
22456 Orchard Lake Rd.
Farmington, MI 48170 (696)

Wm. M. McGuire (698)
2310 Taft Ave.
Oregon, OH 43616

Peter Winnewisser (700)
116 Lincklaen St.
Cazenovia, NY 13035.

F.T. Kihlstedt (702)
447 S. Shippen St.
Lancaster, PA 17602

Howard L. Skogman (704)
3232 8th Ave. So.
Escanaba, MI 49829

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6514 Whitehorn Court 2B
Indianapolis, IN 46220

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Canada N6H 4L7

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8 Radnor Circle
Grosse Pointe, MI 48236

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2297 Hall Ave.
Windsor, Ontario
Canada N8W 2L8

Charles J. Lynch (719)
2209 Holyoke Dr.
Boulder, CO 80303

Larry Blodgett (721)
P.O. Box 1014
Lone Pine, CA 93545

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Alexander E. Ulmann (179)
230 Park Ave.
New York, N.Y. 10017

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Frank M. Dorris (613)
105 E. Wilken Way
Anaheim, CA 92802

Robert F. Croll (138)
Lock Box 370
MT. Pleasant, MI 48858

James C. Petersen (338)
1813 Harvey
Kalamazoo, MI 49007

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40 Fisher St.
Norwood, MA 02062

Edward Berkes (708)
2453 Walnut
Blue Island, IL 60406

Mark Waterman (710)
6265 Portage Rd Rt 1
De Forest, WI 53532

Larry G. Mitchell (712)
5731 Walker Ave.
Loves Park, IL 61111

John F. Perretti (714)
52 Coe St.
Winsted, CT 06098

David G. Currie (716)
19101 Euclid Ave.
Euclid, OH 44117

Stonehenge Ltd. (718)
Mack J. Besser II
1521 Mannheim Rd.
Stone Park, IL 60165

Richard L. Staadt (720)
9955 Wayne Trace
Ft, Wayne, IN 46816

I. Dale Miller
3770-37th St. Ext
Beaver Falls, Pa. 15010

Stanford N. Miller (569)
2175 New Clinton Rd.
Macon, GA 31201

Carl W. Burst III (331)
1600 N. Woodlawn
St. Louis, MO 63124

FOR SALE: Moving, must clean house: Automobilia, 1893 to present, Adler to Winton. Large SSAE with 30¢ postage for 35 page list. Bob Merrill, 565 NW 87th Terrace, Portland, Oregon 97229.

WANTED: Mercedes, Benz, and Mercedes-Benz sales catalogs, owners manuals, parts books and related items for my collection. Will buy or trade for items needed. Paul Dauer, Box 2670, Chicago, IL 60690.

FOR SALE: Veterans of the Road-Nagle \$6.00; Old Cars the world over-Nagle \$6.00; Advertising and the Motor Car-Frostich \$5.50; A Chronicle of the Automobile Industry in America -Eton Mfg. Co. Cleveland, 1946 \$10.00; Italian Hi-Performance Cars-Pritchard & Davey \$8.50; Cars of the Early 20's-Burness \$4.50; Lanchester Motor Car -Bird & Hutton Scott \$5.50; Texaco (1936 ?) road map eastern U.S. \$2.00; Treasury of the Automobile-Stein \$5.50. Please add for postage. Harry J. Mann, 15436 Lake Shore Blvd. Cleveland, Ohio 44110

FOR SALE: Large selection of car magazines from the 1950's. Included are: Road & Track, Sports Cars Ill., Speed Age, Motor Trend, Car Life, plus many others. Also have racing programs, sports & foreign car brochures, etc. Send Large SSAE for list. F.L. Willis, 16331 Brementowne Dr., Tinley Park, IL. 60477.

WANTED: Catalogs, photos etc. on Chapron and other French coachwork body makers to 1980. Will answer immediately. George Theofiles, Box 1776, New Freedom, Pa. 17349

WANTED: Instruction book for 1908 Cameron car I am restoring. W.T. Cameron, 7495 Clearwater Rd. Minocqua, WI. 54548

WANTED: Thompson electric or steam car, also any literature and information. Please call collect. White Post Restorations, White Post, VA 22663

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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, 3, 4, 5, 7, 8, 9 each \$ 1.50
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Number two is out of print. Limited number of Xerox copies available at 1.50

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NEWSLETTER INDEX for issues 1-45 4.00
"Automotive History Review" 1 thru 7 is indexed 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 Pulfer 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.

WANTED: Any or all issues of SPEED AGE magazine Robert Giuliani, 72 North Wood Ave., Demarest, N.J. 07627. phone 201-768-7973.

WANTED: Literature etc. on the Dorris Motor Car Co. of St. Louis, Mo. The St. Louis Car, and Astra Car by Dorris Motors. Frank Dorris, 105 E. Wilken Way, Anaheim, CA. 92802

Classified Ads

Mystery of the Month

Look to the letters section for an answer to what the automobiles were in the last issue of the Newsletter. We have members Jim Petrik and Ralph Stevens for supplying the photographs for that issue. This Months Mystery Photos come from our index Committee Chairman, Rich Sagall of Maine.



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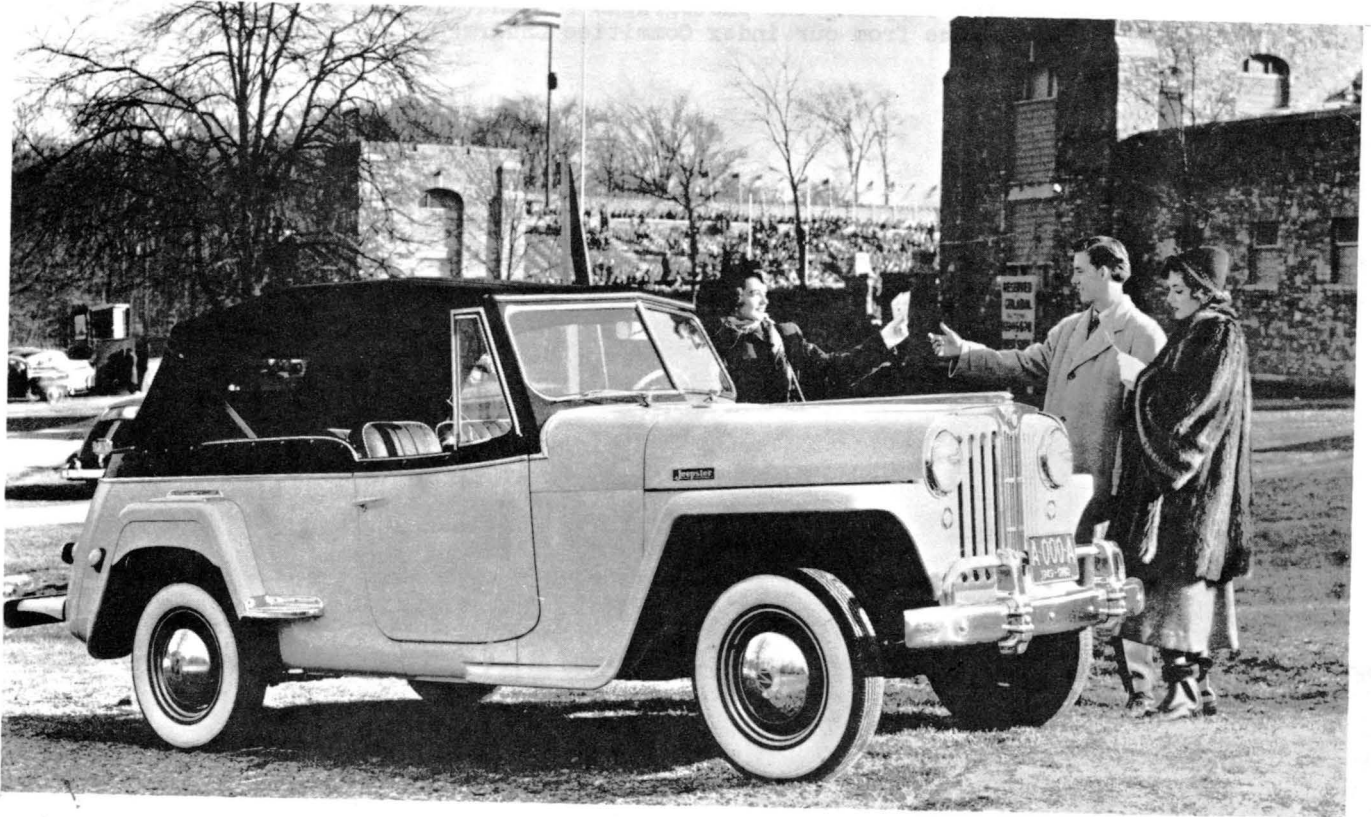
5



6

Factory Photo Section

This issue's factory photograph comes from member Herb Zieman of Toledo, Ohio; the vehicle pictured is a 1949 WILLYS Jeepster.



*The Society of
Automotive
Historians*

WALTER E. GOSDEN

197 MAYFAIR AVENUE, FLORAL PARK, N.Y. 11001