



# NEWSLETTER

The Society of Automotive Historians INC.

Issue No. 67

March-April 1980

To All SAH Members from the Resources & Planning Task Force Chairman David Brownell.

We have been given a mandate by the Board to assess and guide the future of SAH from this moment through the beginning of the next millenium and to plan for the Society's growth and formulate its policies for this period.

What I am asking from all members of the SAH are ideas and thoughts on the best way to ensure a bright, orderly and effective future for this organization.

The Task Force is charged with having an interim report ready to present to the Board at our meeting in Detroit on June 1, 1980. Therefore, it is imperative that you communicate your ideas to me as speedy and comprehensible a manner as possible. It must be in final form by August 15 and final action on our Task Force recommendations will be taken at our Board meeting at Hershey in Oct., 1980.

Some important items which we have been asked to specifically address are:

- 1) Constitution and By-Laws. Are they adequate enough and flexible enough to carry the Society through the next 25 years without change or turmoil? Do they need a complete overhaul? Should they be rigid or should they be living documents which can be amended and updated to meet change and challenge without the need for a total re-write each time changes become necessary?
- 2) Growth. Where will it come from and how great will it be?
- 3) SAH's status, purpose and direction. What is your perception of the Society and what do you see as its ends?
- 4) Publications. What should be the frequency of the Newsletter? The Automotive History Review? Should the editors be charged with producing a given number of issues each year? Should the editors of these publications be paid for their work in editing and producing them?
- 5) Committees. Do we have enough? Do we have to many? Are committees presently duplicating tasks and responsibilities? How effective would you like them to be in the future?
- 6) Chapters. Are our requirements for chapter formation too lenient? Too rigid? Just right? How often should chapters meet? Should they be financially self-sufficient?

7) Dues and fees. What do you foresee as major expenses in the years to come? A paid secretary/administrator? Paid editors? Mailing costs for our publications? Paper and printing costs? Our three largest areas of expense during 1979 were postage, printing and mailing in that order. Let's also think about Life Memberships. What should be the fee for this category of membership and what, if any, requirements are needed for eligibility? What about family or spouse membership? Associate membership? Should there be a limit to the number of Honorary Memberships the Society awards?

8) Awards. Are our awards procedures currently satisfactory? Should a cash honorarium continue or is the award itself satisfactory recognition?

I NEED YOUR FEEDBACK ON THE ABOVE QUESTIONS AND ANY FURTHER THOUGHTS YOU HAVE ON A REVISED CONSTITUTION AND BY-LAWS FOR SAH AS SOON AS POSSIBLE. Kindly send them to me at MY HOME ADDRESS of Box 531, No. Bennington, VT. 05257

And thank you.

David Brownell, Chairman  
SAH Resources and Planning Task Force

## PRESIDENT'S PARAGRAPHS

Where should the Society go? What isn't it doing that it should? How should it be set up to function more efficiently? If you have ideas on these or any other subjects, communicate them to Dave Brownell, the Vice President and head of the Resources and Planning Task Force which is making a long overdue assesment of how the Society should adjust to the change from a small group of friends and acquaintances to an international organization of serious students.

Stocktaking is a useful activity for organizations as well as individuals. Should the dues increase? If so to what level? Should we pay for the service rendered by the editors and others and if so how much? If not what can be done to make the work done by volunteers easier?

An increase in membership would reduce unit costs as publication costs do not go up pro rata. Director Walt Haessner remarked at the February board meeting that if every member obtained only one more member we would have over a thousand members. Get some of the Society's brochures which have a membership application form and do some recruiting. Its my personal opinion that the Society has a potential for ten times its present membership.

The Society is a corporation for charitable and educational purposes to comply with the IRS regulations regarding gifts. Make a contribution to the Society or get somebody else to do so and make a note of it for 1980 income tax purposes.

Do you have a question someone might be able to answer? Send it to Walt Gosden for the Research Column.

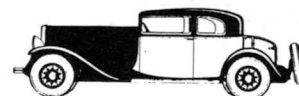
Have you been researching something for years and wonder what to do with it? Write it up and send it to one of the editors.

These are some of the ways you can take part in the activity of the Society. Another is join a chapter and if there isn't one in your area, organize one.

In the past year I have sensed that the Society was stirring. This year I think it is moving. You don't have to do anything but if you like you can.

W.F. Robinson Jr.

## Editor's Notes



A bit of a problem is starting to develop that is starting to cost the Society a lot of unnecessary expense. I notify the mailers every time a new member joins or changes their address; it costs 40¢ each time to make a new address plate that is used in the mailing. The problem lies in the fact that members about 50% of the time are not letting us know they have moved! The Newsletters and copies of the Review are returned, and we are charged by the post office for a listing of the new address, that is if they can give us one if one was left. So besides the original cost of mailing, the making of a new plate, then remailing etc. can all add up. It adds tremendous amount of work for Charlie Betts our Society Secretary, and for me too as I have to remail, notify the regular bulk mailers etc. PLEASE let us know with plenty of time if you have an address change, via post card, or form from the post office. We want the publications to get to you just as much as you want to receive them. We can't do this if we don't know where you moved to!

You may note the plea from our Oral History Committee Chairman G. Marshall Naul, that he needs to know of any automotive personality that should be contacted and be recorded, as to the experiences and events he remembers. This is most important that you cooperate. I have had some personal experience in trying to get a pioneer to talk, it can be very interesting. At the present time I am talking with the fellow who was the Chief Draftsman for the Franklin Automobile Co.; the personal aspect of the company and the people that worked there is fascinating. Little things come to light, that weren't recorded in the magazines or sales material of the era. If we don't do this now, face facts in another five to ten years these people who were there when this history that is so important was being made, will no longer be here to relate the true story.

Get active in the SAH this year, join a Chapter, let a friend know we exist, and keep those cards and letters coming.

Walt Gosden

"AUTOMOBILES OF NEW YORK" - Do you want a copy?

Several years ago the SAH published this paper by Dr. Charles W. Bishop, with additions by Marshall Naul. It is an informal research listing of cars and trucks built or promoted in the state with many valuable references. It was designed to stimulate further investigations by SAH members. The supply of this 96 page paper is now exhausted and a reprint is contemplated if the demand exists. The price will probably have to be more than the \$10 previously charged for this xeroxed work. Send me a card, but no money yet, if you are interested in having a copy. I will keep you informed of progress. Fred Roe, 837 Winter St., Holliston, Mass. 01746.

Some work has been done on additions and corrections to this paper by a number of members. Their material is being prepared for publication and some of it will appear in future issues of SAH periodicals.



**The Society of  
Automotive  
Historians**

## NEWSLETTER

The SAH Newsletter is published six times a year by The Society of Automotive Historians Inc. Walter E. Gosden, Editor. Editorial Office: 197 Mayfair Avenue, Floral Park, Long Island New York, 11001 USA.

Copyright 1980

The Society of Automotive Historians Inc.

SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1980

PRESIDENT

W. F. Robinson Jr.  
14615 S.E. 55th St.  
Bellevue, Wa. 98006

VICE PRESIDENT

David W. Brownell  
Box 196  
Bennington, Vt. 05201

SECRETARY

Charles L. Betts Jr.  
2105 Stackhouse Drive  
Yardley, Pa. 19067

TREASURER

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

THE COMMITTEE ON ORAL HISTORY NEEDS YOU! We don't need more committee members BUT names of persons whom you think could contribute information through an interview. We now have several prospective 'old timers' whose experiences will be recorded, but there must be others, known locally to members of S.A.H.. If you know of any person who has had past connections with the auto industry we would appreciate learning of them. We would like to have names, addresses, telephone numbers and, if possible, the specific connection these persons had with the auto industry. By knowing their connections, it is possible to pose specific questions which might be formed by a member familiar with that segment of the industry. G.M. Naul, 534 Stublyn Rd., Granville, Ohio 43023.

#### Motor Truck Roster Committee

I sent out a call early last year for committee members to serve on the Truck Roster. Regarding domestic trucks there has not been much interest shown beyond a small group. If any new members want to consider this, let me know. In the foreign department the response has been nil, and therefore it appears proper to suspend efforts in that area. It might be said here that the new Encyclopedia of World's Commercial Vehicles, as extensive as it is does not really compete with the truck roster, as many other points are covered in the roster that are not found in the encyclopedia, and therefore is still a useful project to work on.

R.A. Wawrzyniak, Chairman

#### DETROIT PUBLIC LIBRARY - NATIONAL AUTOMOTIVE HISTORY COLLECTION **SEEKS** ASSISTANCE.

The National Automotive History Collection, under the direction of Curator Jim Bradley has grown considerably, so much so that it has out grown its present space location at the Detroit Public Library. Space has been allocated for the collection in another area of the library but funds are needed to make the move and equip the NAHC for the 21st Century. An 18 member International Coordinating Committee has been formed to publicize the collection and its needs. Financial donations are being sought. Persons wishing to join the effort can direct contributions to Friends of the Detroit Public Library, NAHC FUND, at 5201 Woodward Ave. Detroit, MI. 48202.

#### \*\*\*\*\*CHAPTER NEWS \*\*\*\*\*



Above the new logo of the Pioneer Chapter, and below the man responsible for the design, Peter Helck; Pioneer Chapter member Fred Soule is to the right in Mr. Helck's studio.

#### The Wills Club Reorganizes

With the passing of its founder and acting director for the past 22 years Ken Caldwell, the Wills Club has seen a reorganization according to Wm. L. McKeand a spokesman for the club, and Wills historian. The club presently has 129 members and a register of 83 cars. Membership is open to owners and enthusiasts of the Wills Sainte Claire automobiles, and more information can be obtained from Fred Meiners (SAH member # 676), 1604 James Rd. , Wantagh, N.Y. 11793



The November meeting of the Pioneer Chapter of SAH on Long Island - left to right : Nat Dawes, Chapter President, Lou Helverson, John Montville, and Walt Gosden.

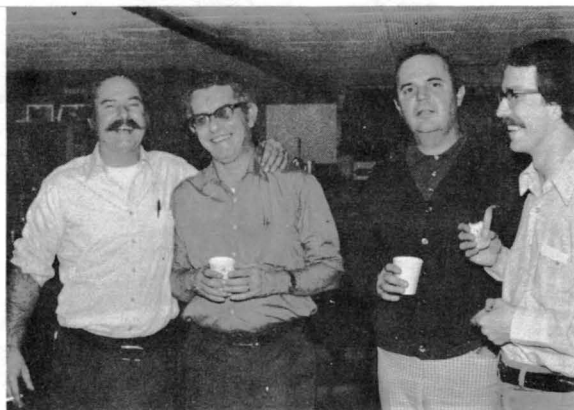
#### AUTOMOTIVE HISTORY REVIEW - a progress report.

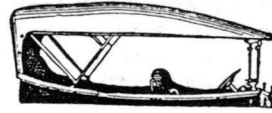
By this time all members should have received the Number 11 issue of AHR, and many realize that they do not have a copy of Number 10. Your copy has not been lost in the mail because it has not been mailed yet. However work progresses on this issue and its appearance is imminent. It will be mailed quickly once it is received. Meanwhile, Number 12 is in the works and mailing in May is the planned objective, with Number 13 to follow in the fall.

#### OBITUARY

##### Earl W. Haefner Sr.

Col. Haefner died Feb. 4th at the age of 80 in Grand Junction, Colorado. He had a 55 year career in the motor industry including 10 years as a Ford dealer, 13 years with Chrysler Corp. in engineering and executive positions, as well as many years with Borg-Warner with major assignments around the world. He was a contributing author to THE BULB HORN of the VMCCA,





## LETTERS

The Canadian Chapter continues to issues its excellent Newsletter, The Canadian Automotive Historian. There was a special meeting at Glen & Del Baechler in late November of 1979. To finance the Newsletter a Flea Market and Auction Sale will be held at the next meeting on Saturday, APRIL 19, 1980, at the Constellation Hotel adjacent to the Toronto International Airport. It is hoped the proximity of the Constellation to the airport may encourage some out of town members to attend.

Members interested in joining the Canadian Chapter may do so by sending \$6.00 to Sec.-Treasurer, Peter Weatherhead, 11 Hillhurst Ave., Toronto, Ont. M4R 1K3 CANADA

### United Kingdom Chapter

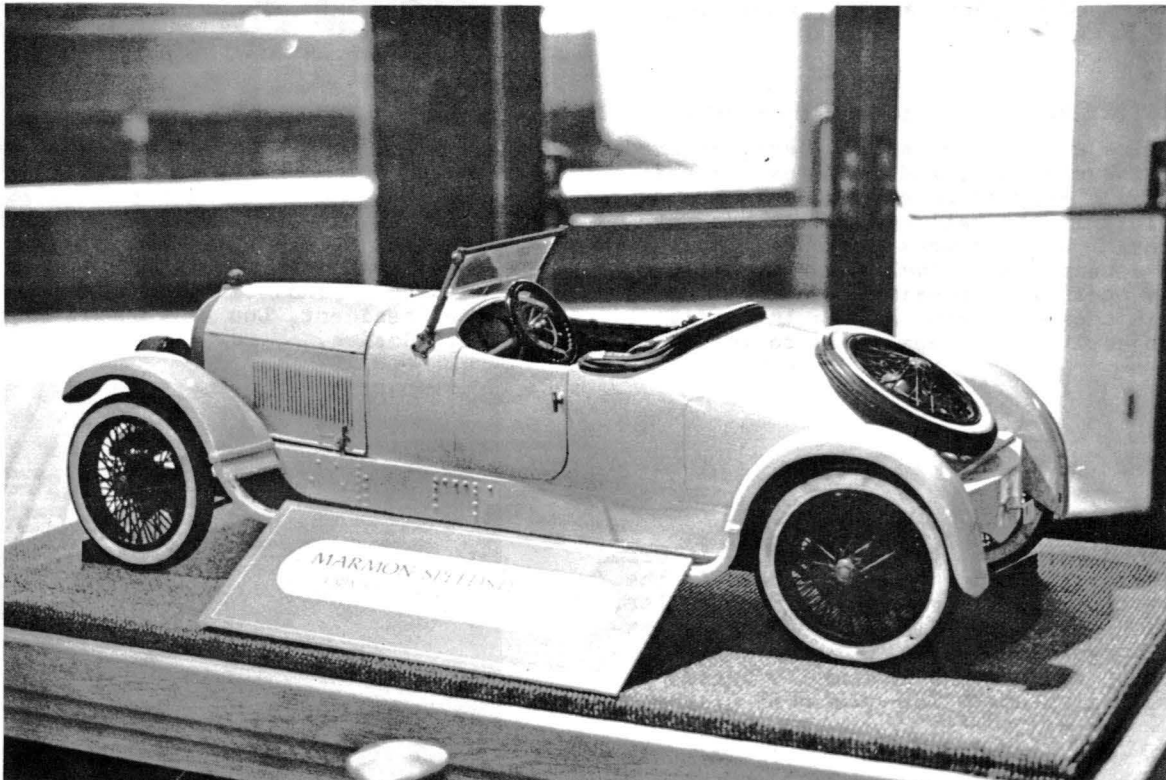
Nick Georgano reports of a meeting on Feb. 16th at Beaulieu, with 7 members present. New officers were elected as follows: President-Michael Sedgwick, Vice President-Michael Worthington-Williams, Secretary- Nick Georgano, Treasurer- Michael Frostick.

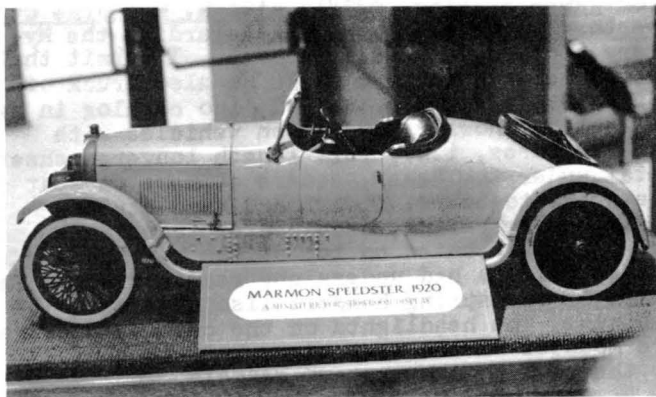
The issue of expanding membership to include continental Europe was discussed, as well as a membership drive. A press announcement to be sent to suitable magazines would be issued telling of the SAH and the United Kingdom Chapter. Any interested in joining the UK Chapter that live in Europe may contact Nick at Island View, Lyme Fields, Milford on Sea, Hants SO4 OSU England.

From Jim Valentine, P.O. Box 2596, Culver City, CA 90230: Things are a bit busy, but I was able to photograph the 1920 Marmon Speedster model at the L.A. County Museum of Natural History display for the SAH Newsletter. The model is pale yellow with black trim.

Last winter I found a potential Mystery truck in Newport Beach, possibly an FWD or a Corbitt. I recently re-located it and its new owner in Costa Mesa. The truck, he says, is a Steyr-Puch with a Mercedes diesel, and it does appear to be the same sheet metal as one shown in Nick Georgano's new book. It may be a 1967, as he says, STEYR and the ones on the sides say STEYR above FIAT, and in large letters below, NECKAM. Now, the book mentioned has an entry for a NECKAR, a three-wheeler of FIAT basis. Very Peculiar.

Back in Newsletter #59 there was a mention of the possible truck producer, C & L Six Wheel Truck Co., based in both Burbank and Oakland, CA. I recently found pictures of a chassis and some description in a copy of Bus Transportation magazine. Seems that in 1924, "one of the first" chassis was taken, sans body but with proper ballast, on a trip from Oakland to Tijuana, up to Yosemite, and back to Oakland. It had all independent suspension, drive and brakes at all four rear wheel positions, a 68 inch front and 70 inch rear tread and a bus-length 218 inch wheelbase. Tires were 32 x 6 or 36 x 8. Engine was a 4½ x 6 four cylinder Wellman-Seaver-Morgan sleeved aluminum job, driving thru Brown & Lipe clutch and 4 or 7 speed transmission.





From Walter S. Seeley, R.D. 5, Carlson Rd., Jamestown, N.Y. 14701: I am enclosing an interesting letter I received from Thomas Breen which was written to him by John Dunn of Somerville, N.J., and also a copy of my reply to Mr. Dunn.

As you will note his letter refers to an American Six Underslung model which was made in Plainfield, N.J. by the American Co. As I mentioned to Mr. Dunn, this is the first evidence I have ever heard that the Plainfield company ever made an underslung, as there was no known connection between that company and the American Motors Co. of Indianapolis which made the original American Underslung.

I was wondering if the members of the SAH happen to have any information on the early days of the American Co. in Plainfield, N.J.? Also thought the Louis Chevrolet Connection might be of interest.

(Editor's Note: the letter spoken of by Mr. Seeley from John Dunn of Somerville, N.J. to Thomas Breen goes as follows)

...As a small boy I remember my dad selling a piece of property he owned to a car manufacturer, namely south east corner of West Front St. and Grant Ave., Plainfield, N.J. about 1912-14. The parties built a small plant, as I remember it was an assembled car. Parts of same coming from several other places. The car was called American Six Underslung. My dad bought two and we had one for several years.

I was in the plant with my dad and one of the very vivid recollections was the red disca with black lettering reading "O.K. Louis Chevrolet", wired to some parts of the engine. Mr. Chevrolet was connected with the company at one point, I believe as an inspector.

I drove this American Six Underslung several years having gotten my special license in 1916 (4 doors 5 passenger with side curtains). It was built very low to the ground, thus we had to be careful of low rut holes which would drag the rear end. I wish I could give you more information but these many years and my young age at the time- this is all I can remember.

(Editor's Note: Mr. Seeley wrote to Mr. Dunn as follows)

Your letter intrigues me since this is the first report or indication to my knowledge that the American Co. in Plainfield, N.J. ever made an Underslung automobile.

The original American Underslung automobile was manufactured by American Motor Car Company, later American Motors Company, during the years 1906-14 in Indianapolis, Indiana. That company went into receivership in November 1913 and was sold to and auctioned off piecemeal in 1914 by the Winternitz Wrecking Co. At the time the company had been making a 1914 American Six Underslung and used a 6 cylinder engine made by Teetor-Hartley (later Perfect Circle Co.) The complete history of the company was published in the July-Aug 1972 issue of Antique Automobile.

From what you state in your letter, I can only assume that the car manufacturer your father sold property to in Plainfield, N.J. was one of many who purchased original American Underslung parts from Winternitz and must have assembled and sold their first cars from these parts. It would be interesting to know whether they used the original 6 cyl. Teetor engine or the 6 cyl. Herschell-Spillman engine.

(Editor's Note: I passed on the above letters to Keith Marvin and Ralph Dunwoodie for comment)

Keith Marvin says: If there is any connection with the Underslung and the Plainfield American, its new to me! I suppose the car COULD have metamorphosed into something else but as far as I know, the American of Plainfield beginning in 1916 was a design by Louis Chevrolet who was the chief engineer at the plant.

Ralph Dunwoodie comments: Mr. Dunn's letter connecting the American of Indianapolis and the American of Plainfield, N.J. is a new one on me. I cannot see how this could be possible but would not shut the door on the remote possibility.

A check of officers of the two companies does not contain any names that would indicate a tie in.

In early 1914, Samuel.L. Wintermiz & Co., Chicago auctioneers, who had earlier purchased the property and assets of the American Motors Co., resold the good-will, patents, jigs, dies, etc. to the Levene Motor Co. of Philadelphia and all supplies, finished cars and parts to Auto Parts Co., Chicago. At this point the company passed out of existence.

The American Motors Corp., Plainfield, N.J. was organized in Feb. 1916 by Louis Chevrolet and a group of eastern businessmen. They did build an all new plant in 1916 and the timing is right but I have to strongly discount any connection. There is no evidence either of this company having built an underslung.



From Robert B. Myers, 116 River St., Mattapan, Mass. 02126: I have identified some of the Mystery of the Month cars in Newsletter #66. Number 5 is a 1914 Cartercar model 5A, # 6 is a circa 1917 Chevrolet 490. # 1 could be a Black.

From John M. Peckham, 675 Pinewoods Ave. Road, Troy, N.Y. 12180: Re the Mystery of the Month photos in #66; Photo # 2 is probably a National, and #5 is about a 1914 Jeffery. If it weren't for the fact that the controls appear to be on the wrong side, I'd say that #4 is a 1912 Knickerbocker.

From Vic Johnson, 630 Valley Ave. N.W., Grand Rapids, MI. 49504: I found out some time ago that a Mr. J. Paul Kerlin - 7332 N. 34th Ave., Phoenix, AZ, 85021 was a test driver for Continental Cars built in Franklin, Indiana (1010-1914? Indiana Motor & Manufacturing Co.). He said the last cars made were not sold, but sent to Indianapolis and stored in a warehouse (he could not furnish location or details) He did not know what became of them, Does any SAH member know what happened to them? It would be interesting if some member in Indianapolis would make an effort to check out what did happen. We can dream that they could be still hidden away in an old building.

From John A. Conde, 1340 Fieldway Dr, Bloomfield Hills, MI. 48013: Enclosed are two rare pictures of Krebs trucks, let me tell you how I came to get them. Jim Bradley and I went down to Sandusky, Ohio last fall to see a collection of original literature, including many photographs, belonging to Mrs. Virginia F. Steinemann, whose grandfather Harmon V. Becker, founded the Elmore Mfg. Co. of Clyde, Ohio, which built the Elmore car. Mrs. Steinemann ended up giving the entire collection to the National Automotive History Collection of the Detroit Public Library. You may wonder why I got involved; Mrs. Steinemann had called me to see if the Henry Ford Museum had an Elmore bicycle in its collection - which it does not - and when she told me about the original material, I urged her to give it to the Detroit Public Library.

In any event, what does all this have to do with the Krebs truck? Well, the Krebs truck was built in Clyde, Ohio (from 1912 to 1916) in the factory where the Elmore car had been built. The Elmore Co. was bought out by General Motors in 1912.

(Editor's Note: Thanks John for sending in these outstanding photographs!)

From James B. Bibb (#278), 6196 N. Norborne Ct., Dearborn Heights, MI. 48127: Regarding the Mystery Section of Newsletter # 66, I submit that the vehicle in picture #4 is an Alco truck of early 1910's vintage. A 1912 Alco catalog in my collection shows 2 and 3 1/2 ton vehicles with same features, i.e., full length louvered sheet metal under the "cab", square corners on seat riser and toeboard, floorboard skid strips, right hand steering, drop center front axle and springs mounted on top of the rear axle (larger Alco's had underslung rear springs). The shape of the spring hangers also appears to be the same. The headlights on the catalog pictures are mounted on the seat sides but are mounted to the cowl on the mystery vehicle.

Of course COE type trucks of this era in many cases appear to be similiar, but I'm sure this is an Alco.

From Richard P. Scharchburg, Director, General Motors Institute Alumni Historical Collection, 1700 W. Third Ave., Flint, MI. 48502: I am writing to take issue with the statement made by John A. Conde in Newsletter #66. The statement read "While neither GM nor Buick seems 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".

My sources are contemporary news articles, the W.C. Durant papers, and eye witness accounts of people who assembled the first Buick made by the Flint/Jackson based company bearing the name Buick Motor Co.

We all know that Buick originated in Detroit where David Buick and others built two, maybe three experimental cars. However, in the fall of



1903 the Detroit based Buick Co. was sold to interests involved in the Flint Wagon Works, chiefly its manager James H. Whiting. On Sept. 11, 1903 the Flint Daily Journal announced that "Ground was broken for a plant on West Kearsley, south of the Wagon Works." The article also stated that the firm to be known as the Buick Motor Works would manufacture "stationary and marine engines, transmissions, carburetors, spark plug etc."

On Dec. 11, 1903 according to the Flint Daily Journal "The plant (Buick) was reported in operation with 25 employees." WM. Beacraft, one of Buick's early "engineers" joined the company in 1903. According to an interview in the March 19, 1920, Buick Weekly Beacraft recalled, "In the spring of 1904 we put out our 1st car and at the end of the year had made 35". (remember this man was at Buick in 1904) This evidence, I believe also strongly suggests that the 1st production Buicks were probably made in Flint (reference Beacraft quotation from Buick Weekly . Full text of article leaves little doubt Beacraft was talking about production of Buicks (35) at the Wagon Works site in Flint).

Two other 1904 employees recalled their work at the Wagon Works/Buick in an article in the Flint Advertiser, Aug. 11, 1953. (I quote at length because of the content and interest. The employees were Bert & Will Calver.)

"It was something different for the boys over at the Wagon Works. All of us were pretty excited to be working on the very first Buick.

"They just came in and told us one day that we were going to work on the Buick," Calver recalls. "They gave us some blueprints to go by, but a lot of the design had to be made up as we went along.

"Whenever we got stuck," he says, "we just did things the way we had done with the buggies.

"Sounds funny to say that we lined up the wheels with an old pine yardstick and the frame with a piece of string," Calver laughs, "but that's the way we did it--same as we'd lined up thousands of buggies."

"The frame and chassis were made of huge angle irons. The axles and springs were shipped across town from the Armstrong Spring and Axle firm.

"Things were a lot different then," Calver explains. "There was no such thing as welding, so all the parts had to be joined with rivets.

The Wolverine Citizen (Flint) reported on 6/4/04 "The 1st automobile to be made in Flint by the Buick Motor Works was finished this week and the concern expects to build 300 more during the year. The plant of the motor works is located near the Flint Wagon Works..." On July 9, 1904, The Flint Journal carried the following: "One of the new Buick autos was on the streets this afternoon and attracted considerable attention. The machine was not wholly completed, but from its speed it looks as though the Buick will cut quite a figure in the auto world when the company gets to turning them out in greater numbers". The next day a Buick looking "not wholly completed" left Detroit with Walter Marr and Thomas Buick at the wheel. They returned to Flint July 12, 1904, covering 115 miles (they got lost!) in 217 minutes over muddy roads (Flint Daily Journal July 13, 1905)

Production was slow and Billy Durant was invited in and he officially joined on Nov. 1, 1904. The Flint Daily Journal for Nov. 2, 1904, noted..... "The action taken at the meeting (Buick) means



that the Buick Motor Works proposed to engage in the manufacture of autos on a larger scale. It has been in business in Flint for nearly a year and during that time had demonstrated its ability to turn out a machine that will hold its own with any similar vehicle on the market."

"while the parts entering into the construction of the machine will continue to be made in Flint, the assembly plant will be located at Jackson in a portion of the building in that city formerly occupied by a wheel factory...The headquarters of the company will be maintained in this city (Flint) and all its banking business will be done here."

The Wolverine Citizen (11/5/04) stated, "The company (Buick) has leased a building at Jackson... and will operate two establishments..."

By April 1905 (Wolverine Citizen and Ballenger Papers in GMI Alumni Historical Collection) Buick's assembly plant in Jackson had already served its temporary purpose, i.e. to get volume production under way. The Citizen stated, "The plant of the Buick Motor Co. now operated at Jackson will be removed to Flint next fall .." (and indeed it was).

Catalogs of the era (1905) list Jackson, MI everyone admits, even GM and Buick, that there was a plant at Jackson in 1905. I think it not unusual that a catalog be issued from the city where final assembly took place, even though the headquarters remained in Flint where the officers, etc. were located.

#### John Conde replies to the above:

Dick Scharchburg has sent me a copy of his letter to you disputing my statement in the last Newsletter concerning the origins of Buick. Dick and I are friends and fellow members of the Henry M. Leland Chapter of the SAH. We also share a keen interest in historical accuracy.

I freely admit to a mistake. I should have not have indicated that the Buick car was originally built in Jackson, not in Flint. Actually as Dick has reminded me, the first Buick was made in Detroit in 1903. The evidence is clear, moreover, that a plant was built in Flint and was in operation by Dec. 1903. Note, however, that it was not until July 9, 1904 (more than 6 months after the Flint plant was "in operation") that a Buick car was driven from Flint to Detroit by Walter Marr and Thomas buick. It created much attention because it was eather the 1st car built in the plant, or close to it.

In any event, Dick concurs with my point that when the Buick car was put into regular full-scale production, the completed automobiles came out of the Buick plant in Jackson.

It is a moot point, in my opinion, whether the headquarters of the company were in Flint, despite the overwhelming evidence submitted by Dick Scharchburg. If Flint were the headquarters, why does the full-page ad (copy enclosed) from the Jan. 1906 issue of The Motor World say, "Buick Motor Co., Jackson, MI."? Why does the caption under the Buick picture in the Feb. 1, 1906 issue of the Cycle & Automobile Trade Journal (Copy enclosed) say "This car is made by the Buick Motor Co., Jackson, Michigan"? Why do the Buick listings in the "Handbook of Gasoline Automobiles" for both 1905 and 1906, published by the Association of Licensed Automobile Manufacturers say "Buick Motor Co., Jackson Mich."? By 1907, Buick cars were built in their entirety in Flint.

(Editor's Note: The copies John sent were to poor to reproduce well in this issue)

#### NEW MEMBERS \*\*\*WELCOME\*\*\*

John F. Mack 723  
2617 Arboretom Dr.  
Madison, WI 53713

Gary C Busha 724  
6930 Washington Ave.  
Racine, WI 53406

Gregory D. Wells 725  
2896 Alcoa Ct.  
Chamblee, GA 30341

Robert L Rampton 726  
458 S. 400 W  
Provo, UT 84601

Jerry A. Eberhardt 727  
6003 Colonial Dr.  
Sylvania, OH 43560

Wm. R. Boyles 728  
911 Sheridan St.  
Monongahela, PA 15063

Thomas A. Konop 729  
717 Lexington Ave.  
Terrace Park, OH 45174

Alvin P. Kushing 730  
536 E. 300th St.  
Willowick, OH 44094

Austin M. Case 731  
303 Ridgecrest Dr.  
Greenville, SC 29609

Henry Rasmussen 732  
350 Ledo Place  
Arroyo Grande, CA 93420

Perry E. Piper 733  
Edsel Owners Club  
West Liberty, IL 62475

A. Gould 734  
1301 Warren St.  
Placentia, CA 92670

Michael J. King 735  
202 Mill St.  
Manheim, PA 17545

E.T. Douchette 736  
PSC #1 Box 4738  
APO San Francisco, CA

WM. F. Sherman 737  
19967 Doyle Pl W  
Gr. Pointe Woods, MI 48236

Edward L. Clarke 738  
1310 Tudor St.  
Philadelphia, PA 19111

Shelby C. Applegate 739  
1410 Stallion La.  
West Chester, PA 19380

Larry R. Daum 740  
RR #1 Box 50  
Brimfield, IL 61517

Junius M. Clark 741  
Box 353  
Havre de Grace, MD 21078

Brooks Stevens 742  
1415 W. Donges Bay Rd.  
Mequon, WI 53092

James G. Fitchett 743  
238 Jefferson St.  
Franklin Sq., NY 11010

Mason Gary 744  
7807 La Grange Rd  
Louisville, KY 40222

WM. G. Nepture 745  
P.O. Box 54  
Brooklyn, IN 46111

John Lindsay 746  
P.O. Box 40, Emu Plains  
N.S.W.2750 Australia

Wayne G. DeBlock 747  
8091 Coolidge  
Centerline, MI 48015

Thomas H. Willits 748  
25121 McAllister  
Southfield, MI 48034

Gilbert D. Wasserzieher 749  
1800 Otter  
Anchorage, AK 99504

Al Weatherly 750  
19332 Briarwood Dr  
Mt Clemens, MI 48043

Vincent F. Ruffolo 751  
2104 Washington Rd  
Kenosha, WI 53140

W.B. Milbrath Jr 752  
W296 N2180 Glen Cove Rd  
Pewaukee, WI 53072

## Book Reviews

American Automobile Sales Literature Checklist, 1928-42 by Robt. N. Tuthill. 9 x 3 3/4. from Bookman Dan, P.O. Box 13492, Baltimore, MD., 21203. softbound, 1979. price \$8.95. At last it's here - the first convenient guide to much of America's published promotional literature spanning an interesting 15 year period. It has for many years puzzled the writer why something practical surrounding the known published literature of various corporations and companies hasn't been written, stapled between two covers and issued for the delectation and convenience of this country's tens of thousands of collectors; now it is so.



Author Tuthill is a bear for accuracy and the information contained here may be accepted as the Gospel. He has sifted it again and again looking for any errors or typographical bloopers and has come out clean as a hound's tooth in this regard. There are many affirmative points in discussing the American Automobile Sales Literature Checklist and a handful of negative ones. I want to discuss both if briefly.

On the credit side this book has a fine foreward and introduction. The various aspects of the book itself are discussed including descriptions, values, formats, color how to use the book itself and that ubiquitous category, "miscellaneous". All are well handled and in everyday language so both sage and novice will be at home using the book for pleasure, information or as a collector's checklist.

What is especially useful is the reference number which Bob Tuthill has assigned to various bits and pieces of issued catalogs, brochures etc. issued by the various automobile companies over the years.

On the other side of the coin are the omissions. There are a handful of makes built between 1928 and 1942 notably missing including Cunningham, Detroit Electric, Davis, Kissel, McFarlan, Mercer, Moon, Windsor and Kissel, not so much because they were being made but because such comparative cars as Elcar and Gardner are listed.

Dispite the pros and cons surrounding the Checklist, it is an invaluable aid for nearly anyone seriously interested in the automobile game and I recommend it without reservation.

Keith Marvin

Cars of the 1930's by the Editors of Consumer Guide. 96 pp., 241 photographs, softbound, 8 1/8 x 10 13/16. Consumer Guide Magazine Classic Car Bi-Monthly (3841 W. Oakton St., Skokie, ILL., 60076), May 1980. \$2.95.

This is an attractive, concise and handy publication and a must for the enthusiast of the 1930s who wants a ready reference source at his fingertips. The format is pleasant and there are sufficient illustrations to accompany the text. As it is not a massive volume, there are many things not included therein but we're not all specialists and for the average layman, this book is an excellent buy at the price.

There are a few minor errors (Erskine's first car is listed as 1924 rather than 1926 and there is an implication that Stutz built cars through 1936) but they are few and far between and not serious in any case.

The major makes are given separately or listed in a group when related, such as "Hudson, Essex, Terraplane" or "Studebaker, Erskine and Rockne" which makes good sense. I don't see any reason for giving Doble a space in the general section between DeSoto and Dodge, and confine Crosley to "Minor Makes" at the rear of the book considering that probably only a single real Doble was built after Jan. 1, 1930 and more than 2000 Crosleys marketed in 1939 alone, but after all, in any book of this nature - or any nature - there are bound to be a few things with which the reader takes exception.

I like this book and I strongly recommend that you look into it. I'd like to see more of its type too.

Keith Marvin

Les Automobiles Delage, by Jacques Rousseau, Editions Lariviere, 15-17, quai de l'Oise, 75019 Paris. Hardcover, horizontal format, 9 3/4 x 11 1/2, 342 pgs. 179 French francs. for registered air mail to USA add 62 FF.

This is the first volume in the collection FANAUTO, the latter being a contraction of Le Fanatique de l'Automobile, France's leading periodical devoted to automotive history. Its founder and editor-in-chief is Serge Pozzoli, one of the pillars of the historic-car movement on the continent, whose entry into book publishing has been awaited with great interest. This large, heavy, handsome volume uses black & white illustrations with the only color being found in four fine renderings of latter-day Delage cars by artist Pierre Dumont.

The literature of the automobile has lacked a comprehensive history of this great marque and Pozzoli chose one of the best qualified automotive historians of France to execute it. Jacques Rousseau, himself an automotive engineer, for decades has been a leading figure in this country's historic car movement, is the author of several books and numerous articles. Rousseau has organized this large book into two major and approximately equal sections, the first which deals in depth with the overall history of the marque. The second half of the book is a detailed catalog of all the Delage types built between 1905 and 1947, with photos, drawings, and technical data tables of each. In the book there are about 72 drawings and 316 photos, of which 160 are full page. Rousseau's French style is clear and easy to read. Although it lacks an index this is a most valuable reference work which happily fills a long felt need.

Griffith Borgeson

The Last American Convertibles: A last loving look at the original American Deram Machines. Text by Warren Weith. Photographs by Jay Hirsch. 136 pp. 70 photographs, several in color, softbound. 8 x 10 3/4. Collier Books, 866 Third Ave., N.Y., N.Y. 10022. \$9.95.

When Anton Myrer wrote his best seller, "The Last Convertible" two years ago, he probably had no idea that there might be a near sequel to it title wise. There the coincidence stops. Myrer's work glorified a Packard but the Weith-Hirsch team view the last REAL American convertible as that Cadillac Eldorado which came down that division's main assembly line that sad morning of April 21st, 1976. Since that time, there have been no true American convertibles made. Oh sure, convertibles can be had, provided one is ready to lay down 10 grand and tie his erstwhile sedan up six weeks or so.

The duo who put together this book have explained in minute detail the whys and wherefores surrounding the requiem of the true fun car, why it is today a has been and a pretty good rundown on the types and varieties which proliferated during the last golden years of their manufacture and sale, 1945 through 1976. The text is engaging, so much so that I read it at one sitting, being literally unable to put it down. Few books can boast that appeal. This one does. The gorgeous photography bears mute witness to those dear nostalgic days so many of us knew and loved. The convertible spanned an era, those of us who knew it feel a bit sad to read these pages. Those to whom the convertible was an unknown type, here then--gone now, will doubtless catch the nostalgia of the age. A fine book all around!

Keith Marvin

Bugatti doubles arbes, by Robert Jarraud, Editions de l'Automobiliste, 42, rue du Bac, 75007 Paris. Hardbound, vertical format, 9 x 11½, 255 pgs. French text, 210 French francs.

L'Automobiliste is a French quarterly devoted to the history of the automobile and the motorcycle. Over the years this house has published a number of very worthwhile small books, but this volume marks its first venture into big-book publishing. It is a beautiful start.

The title means The Twin Cam Bugattis. Except for the Types 51 and 51a all models from the original T.50 through the 59 and on to the postwar 64 and 73 are dealt with in exhaustive detail. The author's knowledge of the technical details which he describes is based upon his own first hand research and getting his hands into the machinery. But the massive text is devoted by no means only to technical matters. The human side is here too, along with the competition story, all seen through the eyes of a most perceptive worshipper at the Bugatti shrine.

This book's text is abetted by about 225 photos, most of which have not been seen in print before. Most are photos taken by the author himself or ones which he has uncovered during years of intensive research. There are also 16 large full color views.

The crowing glory of this volume consists of Jarraud's own black & white line drawings, which set him apart as one of the finest and most sensitive technical artists of all time. There are about 46 of these superb designs, most are full page. They make this an art book as well as a car book. It is expensive, but many will feel that its graphic content alone is worth the price.

Griffith Borgeson

The Illustrated Encyclopedia of the World's Automobiles, edited by David Burgess Wise, 352 pp. over a thousand photos and advertisements, more than 100 in color. Hardbound. 12 x 9½. A & W. Publishers, Inc., 95 Madison Ave., N.Y. N.Y. 10016, 1979. \$27.50

This is a welcome addition to existing encyclopedias up to the present time and will be especially appreciated appreciated to automobile history lovers who want brief biographies of the world's automobiles. It is obviously not intended to challenge Geogano or other volumes which cover much more ground but rather give the reader instant information without getting into erudition.

David Burgess Wise is a well-known and highly regarded British automotive historian with a number of books to his credit and has been assisted in this work by Gordon Bruce, Lucien Chanuc, Pedr Davis, Bjorn-Eric Lindh, Keith Marvin, Jacques Potherat, Erwin Tragatsch, Joathan Wood and Nicky Wright. The more than 4,000 entries cover the field from 1862 to present day and range from a bare mention to Ford which encompasses two full pages.

Many of the illustrations have never been published before and are well chosen. What is especially appealing and quite effective is the use of sepia-tone among the black and white illustrations. The overall format is attractive and the printing (which was done in Hong Kong) is excellent. It will be a book that is an asset to anyone's library and will be one that is reread frequently, both for information and for enjoyment.

Nimrod Braithwaite

Imported Car Spotter's Guide by Tad Burness. 360 pp., More than 2,000 illustrations. 9½ x 8½. softbound. Motorbooks International, P.O. Box 2 Osceola, Wis. 1980, \$12.95.

This is the latest of Tad Burness' Car Spotter's Guide series following hard on the heels of similar volumes covering American cars and trucks. Like its predecessors, this is a scissors and paste bit and it has been put together tastefully and skillfully by its compiler. For the price it is a real bargain and gives very good coverage of some 83 different makes of cars from England, France, Germany, Italy, Japan, Sweden, Holland, Czechoslovakia, Mexico, and Spain bridging the years following World War II to the present time.

There are a few drawbacks. The English Standard is missing which seems odd for a make which enjoyed considerable popularity in the U. S. for several years. Cars such as Bristol and Lea-Francis which occasionally made their way to these shores about 30 years ago are also absent and the Riley, Armstrong-Siddeley, Singer, relatively common over here in the early '50's are regulated to a sort of catchall section at the ending of the book which include cars considered some of the scarcer imports.

Aside from this, the book is to be highly recommended, Tad Burness is to be commended for this welcome addition to an already outstanding collection.

Keith Marvin

The Vintage-Auto Almanac, 3rd edition, 198 pp. softbound. 8½ x 11. Hemmings Motor News, P.O. Box 945, Bennington, Vt. 1979, \$4.50.

I beg the collective indulgence from readers of this review if I seem a bit too gung-ho in my praise. I don't like superlatives in general and try to avoid them whenever possible. In any discussion pertaining to the third edition of the Vintage Auto Almanac it is nigh onto impossible to react otherwise.

The Almanac is a catchall of just about anything relating to the motor car and motorcycle of yesterday and in some cases (such as Bricklin) not so yeateryear. It lists accessories galore, where specialists may be found for anything ranging from restorations to painting plus related subject for lovers of literature, emblems, radiator ornaments etc. And that's only part of it.

What I find intriguing about the Almanac is in its easy-to-read artistically prepared format which makes serious scrutiny as pleasant as casual perusal. Contents are broken into 6 major sections as follows: 1) Specialists by Marque 2) Generalists 3) Clubs (being divided multiple-marque clubs, marque clubs, specialty clubs, legislative groups, and local and state clubs; this is extensive and not only not only lists the address of the Antique Automobile Club of America but all of its 349 regions and chapters) 4) Publications and Information 5) Salvage Yards 6) Museums. A superb index follows.

From the standpoint of format the thing is ingenious. Each listing in all chapters is attractively placed in a bold-faced rectangular box and in this box are included name of business or service plus address and phone number. To the right of this box is a smaller box where specialty or service is listed. Use this you will, in the fortnight I've had my copy, I have referred to it more than 50 times and shall doubtless continue to do so.

Keith Marvin

**Taxicab Scrapbook: A Pictorial Review of the Taxi,** by D.L. Scrimger. 44 pp. over 75 illustrations. Softbound. 10 3/4 x 8 3/8. Available from Hemmings Bookshelf, Dept. SIA, Box 76, Bennington, VT. 05201. \$5.95.

For those whose interests lie in the various special types of motor vehicles, Taxi Scrapbook is of considerable interest primarily because so little has been written on the subject to date. This seems odd to me because although we have books on hearses, fire engines, tanks, buses and the like, the taxicab hasn't ever enjoyed its place in the sun. Even more peculiar, the scope of the cab and its history is a large one.

Mr. Scrimger defines his work as a "scrapbook" and so it is. There is a good deal of material the taxicab as would be expected in photographs, magazine ads and reproductions of news items pertaining to the trade. A noteworthy section shows the major models built by the two largest producers and lifelong rivals - Checker and Yellow Cab, and if some of the dates are in error (1927 for 1933 in one instance), the pictures are of great interest, good quality and not readily available from many sources.

One of the most unusual aspects of its contents are reproductions of magazine advertisements from TAXI JOURNAL and TAXI WORLD, two publications catering to the trade back in the mid 1920's and copies of which are today as rare as radium. There is a tire ad reproduced that appeared in THE TAXI WORLD for August, 1923. The tire shown is a Goodrich, a big name in tires then as now and features a rather distinctive tread, very much different from the regular Goodrich design. But remember, this came from a taxi publication and the tire was a specially built product known as the "Goodrich Taxicord". It claimed to be the best for cabs because of its extra reinforced sides to protect it "from constant rubbing against curbs in picking up and discharging passengers!" Before reading Taxicab Scrapbook I had never realized that there had been a special tire for taxis. They may have worked too!

With the exception of "Call Me a Cab" by Ray I. Scroggins (Special Interest Autos, Oct. 1979) and "Taxi! A look at Checker's Past" by Stanley K. Yost (Car Classics, June, Aug., and Oct. 1974), precious little material on the taxicab has been seen. Taxicab Scrapbook is an apt start and is worth the price.

Keith Marvin

order, with descriptions of the many models (and experimental cars), production figures and a considerable amount of technical information.

All in all, a most satisfactory book it will serve as a reference for the two makes as well as providing interesting browsing.

G. M. Naul

## Research Column

Richard J. Sagall, 73 Congress St., Bangor, Maine 04401: Need any information on cars and trucks made in Maine.

Nelson Bolan, 2120 N.E. 42 Street, Lighthouse Pt., Florida 33064: I have an original ad for Cadillac which appeared 2/1/03. From Hendry's Complete 75 Year History of Cadillac, page 28, I learn that production of Cadillac began March, 1903. I sent Cadillac a photo copy of the ad which they sent to D'Arcy-MacManus Advertising Agency to answer. All they could tell me is that the ad is older than anything they know about and they probably have the most complete file on Cadillac ads in existence. The ad was written for the retail buyer; I have also seen a copy of an ad which appeared in a trade magazine asking for agents to sell the car and was not aimed at the retail buyer like mine. The ad requesting agents is supposed to have been run in 1902, but that date is not verified. What I want to know is; Is the one I have the 1st Cadillac ad? Is it the 1st to appear to a retail buyer?

John M. Peckham, 675 Pinewoods Ave. Rd. Troy, N.Y. 12108: Information wanted on two gentlemen, named Searls and Grant, supposed to have been experts on steam powered vehicles, circa 1903.

John M. Peckham, 675 Pinewoods Ave. Rd. Troy, N.Y. 12180: Information wanted on the Garvin Machine Co. of New York City, circa 1903, supposedly designed and built an automobile for LaFrance Fire Engine Co.

R.A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923: Need photos of 1939 Stewart cab-over, ca. 1936-38 Fageol cab-overs and conventionals; any more LeMoon trucks. Anything unusual on Federal, Diamond T, Reo, Available, LeMoon and Stewart. Anything on personnel? Machine copies of pictures are o.k..

Walt Gosden, 197 Mayfair Ave., Floral Park, N.Y. 11001: Want any good clear photographs, and any information on the 1899-1901 New York automobile that was built by John Wilkinson and eventually became the Franklin car. Also any period photographs of Fulton trucks that were made in Farmingdale, N.Y..

Susan Green, R.D. #2 Box 2250, Orwigsburg, Pa. 17961: Looking for information on the Kimball electric cars built by the Kimball Co. of Chicago that also built automobile bodies.

Chris Halla, 509 W. Fulton, Wapaca, WI. 54981: I am currently at work on a project involving Harley Davidson motorcycles and could use the help of any SAH member who has had experience of any kind with these machines. I need facts, figures, anecdotes, photos, are and what-have-you. Do Not send anything that must be returned without getting in touch with me first.

The Plymouth-DeSoto Story by Don Butler, well illustrated, 400 plus pages, 8 1/2 x 11, \$24.95. Published by Crestline Publishing, 1251 North Jefferson Ave., Sarasota, FL. 33577. This book is a companion to the earlier works on Chrysler products so well done by Crestline, 70 Years of Chrysler and The Dodge Story. The design and layout is similiar to the other two, but, if anything it is even more comprehensive. It traces both the subject makes from the pre-Chrysler era up to and including 1978. The account also includes the nearly forgotten Fargo commercial vehicles and the quite rare DeSoto Model K commercial sedan.

It is fortunate that Don Butler, a Chrysler employee had exceptional access to the company's Historical Collection which allowed the vast number of illustrations - 2000 it is claimed, and there seems no doubt there are that many.

This is an interwoven chronicle of Plymouth and its less fortunate stable mate, in chronological

Vic Johnson, 630 Valley Ave. N.W., Grand Rapids, MI 49504: Information about the later life of L.C. Erbes who was involved in several car companies before World War I.

WM. W. Westcott, 2351 North Park Blvd., Cleveland Hts., Ohio 44106: Westcott automobile information wanted. The Westcott was produced in Springfield, Ohio from 1910 to 1926. I will provide what information I have to interested parties.

Timothy K. Tilton, 185 Cty. NN, Rosholt, WI 54473: I am interested in road tests, driving impressions, technical articles, etc. concerning early two seat Datsun automobiles. Any information on the DC-3, Datsun sport S211, 1500, 1600, and 2000 sport (and any others) will be greatly appreciated.

John M. Peckham, 675 Pinewoods Avenue Road, Troy, NY 12180: Looking for photos and literature on 1910 to 1915 LaFrance Gasoline-Hydraulic trucks. Often referred to just as Gasoline-Hydraulic or a Manly Hydraulic. Also want photos and info on early '30s Brockway trucks with American-LaFrance V-12 engines.

# Classified Ads

Wanted: I am still looking for anything that has to do with The Mercury Body Corp. of Louisville, KY. In business during the 20's making a two seat body for the Ford T chassis. If you have articles or ads that show the Mercury Speedster and do not wish to sell I would appreciate knowing the dates and magazines they appeared in. E.J. Erickson, 21421 Climax Rd., Alderwood Manor, WA. 98036

I am planning a book about sidecar motorcycles and need help from American specialists who know about early sidecar matters in the U.S. Halwart Schrader, Redaktionsburo, Tal 33, 8000 Munchen 2, Germany.

Wanted: Chevrolet Illustrated Magazine Vol. 1, #2 1975. Also want parts book, service manual, sales literature for 1950 Holmes wrecker, small size that would be mounted on a 3/4 ton truck. Also want Parts book etc. for 1950 A.T.C. Terratractor, GT 30 series. Dick Larowe, Rt. 1, Box 1900, Corbett, OR 97019

For Sale: Large selection of industrial truck literature (mostly lift trucks), Perkins diesel engine posters, manuals, etc. Sell or trade. G. Dean Newton, 42 N.W. Wallula, Gresham, OR. 97030

Wanted: Information on steam: cars, trucks, boats, traction engines, stationary engines, new steam inventions; anything to do with steam. W. R. Haessner, P.O. Box 50046, Tucson, AZ. 85703

For Sale: 8 x 10 prints of classic cars taken for the most part at the Paris salon & London Motor show. Have Bugatti, Hispano-Suiza, Delage, Cord, Duesenberg, Packard, Rolls-Royce, Bentley, Mercedes-Benz, and Isotta-Fraschini. \$4.50 each or \$36.00 for the set ppd. Walt Gosden, 197 Mayfair Avenue, Floral Park, N.Y. 11001

WANTED: Copies of Auto-Parade or International Automobile Parade for years other than 1958 and 1968.

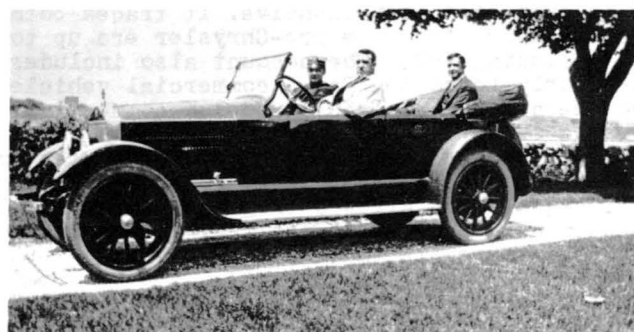
SALE: Service Manual for 1961 Oldsmobile 88, S-88, 98. Excellent condition. \$10.00 ppd.

FREE : About 70 issues of Autoweek for 1970-73. Free for cost of UPS shipment, estimated to be \$5. Other wise these will be scrapped.  
G. M. Naul, 534 Stublyn Rd., Granville, Ohio 43023

WANTED: Sales catalogs on the following automobiles- Brewster, pre war Crosley, 1928 Ford folders on individual body styles, 1939 big Lincoln catalog, 1940 and 1941 Lincoln Continental catalogs, 1941 Mercury accessories, Scout Scarab. Gordon F. Chamberlin II, 13305 Summertime Lane, Culver City, CA. 90230

## Mystery of the Month

This month's Mystery Photos come from Keith Marvin, who sends along the one with the early radio attachment; and Tom Stewart, who tells us that the two views of the touring car pictured was owned by his father-in-law. Tom says he remembers the car had a Herschell-Spillman 6 cyl. motor and was an assembled car. Question is on both makes, what were they?



# ALTOONA SPEEDWAY

Member Junior Palmer (alias "Al Toona") sent in the photograph you see at the bottom of the page. He says "Enclosed, in my personal opinion, is one of the great shots taken at the ALTOONA SPEEDWAY on June 13, 1925. He also enclosed the history of that race and details are as follows:

Spring Classic/ June 13, 1925 / 4th Championship Race

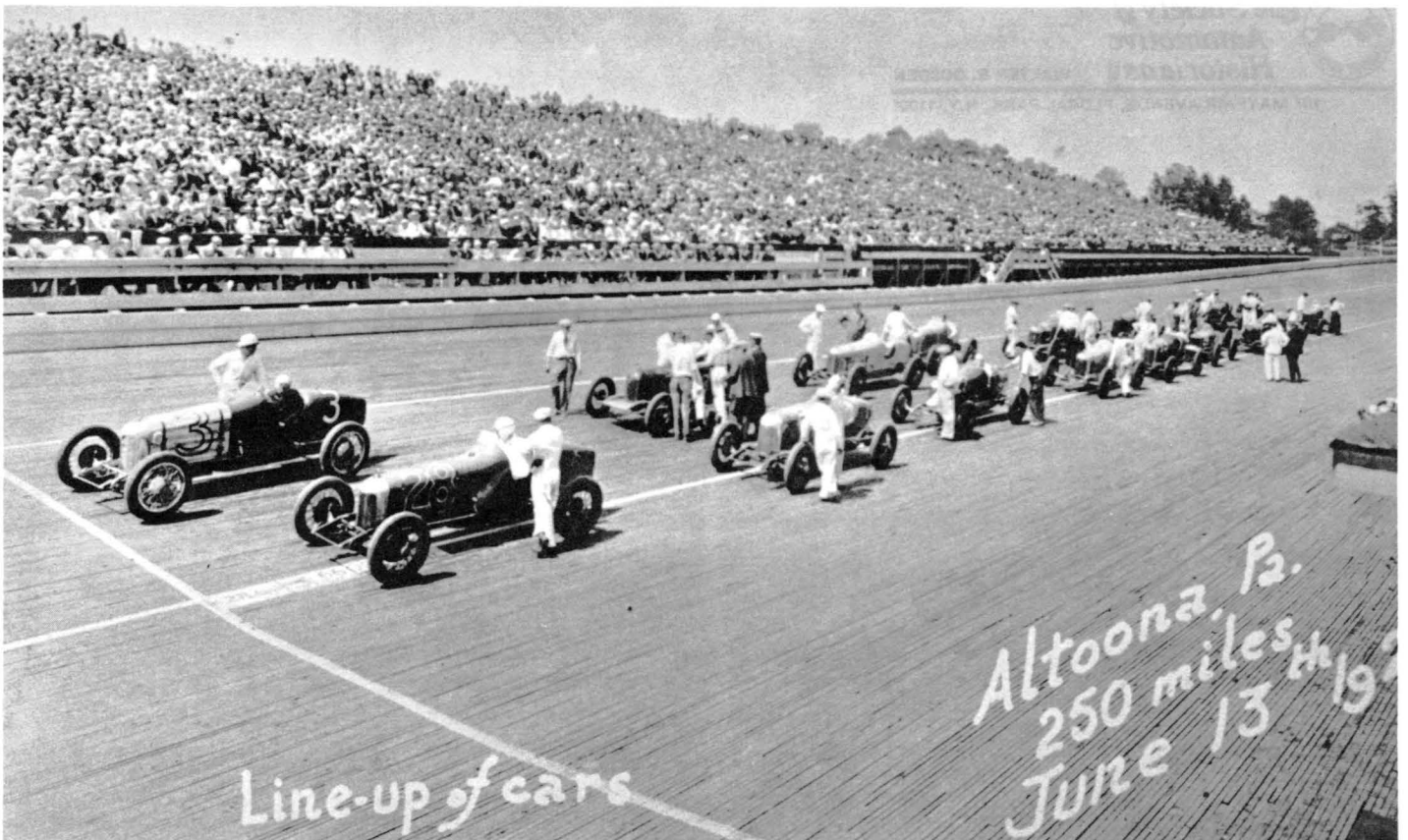
AAA Sanction No. 1562, with a total of 250 miles and 200 laps for 122 cubic inch motors.

Starter: Fred "Pop" Wagner It was the first race at the speedway where only wire wheels were used.  
Track Manager: Dick Morgan

Winner: Peter DePalo Car: Duesenberg Special No.12

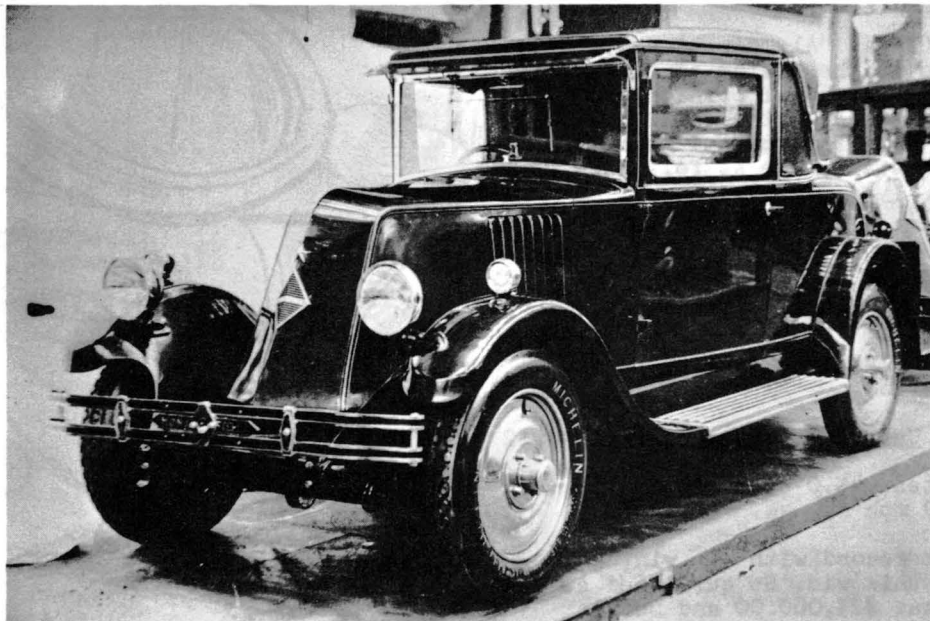
Time: 2 hours, 9 minutes, 45.0 seconds  
Average Speed: 115.09 mph

DePalo set a new track record with his win, and drove non-stop to get this win. He qualified at 132.3 mph. The purse was \$25,000.00 and DePalo also got an extra \$500 for setting the track record time of 115.09 mph. Driver Tommy Milton was declared winner on race day in the Miller Special he drove but a recount showed DePalo the real winner.



# Factory Photo Section

This months factory photograph is of a Renault 'Monastella'  
not exactly a factory photograph it was taken during the era at a Paris  
Salon. From the collection of the editor.



*The Society of  
Automotive  
Historians* #

WALTER E. GOSDEN

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