

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

MAY — JUNE 1983

ISSUE NUMBER 84

## Editorial:

The great news sent in by Jeff Godshall is that the Chrysler Corp. Historical Collection is now open once again. This is a very positive indication that the U.S. automobile industry is on the upswing. While on the subject of automotive corporation archives and their availability to the researcher and restorer, a few years ago Howard Applegate gave us a fairly good list of what was available where in the U.S.A. Could some of our non-U.S. membership please write to let us know of other automobile company or auto related (body builders, component suppliers etc.) archives that exist and are available for viewing?

*Walt Gosden*

## Reopening of Chrysler Historical Collection

The Chrysler Historical Collection is now open after nearly four years of inactivity due to the Corporate economic situation. Currently, the Collection is undergoing some re-organization to increase its reference capabilities and its plans for merchandising items of interest. Plans are being formulated now for reprints of manuals, informational booklets, advertising, graphics suitable for framing, and photographs to be available for sale.

The first of the Collection's printing efforts, an "Information Guide" for past Chrysler products, will be published and ready for sale by the end of the summer. It will contain general information for people who are in the process of restoring or preserving a Chrysler vehicle, sources for parts for past Chrysler products, lists of dealers for literature and other items, and lists of Chrysler product clubs all over the world.

The Chrysler Historical Collection holdings consist of product information in the form of owner's manuals, service manuals, data books, color and trim books, sales promotional brochures, product and general history photographs, bulletins, news releases, annual reports, corporate newsletters and magazines, pamphlets about products and facilities, advertising, and other assorted memorabilia. This information dates back to the 1914 Dodge and to the 1924 Chrysler which preceded the formation of the Corporation by one year.

Access to the Chrysler Historical Collection is restricted due to limited space and staff. Manager of the Collection is (Mrs.) Madryn M. Johnson. Questions, requests, comments can be sent to: Chrysler Historical Collection, CIMS 416-02-46, P.O. Box 1919, Detroit, MI 48288.

## EARLY DAYS by Whitman C. Daly

*(Editors Note: This information was sent to SAH President David L. Lewis by Mr. Daly who celebrated his 80th birthday last December 30th).*

Living in Detroit, a friend of mine got me a job as an apprentice in auto body painting with Everitt Bros. on June 8, 1921. Barney Everitt was head of the company which painted the first automobile Model T body for Henry Ford.

He later built the Everitt car for a short time and then teamed with Metzger and Flanders to build the EMF automobile which he eventually sold to the Studebakers Brothers. The young fellow who got me my first job at Everitt Bros. was Barney Everitt's nephew. Through him, I became well-acquainted with Barney's brother, Roland. Many times, I chauffeured him and his sister around Grand Boulevard in Detroit.

In the winter of 1922, Everitt Bros. Moved their paint operations from their plant on Harper Avenue in Detroit to a 3 story building (which still stands) on East Jefferson Avenue at Bellevue and the company became Trippensee Body Co., although Barney Everitt was still the power behind the throne. The Rickenbacker Motor Car Co. was formed in 1921 with Barney Everitt as it's president and Eddie Rickenbacker as vice-president. Roll Everitt told me, in the presence of his sister, that Barney paid Rickenbacker \$25,000.00 per year in order to use the Rickenbacker name. Barney Everitt sold the plant on Harper Avenue to Walter Briggs; it was remodeled and it became the Briggs Harper Avenue plant. It burned down in the summer of 1927 with some loss of life.

The first body I worked on was a Maxwell touring car unit. My duties required the painting of the complete body interior with a brush using black asphaltum-based enamel. This operation was called "slushing" and it took place after the body was trimmed (upholstered) but before the final coat of finish-varnish was applied. In addition to Maxwells, Everitt Bros. — Trippensee built, trimmed and painted bodies for Essex, Saxon, Paige Jewett, and Chalmers closed-bodies. I worked on the first Rickenbacker body built in late January of 1922 and I also worked on the last body built for Rickenbacker, in 1927. In the fall of 1925, Rickenbacker was down for about two months due to both model change and financial problems. I then took a job of oil sanding lacquer on Buick bodies in the Fisher Body plant on West Fort Street at West End. Shortly after returning to work, the Jefferson plant was vacated and the body-building operations were moved to a well-equipped plant on 12th Street at the corner of Stanley Avenue, in Detroit.

When Rickenbacker became bankrupt in 1927, I secured a job with Hupp Motor Car Co. on Milwaukee Avenue, in Detroit. For 2 years, I had charge of the hood painting dept. for Hupmobile, and, in 1931 I supervised the surfacing and the lacquer painting of the Hupmobile bodies which were built by Hayes-Ionia and received into the Hupp plant in primer coating. Like Rickenbacker, Hupmobile began losing money each quarter so, on January 22, 1932, during the heart of the Depression years, I talked myself into being hired at the old Dodge Main plant in Hamtramck. Two weeks later, I was promoted to a gang boss of the paint dry-sand line operations. On November 21, 1933, I accepted a transfer to the Dodge Truck plant on Lynck Road in Detroit to be assistant-supt. of all the body painting operations. A new truck plant was built at 21500 Mound Road in an area which is now known as Warren, Michigan. I opened up the body painting operations in this new plant on October 5, 1938. Things did not go too well at the beginning as the *now* top management consisted of people who were not familiar with building trucks. My boss, who was supt. of the Paint Dept., like some others, couldn't take it, so, he quit. Management gave me the job as Paint Superintendent — a job, at first, I did not want. However, in short, I persuaded the operating manager to make some conveyor line changes and things began to shape up.

During the war and also the Korean conflict, I supervised the painting of over 450,000 combat vehicles and ambulances for the U.S. Armed Forces. In addition to paint, I had charge of the Trim (upholstery) dept. for four years. After being supt. of paint and enamel for over 18 years, a general reorganization took place in the Dodge Main and Truck divisions in 1956 when a new management took charge. At that time, I preferred to work afternoons and I accepted a job as general foreman on the afternoon sluff and I was back again to working only 40 hours per week which was a great improvement for my family. In June of 1963, I had a chance to retire, which I accepted.

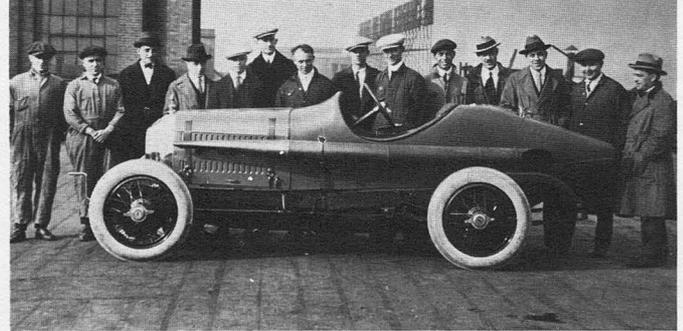
In July of 1964, I went to work for B.J. Pollard in Detroit when he began restoring some 1000 antique and later model automobiles. Mr. Pollard was instrumental in starting the Old Car Festive at Greenfield Village. Well, after doing all of his painting, I retired in 1978, after working 55½ years in automobile painting, from varnish to lacquer to enamel.

I might add, that in 1929, Hupmobile introduced a sedan model with demountable wooden wheels. It was advertised in the 3 Detroit papers at that time as a "first" in the automobile industry. Well, believe it or not, the first antique car I painted for Mr. Pollard was a 1911 Rambler, and — it had demountable wooden wheels. I believe it is still in the Temrowski old car museum at 56925 Van Dyke Road. Going back to the old varnish days, I remember that East Jefferson Avenue was the hub of automobile body painting with such plants as Sievers & Erdman, Joyce Manufacturing, Burton & Fell, Burton & Lowery, Everitt Bros., and America Motor Car Body (Now the body plant of Chrysler). Other body building plants during the early '20's were Towson, Wilson, Wadsworth, etc. some from which the Murray Body was formed. There was also the American Body plant on Meldrum Avenue which eventually became the Briggs Meldrum Avenue plant — it, too, burned down. The Ternstedt and also the Wolverine Enamelling companies produced fenders and other automotive sheet metal parts in hi-bake black enamel for a number of automobile companies. Ternstedt even dipped hoods in black enamel during the varnish era. There was also a company named Englander's on the north side of Woodward Avenue, near the Detroit River which built and painted automobile bodies. Then there was Dietrich on Holden Avenue, Detroit which built special bodies for Lincoln and Packard.

Most of these paint shops were known as "buckeyes" during the varnish days. The only heat used in most of them throughout the paint processing was in the oven to dry the wooden sections of the body after the deoxidine wash to clean the metal surfaces. However, Fisher Body did use heat to speed the process of some paint operations. Most anyone with sufficient funds in the early days could assemble an automobile but painting the body was always the *bottleneck* as it took two weeks to process a body through paint, and paint rejections would require an extra week of drying time before the repairs could be performed. I know of no one living today who worked in the old varnish days. Most of them were much older than me and are long gone to rest.

**Letters:**

From: *Charles L. Betts Jr., 2105 Stackhouse Drive, Yardley, Pa. 19067.* Where did you get that photo of the 2-place Chandler racing car shown on page 7 of the Jan-Feb 1983 issue of the SAH JOURNAL? This particular car was made for Ralph Mulford in 1926, but he really wanted a single-seater, so he had it modified accordingly somewhere on the West coast. This photo shows Ralph Holmes, Assistant Chief Engineer in charge of Advanced Design - Experimental Shop and Laboratory, behind the wheel, and John Wolfram, Experimental Engineer at Chandler, in the mechanic's seat. This particular racing car never ran in competition in this configuration.



From: *Joseph G. Cady, 5506 Wilson Lane, Bethesda, Maryland 20014.* As a new member of SAH, I was pleased to get my first copy of the Journal, and even more pleased to recognize one of the Mystery cars. Being lucky enough to have bound copies of La Vie Automobile for the 1930s, the Peugeot Darl'Mat looked familiar. A little digging came up with the following:

The car shown, Registration number 5854-W1, was the car driven by De Cortanze and Contet in the 1938 24 Hours of Le Mans. It was one of a team of three, racing numbers 24, 25, 26, and finished first in class, fifth overall and fifth in the Index of Performance. It set a new class record of 2,887.976 km for the 24 hours.

The car had a "402" motor of just under 2 litres and mounted a Peugeot Cotal 4 speed electromagnetic gear box. The body, of course, was by Darl'Mat and it used Dunlop tires.

The identical picture to the one in the Journal was used in La Vie Automobile for November 10, 1938 except for cropping out all background except the distinctive carpet. Incidentally, a photo taken at Le Mans shows a large racing number 24 on the hood under the front strap which is not visible in either the Journal or the magazine.

I'm fascinated by the Chandler and look forward to the next thrilling installment. I hope that the Journal will have some articles on Automobilia as well as the cars themselves.

**SOME BAD ONES**

*by G.H. Brooks*

Extravagant claims are often made as to how good the good cars were, but we are rarely told how the bad cars were. And yet the poor quality of their products must have been responsible for the disappearance of many manufacturers from the scene.

It happens that the outward letter files of Motors Limited, a company formed in South Australia in May, 1911, to sell and repair cars have survived from the start up to 1919. To start with they sold two British makes, the Valveless Dodson and the Rover, followed later by the Morris and Singer. To their great subsequent advantage their first American agency was for the Hudson, but from 1911 up to the appearance of the Essex in 1919 they were searching for a cheap car from the U.S.A. to compete with the Ford, Overland and Flanders which were being sold in numbers by their competitors.

The search began in mid-1911 with the order of one Henry car and two Regals. The latter arrived in July and there was an immediate claim on the Regal Motor Company relating to Car No. 982. A hole had not been pierced in a gasket to allow the passage of oil and bearings and cylinder walls were damaged. "These are the only cars we will ever handle from this manufacturer." The Henry also turned out to be unsatisfactory, but we are not told why, and only the one sample car was imported.



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Next to be tried was the Marathon, a Model K20 and a Model L30 arriving in March, 1913. The engines of both cars had to be dismantled, the valves re-seated, ground in and retimed, starting handles had to be fitted properly and new fuel lines installed. The tyres — Diamonds — were useless and "simply blew to pieces while we were giving a demonstration." In June they were still trying to get some power from the engine of the K20 — "when trying to climb a small rise, if a schoolboy hung onto the back he could easily stop it. As far as we can see it will never be any good and we feel that we have been grossly deceived."

With the outbreak of war in Europe in 1914 the flow of cars from there almost ceased — not completely, as a few Rovers and Morris were finding their way here throughout the War. The need for Motors Limited to find a good car to sell became desperate. Their next try was with the Scripps-Booth, but it was January, 1916, before they saw one. They had high hopes for it, but eventually only managed to sell fifteen of them. There were complaints about the poor paintwork — obviously sprayed on over rusty panels — and the thin leather used for the upholstery, but it was plain buyer-resistance to the odd seating arrangement and the factory colour schemes which brought about the failure. One car had yellow body, black bonnet (hood), red wheels, green leather upholstery and khaki hood (top). It was referred to as "Joseph's Coat".

The last effort before the arrival of the Essex very nearly succeeded as some simple improvements could have made the Allen into a good car.

The first Allen was ordered in February, 1916, and only a fortnight later there was dismay at Motors Limited at a note in "Automobile Topics" to the effect that the Allen Motor Company, of Fostoria, Ohio, had reduced its capital from \$500,000 to \$400,000. "Have they been producing rubbish and are they on the down grade?" In May it was discovered that right hand drive would be at extra cost, something they apparently were not used to. In September two cars were on the water, but reports that were none too favorable had reached Motors Limited and they were anxious to inspect the two cars before committing themselves any further.

When they did test one, in November, they reported as follows: "We have tested one of the Allen cars and are not overpleased with same, as we found that in very cold weather it **boiled and steamed** badly after a few miles run. We have had to make new water tops for the cylinders so as to give a bigger head of water and stop the boiling. Seeing that they boil in cold weather we wonder what they will do when the summer weather comes on. We are afraid they will blow up altogether. It seems incredible to us that any manufacturer could send the cars out in such a fashion. In addition to the heating, the engine vibration at certain speeds is terrific, and the steering gear could not be turned, and had to be dismantled and refitted before it could be used, also, the spring shackles had to be taken down and freed, as the springs absolutely refused to work, and it was just like riding on an old stone dray before the alteration was made. Troubles of this kind do not tend to make one happy, and it looks as though there is no proper supervision at the factory. The Allen looks very nice, but people demand something more than that."

It was suggested that if the cylinder block were to be redesigned to increase the volume of water, a new radiator of more efficient type were fitted, a third bearing added to the crankshaft to eliminate the vibration, and the engines given a good run on the bench before leaving the factory, then the faults would be eliminated from what was otherwise a good and handsome car. In all, only thirteen Allens were sold.

It does seem strange that in all these cases such unsatisfactory cars should have been exported to what could have been a worthwhile new market. And were those sold in the U.S.A. any better?

Regarding the Hudsons, the situation was naturally much different and the Hudson Motor Car Company was much more helpful in correcting faults and supplying replacement parts. Their Special Service Man, Mr. Selman, visited South Australia and inspected cars already sold. Early Super Sixes had a habit of jumping out of second gear under load and two cars had porous cylinder blocks. It was found that the Bosch magneto was more satisfactory than the Delco coil ignition, which was subject to misfiring. The fuel consumption was also considered to be too heavy.

This article has been concerned with the search for a good cheap American car, but it is only fair to mention briefly the situation with the British cars. The Valveless Dodson did not have a normal carburettor for its two-stroke engine, and this was the source of much trouble until its idiosyncracies were mastered. There was the usual two-stroke problem of refusal to start when the engine was hot. Both the Rover and the Morris had worm-drive rear axles and after being lulled into a false sense of security for some years Motors Limited were obliged to set up the machinery for making the work gears themselves when they could not get replacements from the makers during the War. The main sources of complaint about the British cars was that their springing was too hard for comfort on Australian roads and they were undercooled for the Australian summer.

My thanks are due to Mr. W. Hayes, the present proprietor of Motors Limited, for his kindness in giving me access to the company records.

### History of American Chrysler Cars in Ireland

*The following account, obtained some time ago gives details of an assembly operation in Ireland, operated from 1934 to 1960 and was written by one of the principals. The writing is verbatim with the exception of () for notes at the end.*

— G.M. Naul

F.M. Summerfield Ltd., 138 Lower Baggot Street, Dublin, was registered on May 1st, 1923 by the late Frederick M. Summerfield and the late Richard J. Duggan, with Francis F. Tierney, the writer, as manager.

The purpose of the company was to take over the franchise for the twenty-six counties for Maxwell cars. The concessions for these cars for Great Britain and Ireland was held by Maxwell Motors, Ltd., Kew Gardens, Surrey. The Maxwell Corporation in the United States was at that time under the control of Walter P. Chrysler.

The business was so successful in the sale of Maxwell cars that in 1925 the Chrysler Corporation in the United States granted F.M. Summerfield, Ltd. a direct franchise for Chrysler cars which had just come on the market following the complete acquisition of Maxwell corporation by Walter P. Chrysler. From 1924 to 1934 all Maxwell, and later, Chrysler cars were imported through Kew Gardens, Surrey. The name having been changed to Chrysler Motors, Ltd.

During this period, as well as Maxwell, the following models were imported complete from England:

Chrysler 4 cylinder model AC; Kew Six; Wimbledon; Chrysler Six, 60, 62, 65, 66, 70, 75, 77, CXM, CIX, COX, Richmond and Kingston models: SE Airflow; Chrysler 8-cylinder models CD, CZ, CV, CU and C2 Airflow. (Note 1)

In 1934 the Irish government passed an act that all cars should be assembled in Ireland and that certain items manufactured in Ireland must be used: i.e., tyres, road springs, paint, seat springs, upholstery, sparking plugs, batteries and glass.

The Company was able to accept this as the Chrysler Corporation had just arranged for the supply of CKD (2) cars for world-wide distribution, notably Mexico, South America, South Africa and certain Far Eastern countries. (3) The company therefore constructed an assembly plant which came into operation very quickly so that continuity of supply was assured. The assembly plant was completely the property of F.M. Summerfield, Ltd.; no support was received from Chrysler Corporation except assembly instructions and drawings.

From then on, the company imported all their cars from the Chrysler Corporation, Detroit, direct, and all contracts were with them.

Assembly commenced with the Plymouth model PJ followed by the P2, S1, S3; Chrysler eight-cylinder C19, C23. All these cars were supplied with Chrysler markings. This was to help advertising as all this could be done under the Chrysler name.

The company gave these cars special names similar to that which Kew had done on the pre-war models. The Plymouths were called Baldoyle, Leopardstown and FMS, with different equipment. The DeSoto was the Curragh. These names were taken from Irish racecourses.

This period of assembly continued from 1934 to 1941 when the assembly plant was closed down for the duration of the war. During the above period the company sold 707 cars including fifty seven-seater models. In 1941 the company imported six model P14 cars (Plymouths) but these were held in stock until the end of the war under government instructions.

In 1945 assembly was resumed with the six P14 cars in stock and some Fargo trucks and this kept the assembly manufacturing until new cars arrived in 1946. The first post-war models were the Plymouth P15 which was sold as a Plymouth and the Chrysler Windsor model C38W. These models continued in assembly until the end of 1948. During this period the company assembled 270 of model P15 and 122 of Chrysler C38W Windsors, including 18 seven-seater Windsors.

In 1949 the company assembled 66 Plymouth model P18, but were caught in the devaluation of the pound at the end of 1949 which caused a big increase in prices and made sales difficult. No Chrysler Windsors were imported in that period and from that time on the company had to reduce the staff at the assembly plant and allow each year to be dealt with on the basis of sales.

In 1950 the company assembled 24 Plymouths model P20 and 24 of Chrysler Windsors model C48. In 1951, 36 Plymouths Model P23 and twelve Chrysler Windsors model C51-2. In 1952, Nil. In 1953, Nil. In 1954, twelve Plymouths model P25-2.

In 1954, F.M. Summerfield, Ltd. were taken over by McGee's Stores, Ltd., Ardee, but carried on under the name of F.M. Summerfield, Ltd.

In 1955 the company assembled 12 Plymouths model P26, but none were assembled from 1956 through 1958. In 1959, twelve Plymouths model M/156 four door sedans and 25 Plymouth seven-seaters. In 1960, twelve Plymouths model M 156 seven seaters were assembled. (4)

This makes the total sales of Chrysler cars in the post-war period 626: 468 Plymouths and 158 Chrysler Windsors, including 54 seven-seaters. The twelve assembled in 1960 were L.H. drive as were some of the earlier seven-seater models.

All assembly of Chrysler cars in Ireland finished in 1960 as it was now impossible to get CKD cars in R.H. drive due principally to the fact that the big market - Canada - had gone on to L.H. drive. (5)

The name of F.M. Summerfield, Ltd. was changed to McGee's (Dublin), Ltd. in 1964. About this time all the franchise agreements with the Chrysler Corporation were cancelled. The concessions for the twenty-six counties being transferred to Roots, Ltd.

With regard to Dodge cars, I very much regret that I have very little data on these. The concessions (per-war) were held jointly by John O'Neill, Ltd., Dublin and O'Shea, Ltd., Cork, but I think that post-war John O'Neill took over the whole twenty-six counties. We have no record of the models imported by them except that we do know that in 1955 they imported twelve eight-cylinder models D55C. (6); in 1956, twelve D63-2 eight-cylinder models; in 1957, twelve D67-2 models. We do not think that they imported any of the six-cylinder models after 1955, but before that they had a D32 and D34 but this is as far as our records go.

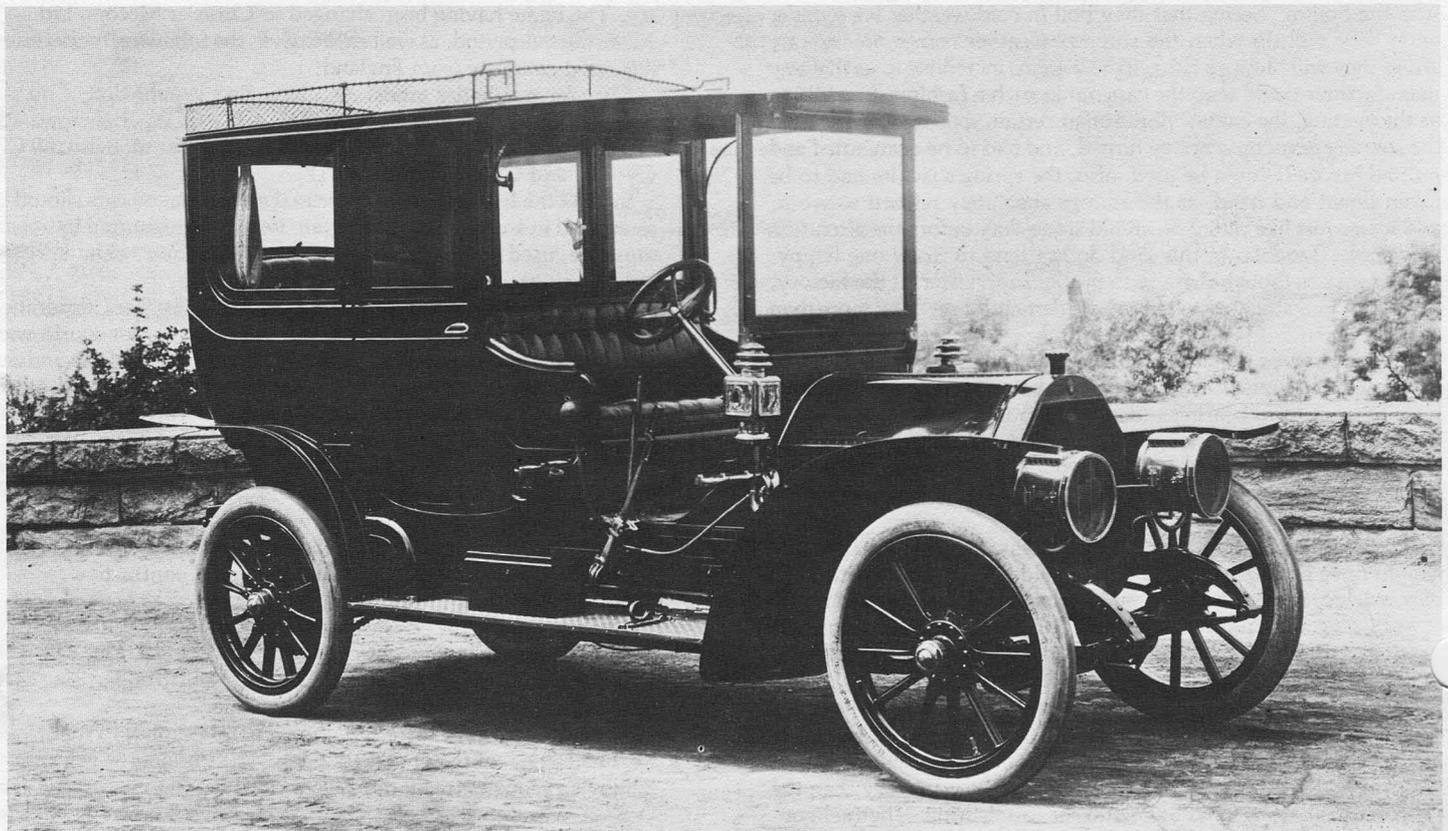
J. O'Neill, Ltd. are no longer in existence.

(s) Francis F. Tierney

\* \* \* \* \*

- Notes: (1) The model designations CXM, CIX and COX must have been export models of CM, CI and Co, respectively.
- (2) CKD = Crated, Knocked-Down, or Completely Knocked Down.
- (3) Also to Norway whence derived Strommen-Dodge. And what were the "certain Far Eastern Countries"?
- (4) Plymouth M 156 is unknown to any references I have.
- (5) This is certainly in error, as Canada never used RHD to my knowledge.
- (6) Dodge model D55C also unknown.

**Mystery Photos:** These two photographs came via John Conde. Please send in your information as to what makes of vehicles you believe them to be.





### Research Column

Want any information over and above the report in the Automobile magazine of the Riverhead Long Island Stock Chassis derby held Sept. 29, 1909. Walt Gosden, 197 Mayfair Avenue, Floral Park, N.Y. 11001

This 1983 Update is to be used in conjunction with your 1982 Membership Directory.

The Update includes names/addresses (and interests) of new members enrolled after the 1982 Directory was published, plus address changes and miscellaneous corrections (spelling, zip codes, etc.) of members previously listed.

Collins, Charles J. 554  
P.O. Box C  
Brownstown, IN 47220  
MG "T" Series  
Foreign Cars 1950s  
Packards '30s & '40s  
Post-War II Motorcycles

Comi, Benjamin F. 918  
3615 Jefferson Street  
Kansas City, MO 64111  
1949 Dodge, 1949 Nash  
Ambassador  
1949 Buick Roadmaster  
1949 Cadillac 60 Special

Conrardy, Paul 934  
66 rue de Bettembourg  
L-5811 Hesperange  
LUXEMBOURG, Europe  
History/Research

Cowan, T. N. 945  
1002 Sparks Street  
P.O. Box 900  
Alvarado, TX 76009  
Auto Bodywork

Crane, Lawrence C. 767  
2046 Modoc Road #12  
Santa Barbara, CA 93101  
Early Century Racing  
Post-war Racing  
Italian Post-war Cars  
& Racing

Currie, David G. 716  
26151 Lake Shore Blvd. #1821  
Euclid, OH 44132  
Cars built in Cleveland, OH  
1932-34 Nash

### Classified Ads:

WANTED: Official souvenir Vanderbilt Cup Race programs as produced by the Automobile Magazine for 1904, 1908, 1909, and 1910. Book - Auto Racing Winners 1895-1947 by Charles L. Betts Jr. Copyright 1948. Walt Gosden 197 Mayfair Ave., Floral Park, N.Y. 11001.

Cutting, Roger 914  
Box 101  
Centerville, MA 02632  
Cars prior to 1935  
Sports & Racing Cars

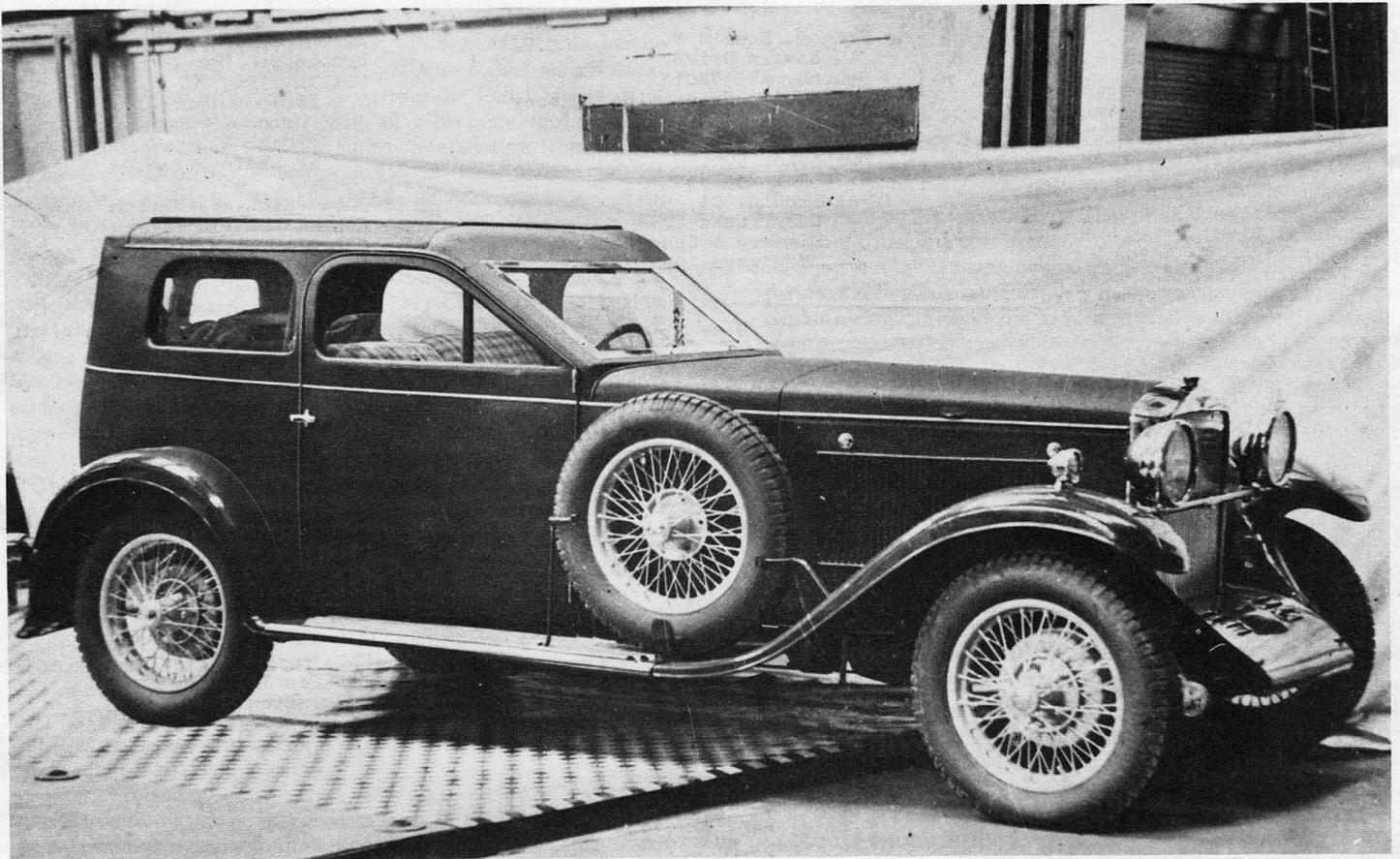
Dauer, Paul 552  
P.O. Box 2670  
Chicago, IL 60690  
Mercedes & Mercedes-Benz History

Daum, Larry R. 740  
RR 1, Box 50  
Brimfield, IL 61517  
American Motors/Nash  
Nash Trucks

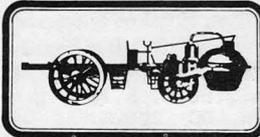
DeMars, Robert T. 255  
258 Dorland  
San Francisco, CA 94114  
Packard, Cadillac  
Jaguar, Ferrari  
Corvette 1956-65  
Tornado 1966-70

Dees, Mark L. Box 670 Santa Paula, CA 93060 Racing/Sports Cars Harry A. Miller & Associates Ferrari	882	Givens, W. E. P.O. Box 989 Alamogordo, NM 88310 Motor Carriers & Assoc. Equipment American Truck History	880	Jackson, William S. P.O. Box C Hummelstown, PA 17036 Gen'l. Auto & Racing History AC, Aston Martin, BMW. Autocar Trucks	2
Donoghue, Wallace C. 5130 Curtis Road Plymouth, MI 48170 Antique, Classic & Special-Interest Cars	696	Goranson, R. B. 3200 W. Metaline Place Kennewick, WA 99336 Ford Henry Ford/Ford Motor Co. Early Relationships	936	Jacobs, David 4250 Geary Blvd. San Francisco, CA 94118 Ford 1932 to date Mustang 1965-66-67	877
Dugdale, John F. 80 East End Avenue New York, NY 10028 Cars of 1930s	223	Gottschalk, Lillian B. 19025 York Road Parkton, MD 21120 Pre-WW II Autos Toy Autos	925	Jaffe, Samuel 32 Woodcrest Avenue Schenectady, NY 12302 Chrysler 1930-1960s Packard 1930-40 Rootes Products 1950s Walter P. Chrysler	941
Einarsen, Donald E. 742 East S H 532 Camano Island, WA 98292 History: American Auto Mfg. Ford V-8 (1932-42)	939	Greene, Carol W. 57 Youngs Road Mahwah, NJ 07430 Auburn - Cord - Dusenberg Classic Cars Biography: E. L. Cord	944	Kelly, Prescott, V. 156 S. Compo Road Westport, CT 06880 Porsche Tractors Industrial Engines 1947-65	916
Erlichman, Steven M. 641 Anthony Road Elkins Park, PA 19117 Classic/Contemporary European Cars Porsche, Ferrari Miniature Cars Literature	942	Grim, Robert L. 10766 Ashby Avenue Los Angeles, CA 90064 Franklin Hupmobile Fiat	861	Kollins, Michael J. 821 Highwood Drive Bloomfield Hills, MI 48013 Dusenberg, Packard, Pierce Arrow Peerless, Chrysler, Nash 1920-40	943
Finney, Frederick M. 1107 Lexington Avenue Dayton, OH 45407 Gen'l. Automotive History/Archives	948	Guenther, James A. 42 Fourscore - Apt. 3 Belleville, IL 62223 General Interest	237	Kolzow, David A. Sr. 63 Lillian Lane Yorkville, IL 60560 Brass-age Cars (Pre-1910) High Wheelers	386
Fintzelberg, Nicholas P.O. Box 2744 La Mesa, CA 92041 Pre-1911 Autos Alternative Power Systems	364	Gunnell, John A. 120 Main Street Iola, WI 54945 Journalist (Technical)	276	Kuipers, J.F.J. Kemping 271 1104 KG AMSTERDAM-ZUIDCOST Netherlands Buses/Trucks/Trolley- Buses Sports Cars	309
Flammang, James M. 4910 N. Hoyne Chicago, IL 60625 Social/Technical Aspects Automotive History Cars 1930s - Mid 1960s Studebaker	663	Hall, Asa E. RR #3, Box 270 Clark Road Litchfield, CT 06759 Studebaker	183	Lambert, Peter 344 S. Orange Drive Los Angeles, CA 90036 Classic Cars Exotic Cars Automobile Design	901
Francis, Gloria A. Curator (Complimentary) Nat'l. Auto History Collection Detroit Public Library 5201 Woodward Avenue Detroit, MI 48202	946	Hastings, Warren R. 283 Redford Crescent Stratford, Ontario Canada N5A 1P4 1910-16 Reo 1914 Renault	846	Ledingham, Bruce R. 1716 Beach Grove Road Delta, B.C. Canada V4L 1P3 Screw-on Hub Caps Emblems, Serial Plates Body Plates	238
Garrett, Bernard W. Kiepersol Rockfield Road Oxted, Surrey RM8 9 DY England Early Motoring History	336	Hendry, Maurice D. Box 66-019, Beach Haven Auckland 10 New Zealand Cadillac, Lincoln Packard, Pierce-Arrow Harley-Davidson	222	Lee, Carol A. 315 N. Church Street Bowling Green, OH 43402 Writer: Encycl. American Automobile	847
Georgano, G. N. Island View, Lymefields Milford on Sea Hants S04 0SU England Automotive History	32	Hoggatt, James Jr. 6464 Park Avenue Indianapolis, IN 46220 Early Brass Autos Indiana-Built Cars Classic Cars	705	Leonard, Wade 21997 Drexel Drive Mt. Clemens, MI 48043 U.S. Auto Sales Literature	947
Gibson, Thomas J. 1310 Oakview Way Anoka, MN 55303 Auto Sales Literature Hudson, Kaiser, Packard Trucks (Teens Era)	937	Husband, Richard L. 1820 26th Street, N.W. Rochester, MN 55901	956	Liebermann, Randy 305 East 40th St., Apt. 5J Box 211 New York, NY 10016 Early 19th Century English Steam Passenger Coaches Motor Cars & Motoring Prior to 1906	954
		Ingraldi, Bart 17 Comfort Place Clifton, NJ 07011 Packard 1932-42 & 46-59 The Men Behind the Marques	915		

Ludvigsen, Karl E. 92 26 Chester Close North Regent's Park London NW1 4JE England Automotive Writer (Technical)	Procop, Donald W. 831 519 Bowers Drive Benton, AR 72015 Marque Production Figures	Stein, Geoffrey N. 909 Brookside, Box 126 Clarksville, NY 12041 Early Autos, Sports Cars Trucks & Bicycles NY State Vehicles
Lurvey, William L. 932 5340 Canal Blvd. Indianapolis, IN 46208 Packard, Pierce-Arrow, Rolls-Royce, Auburn, Cord	Protteau, Lyn 926 P.O. Box 255185 Sacramento, CA 95865 Car/Trucks (25+ yrs. old) History & Construction of Highways 1928-48	Suman-Hreblay, Marian 930 Komenskeho ul. 6/A 031 01 LIFT.MIKULAS Czechoslovakia Bibliography Motoring Literature Coachbuilding/Coachworks
Matteson, Donald W. 940 1399 Badgley Road Jackson, MI 49203 Car Radios	Rees, John S. 611 1592 Laclède Road South Euclid, OH 44121 Auto Museums	Taylor, Carter W. 548 170 Boulevard Mountain Lakes, NJ 07046 Buick 1928-32 Oldsmobile
McHugh, Hubert P. 938 RD 2, Box 2131 Stroudsburg, PA 18360 1912 Krit "S" 1927 Rec Speedwagon 1928 Buick 1955 DeSoto 1958 Cadillac	Riegel, Richard E. Jr. 555 5 Guyencourt Road Box 250 Montchanin, DE 19710 DuPont	Theofiles, George 685 P.O. Box 191 New Freedom, PA 17349 Citroen - DS Series (1956-75)
Mermel, Harold 884 18 Calgary Circle Morganville, NJ 07751 Reese 1880s Chrysler Twn & Ctry 1930s & 40s	Rodda, Bobbie'dine 671 1232 Highland Avenue Glendale, CA 91202 Journalist/Photographer	Thorburn, Neil 303 844 Elm Street Wilmingon, OH 45177 Research: Good Roads Movement (esp. 1920s)
Meyer, John C. III 812 24224 Hamlin Street Canoga Park, CA 91307 Pierce-Arrow Classic Cars	Sante, James T. 912 2627 S. Lamb Blvd. #146 Las Vegas, NV 89121 Chevrolet Lincoln & Cadillac Auburn, Cord, Duesenberg	Troise, Joseph L. 786 2220 21st Street Boulder, CO 80302 Post-WW II Cars (1949-65) Automotive Consultant
Miller, Kim M. 883 111 First Street Box 431 Mt. Gretna, PA 17064 All Makes 1890s & 1930	Schaller, Stuart 935 1241 N. Fairfax #1 Los Angeles, CA 90046 Miniature Cars Bugatti Italian Sports Cars	Vanderveen, B.H. 923 Lavastraat 13 8084 CL't HARDE Netherlands Military Vehicles
Northup, John E. 955 4645 Woodmire Drive Utica, MI 48087 Murray Corp. of America Amos E. Northup Cadillac/LaSalle History Willys-Knight, Reo, Graham	Scheid, Raymond W. 927 4600 Duke Street, Apt. 1213 Alexandria, VA 22304 German Cars VW, Karmann Ghia	Vinson, Z Taylor 417 710 Sixth Street, S.W. Washington, DC 20024 Sales Literature
Ohnstad, Bob 931 1730 S.W. 29th Court Gresham, OR 97030 History of Imported Cars Wartburg, Dixi, BMW, EMW Lagonda, Subaru	Schild, Jim 950 933 Strodman Road St. Louis, MO 63138 Ford Model A & Model AA Truck All Trucks 1915-35 St. Louis Automobile Industry	Voelcker, John 924 420 East 80th Street, Apt. 6A New York, NY 10021 British Cars (Post-WW II to Present)
Pierpont, Ralph T. 919 90 Woodvale Road Madison, CT 06443 All Forms of Powered Vehicles Literature	Sirotek, Robert L. 953 656 County Line Road Elmhurst, IL 60126 Automotive Pioneers Automotive Hall of Fame	Walker, B. F. 917 Box 13006 SFA Nacogdoches, TX 75962 Volvo 544 Kaiser 1951-55 Chevrolet Trucks 1947-52 Automotive Literature
Posthumus, Cyril 929 35 Staneway Ewell, Epsom Surrey KT17 1PN England Car/Motorcycle Racing (to 1970) Brooklands Vintage & Post-Vintage Thoroughbred Cars	Smith, Stanley Bryan 541 111 Linden Hall Road Boalsburg, PA 16827 Mercer, DuPont, Voisin, Citroen Bodybuilders: Merrimac, Waterhouse	Wallen, Dick 928 7520-A Jerez Court Rancho La Costa, CA 92608 Auto Racing 1900-50 Early Racing Personalities
	Spangler, Robert P. 951 305 E. Young Avenue Temple, TX 76501 Glide 1902-20 Avery Truck 1910-24	Wood, Raymond M. 422 39 Congress Street St. Albans, VT 05478 Marmon, Reo, Franklin Tucker
		Woodhouse, David M. 933 8898 Calliandra Road San Diego, CA 92126 Classic Era: Sports & Racing



**Period Photograph:** This Hillman straight 8 has a fabric body by coach builders Hill & Boll. Photo from the collection of the editor.



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