

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March-April 1988

Issue Number 113

## PRESIDENT'S MESSAGE

Being president of the Society of Automotive Historians is both a preeminent honor and an enormous challenge. The nice part regarding the latter is that I have the opportunity to enlist so many helping hands. So, hopefully without sounding corny, consider yourselves duly appointed to my "blue ribbon" committee of 500+ to perpetuate the cause of automotive history.

At our February board meeting we discussed what the SAH could do in regard to one aspect of that cause--oral history. The consensus was: a lot. You'll be reading more about this in subsequent issues of the *Journal* and our directors will be considering the logistics of a program at upcoming board meetings. But for now I'd just like to tell you how you can become involved. And the easiest way is with a personal "for instance." A while back, during a routine office visit, my eye doctor and I talked about automobile history--a subject which I've found also fascinates my dentist and general practitioner. Subsequently, my husband had an eye examination as well, and he also talked cars with the doctor. A few days after that, the doctor called and said, "I'll bet I know somebody you'd like to meet"--another patient of his who worked in the industry in Detroit during the 1930's (Henry Ford attended her wedding, incidentally) and who now lives not thirty blocks away from us in New York City. I'll be visiting her soon, tape recorder in hand.

History does not become history until it is recorded, needless to say. I've always regarded the reminiscences of those who were there when it happened (and who helped make it happen) as equally important to the data and other information that made it to the printed page during the era involved. To me, the saga of the automobile is part technology, part sociology, part economics, part adventure, part romance, part comedy, part tragedy--in sum it touches upon all of life's aspects. Living that history with those who have contributed to it provides a counterpoint that no other source can.

So what can you do? I could jocularly suggest that you make a doctor's appointment immediately. But you get the point. Merely make people you come in contact with in your daily life aware that you are an automobile historian--which invariably stimulates interesting conversation anyway--and I'll bet you'll soon get a "I know somebody you'd like to meet" response--or possibly the very person you're speaking to might have automotive history memories for sharing. SAH director Kit Foster, for example, recently learned that a neighbor of his in Connecticut is the grandson of John North Willys!

Members who've already launched their own personal oral history projects are aware of how much fun it is--and it really is fun--and are hereby encouraged to let us know who you are. Among other things, we'd like your input. In the meantime, David Crippen of the Henry Ford Museum has graciously consented to help us in any way he can. Over the course of the past few years, he has interviewed about one hundred automobile designers and engineers all across the

country. SAH director Helen Earley will be meeting with him soon in Dearborn so he can share his experiences and provide some pointers.

Joining us on the oral history bandwagon is a way to both make an important contribution to automobile history and have a very good time doing it. If you'd like to correspond with me on the subject, please do. The address is 215 East 80th Street, New York, NY 10021.

## SILENT AUCTION

We'll be having one come Hershey--both at our Hospitality Tent on the field and at our Annual Banquet at the Marriott in Harrisburg. What's a silent auction? Well, basically, it's one without a gavel or an auctioneer, but with just as much of a chance to acquire some fascinating things. You'll find out more at Hershey.

But for now, we'd like to ask your help. Most of us have substantial automotive libraries and have managed to acquire duplicates or pieces of literature we no longer need. Why not donate them to our auction? Your contribution will be acknowledged both with the book or piece of literature itself--and in a receipt from our treasurer Bob Gary for tax deduction purposes. This fundraising program is very important to the SAH--to keep our treasury healthy and to provide money to launch projects to further the cause of automotive history. Now to the logistics. You can bring the book(s), piece(s) of literature, or memorabilia with you to Hershey and drop them off at the SAH tent. Or you can send your contribution to Beverly Rae Kimes, c/o SMCW, 107 Avenue L, Matamoras, PA 18336. It is most important if you'll be bringing your contribution to Hershey, however, that you let Bev know what it is beforehand. That's because everyone in the SAH will have the opportunity to participate in the auction as well as contribute to it--whether attending Hershey or not. Our Annual Meeting mailing will include a list of all of the items being auctioned, so that members can bid on them by mail as well. This will be a no-reserve auction, by the way, so the possibilities for bargains are tantalizing. Check your shelves. Check your files. The cause is worthy. If you have any questions, just call Bev Kimes collect at 212/737-0016.

Thanks a lot!

## MINUTES OF FEBRUARY BOARD MEETING

The February 12, 1988, meeting of the SAH Board of Directors was held in the Board Room of the Smithkline Beckman Corporation, in the complex housing the hotel where the AACA convention was being held. President Beverly Rae Kimes called the meeting to order at 10:30 a.m. Present were Vice President Henry Austin Clark, Jr.; Secretary and Membership Chairman Shelby C. Applegate; Treasurer Robert J. Gary; Directors Christopher G. Foster, Helen J. Earley, Z. Taylor Vinson, Strother McMinn, and William T. Cameron. Keith Marvin and Matt Joseph arrived

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## NEW EXHIBIT AT LARZ ANDERSON MUSEUM

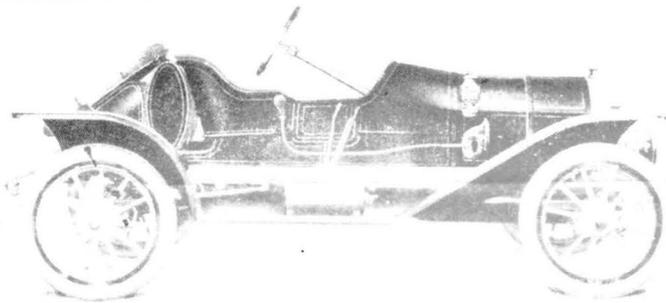
The Museum of Transportation at Larz Anderson Park, 15 Newton Street, Brookline, Massachusetts, has been closed for the winter season, but will reopen on April 1, 1988, with "The Fabulous Fifties," an exhibit featuring cars and lifestyles of the baby boom generation. Special events and an exhibit of Larz and Isabel Anderson's estate will be held in conjunction with the centennial birthday of our home, the carriage house at Larz Anderson Park.

The museum is open for functions throughout the year. For information regarding corporate or private parties, call 617/522-6547, from 9 a.m. to 5 p.m. weekdays.

## INDIANAPOLIS MOTOR SPEEDWAY HALL OF FAME MUSEUM ACQUIRES COLE ROADSTER

A 1911 Cole Torpedo Roadster Model 30 has been acquired by the Indianapolis Motor Speedway Hall of Fame Museum. J. J. Cole, grandson of Joseph Cole, founder of the Cole Motor Car Company, Indianapolis, was on hand for the placement of the car in the museum.

The Cole Motor Car Company, whose building still stands in downtown Indianapolis, made automobiles from 1909 until late 1924.



COLE MODEL 30 TORPEDO ROADSTER

R.B.Brigham Collection

## GEORGE HANLEY ELECTED AS SAE FELLOW

SAH member George P. Hanley, former Manager HD Activities, Automotive Emission Control, GM Environmental Activities, was recently honored by the Society of Automotive Engineers through his election to SAE's Fellow grade of membership. He was formally recognized at the Honors Convocation during the 1988 SAE International Congress and Exposition, held from February 29 through March 4, in Cobo Hall, Detroit, Michigan.

Mr. Hanley was cited for his expertise in automotive technical and historical matters. His innovative designs include heavy-duty clutch torsional damper (1946), a series of V-form engines (1957), and state-of-the-art "Unibloc" engine (1963), all of which are still in production.

He is co-author of *The Marmon Heritage*, the definitive book on the Marmon automobile.

The SAE Fellow grade of membership provides a means to acknowledge the outstanding engineering accomplishments of members. It enables SAE to recognize those members who have made exceptional personal contributions to the advancement of mobility technology--the technology of all self-propelled vehicles and machinery. Only those who have been voting members for at least ten years are eligible for consideration. The Fellow grade is awarded to only a limited number each year.

## CHAPTER DOINGS

### THE LELAND CHAPTER

On January 14th, 23 members of the Leland Chapter got together in the Southfield (Michigan) Civic Center. Leland Chapter director Tom Deptulski coordinated and chaired the meeting. Refreshments were served, and the group enjoyed viewing film strips on the 1964 Cadillac and 1966 Ford recreation vehicles (brought by Tom) and a promotion film from 1952 regarding the relative merits of Hudson versus Oldsmobile (provided by Jack Miller). An added highlight was the collection of automobile factory postcards brought by Wade Leonard, which everyone enjoyed as well.

The next Leland Chapter meeting is scheduled for mid-March at Jack Miller's Miller Motor Sales in Ypsilanti. Miller Motor Sales is the last remaining Hudson dealer in the world, incidentally, and has been in business since 1933.

### THE PIONEER CHAPTER

The Pioneer Chapter has been awarded a grant from the Mid-Hudson Chapter of the AACA to help produce and distribute a pamphlet surveying the history of automotive manufacture in the Mid-Hudson Valley from West Point to Kingston, New York. The chapter is currently soliciting and compiling a listing of such makes with a thumbnail history of each. While there is no completion date as such, the Chapter has considered the autumn of 1988 as a target period for finishing all the research and writing. People interested in contributing information are encouraged to contact John B. Montville, secretary-treasurer of the Pioneer Chapter SAH, 8 Mockingbird Lane, Poughkeepsie, New York.

### THE WISCONSIN CHAPTER

The annual meeting of the Society of Automotive Historian's Wisconsin Chapter took place at the Hartford Heritage Auto Museum in Hartford, Wisconsin, on February 27th, 1988. A business meeting, which included election of officers and other Society business, was followed by a the showing of a rare movie covering the assembly of Durant automobiles in 1923, provided by Jeff Gillis, president of the Durant Family Registry and editor of the organization's publication *Durant's Standard*.

The major event of the evening was a conducted tour of the recently created Hartford Heritage collection of antique and classic automobiles--some 75 in number--by Dale Anderson, the museum's manager. Hartford, Wisconsin, was the home of the Kissel Kar, manufactured from 1906 to 1931, many examples of which are on display.

Chapter officers re-elected for the 1988 fiscal year include: William T. Cameron, President; Ken Nomocks, Vice President; Ken Knauf, Secretary; Bob Gary, Treasurer; Matt Joseph, Gene Wendt, and Phil Hall as Directors at Large. *SPARK* Editor, Chris Halla.

*William T. Cameron*



## Letters from our readers

### BOLLE & FIEDLER AUTOMOBIL UND MOTORENBAU

I am writing to you for information on events concerning Max Fiedler and "Bolle & Fiedler Automobil und Motorenbau" company. My uncle, Max Fiedler, was a partner in this company before immigrating to the United States.

How many cars did Bolle & Fiedler manufacture during the 1920's?

Are any of these cars existing in collections today?

Are Fiedler's cars or engines mentioned in any publications, German or U.S., and if so which ones?

What are the company histories of Max Beer and Bolle & Fiedler company?

Have any of the B & F cars been restored?

I have two of the Type BF IIIA engines, minus a few electrical accessories, that are in need of restoration. I would like to find a collector for these engines or an organization interested in their restoration.

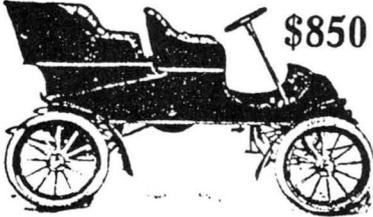
Any assistance on this matter will be appreciated. Please feel free to call me anytime, 206/773-6090 (work), or 206/854-0984 (home). Wilson M. Royer, 23810 109th Ave. SE, Apt. 2F303, Kent, WA 98031.

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### FORDMOBILE?

SAH member Harlan Appelquist, Edina, Minnesota, sent this Ford Motor Company advertisement of June, 1903, in which the first Ford products were called "Fordmobile." This ad was used in June and July of that year. He suggests that perhaps this name was inspired by the success of Locomobile and Oldsmobile which together accounted for 40% of American auto production at the time.

**BOSS OF THE ROAD**  
THE LATEST AND BEST



**\$850**

THIS new light touring car fills the demand for an automobile between a runabout and a heavy touring car. It is positively the most perfect machine on the market, having overcome all drawbacks such as smell, noise, jolt, etc., common to all other makes of Auto Carriages. It is so simple that a boy of 15 can run it.

The FORDMOBILE with detachable tonneau

For beauty of finish it is unequaled, and we promise **IMMEDIATE DELIVERY**. We haven't space enough to enter into its mechanical detail, but if you are interested in the **NEWEST and MOST ADVANCED** AUTO manufactured to-day write us for particulars.

**FORD MOTOR COMPANY**  
691 MACK AVENUE, DETROIT, MICH.

### MORE ON THE 1934 HUPMOBILE BODIES

The photograph of the 1934 Hupmobile Model 417, back cover, Issue #110, reminded me of an article by Bill Digney that appeared in the *V8 Times* for September/October 1979. The following is from that article:

"The Hupp Motor Car Corporation also introduced a more conservative (more conservative than the Aerodynamic Hupmobiles with the three-piece 'Panoramic' windshield) model in 1934. It was designated the 417W, a smaller six than the Model J and more conventional-looking. Actually, if you compare their *bodies*, the Model W looks almost identical with the 1933-34 Fords. That's as far as the similarity goes, however, as the fenders, hood, front end treatment and trim are altogether different and very pleasing to the eye.

"Sedans and coupes were the only models offered. The sedans were all four-door models. The Murray Corporation of America was building some of the 1933-34 Ford bodies, and an arrangement was worked out among Murray, Hupp and Ford whereby Murray would supply Hupp with the Ford coupe and sedan bodies for the new 1934 Model W.

"Both the Ford and Hupp bodies utilized the same shelf-type firewall and hence the same windshield. The only noticeable difference in the sedan bodies is at the rear, where they differ below the belt line. The Ford body curves slightly forward at this point, whereas the Hupp has a rearward sloping panel that contains a recessed well for mounting the metal-covered spare tire.... The Hupp coupe was a three-window type which was identical to the Ford three-window coupe, except that the Hupp used the Ford cabriolet doors, with three hinges below the belt line and just glass above the belt."

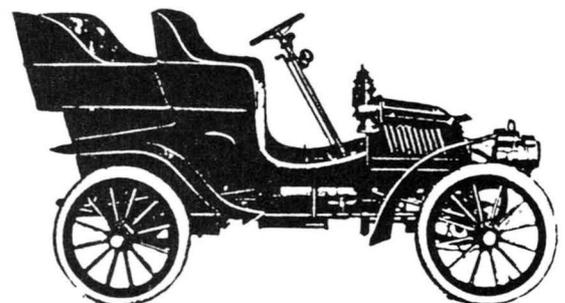
Mr. Digney continues with a description of the Hupp engine and running gear and provides pictures of both cars. Gerald B. Lombard, 5120 Belcrest Avenue, Bakersfield, California 93309.

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### MYSTERY CAR

The demolished automobile pictured in *Journal* No. 112 was shown as it appeared after attempting to take on two New York City streetcars at the same time. The car, a Model D Crestmobile of 1903, was correctly identified by SAH members David Kolzow, Yorkville, Illinois; Robert Gary, Stevens Point, Wisconsin; and John Evermon, Princeton, Illinois.

The picture below, from a 1903 advertisement, shows what the car looked like before its courageous but foolhardy encounter.

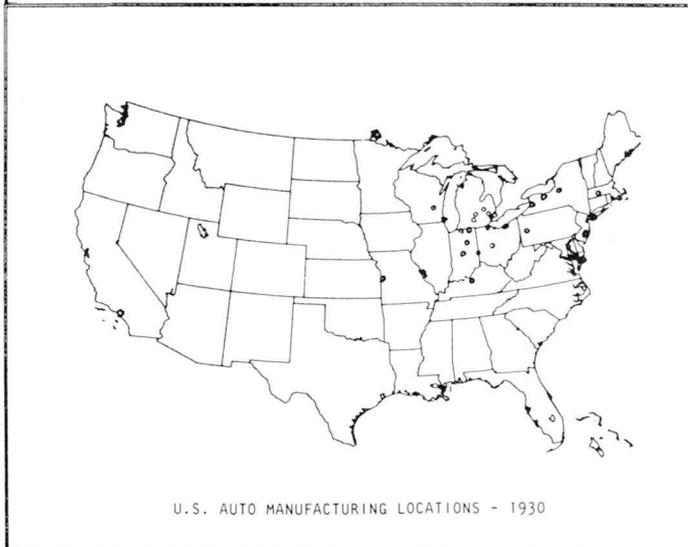
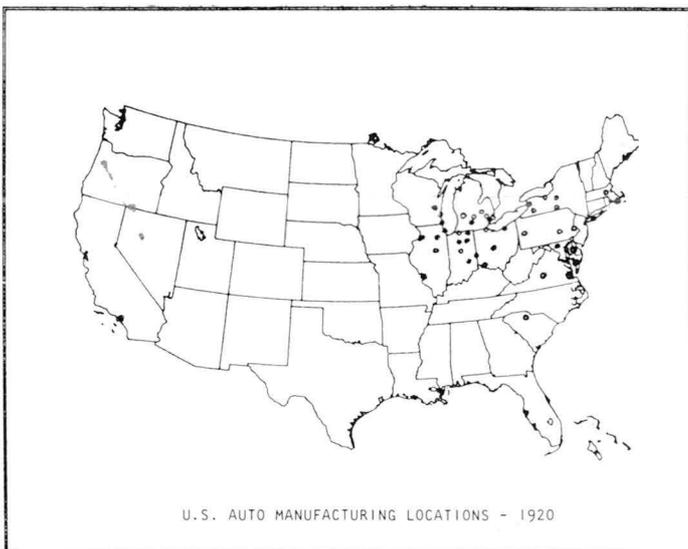


### THE CENTER OF PRODUCTION

In reference to the article "The Center of the Automobile Industry," by Kit Foster and Marshall Naul in *Automotive History Review #22*, there were a couple of things that were not considered.

The first point of interest could be the fact that between 1900 and 1940, the years shown on the first two maps, the automobile industry grew to its largest in both volume and number of manufacturers. The enclosed maps [below] show a comparison of maps for 1920 and 1930. It may be seen that the additional locations would change significantly the center of production toward the midwest. These are headquarters only for 1920.

The other point is that apparently consideration was given only to the home offices of major manufacturers. It must be remembered that Ford and General Motors had additional facilities around the country. During 1930, Ford had 33 assembly plants in operation. This spread of manufacturing would reflect a movement of the manufacturing center. If we took our 1930 map back to 1928, there would be an even greater number of manufacturers in production. **Jim Schild, 933 Strodtman Road, St. Louis, MO 63138.**



## SOURCES and RESOURCES

Probably many of our members are aware of the assistance in research that fellow member Ralph Dunwoodie can provide, either for a nominal fee or nothing at all. In either case, it's worth reporting how this works. Simply write to Ralph noting the name of the car and/or what you want to find out, and he will send you, without charge, a list of what is available in his archives together with a quotation of his postpaid cost to send copies of this material to you. On open-ended research or, as Ralph says, "just plain page thumbing," the fee is negotiated and depends on the urgency of the material required. Further, Ralph reports, "there are SAH members who can reciprocate with my needs, in which case there is no charge." His address is 5935 Calico Drive, Sun Valley, NV 98433.

Another source who has indicated his willingness to be listed as a source of information without cost or obligation is Harlan Applequist, 6328 Rolf Avenue, Edina, Minnesota 55435.

Way back in 1945 Harlan worked for Floyd Clymer, and he remained with him all through the Motor Scrapbook series. Harlan has supplied SAH member Bill Cameron with photocopies of ads and other reports on Wisconsin-built cars, and has also been a contributor of information to the SAH publications.

Bill Cameron also tells us of two further sources among restorers who have a good deal of information (dimensions, specifications, patterns, etc.) on specific makes. Fay Butler, whose address is Wheelright, Massachusetts 01094, would be happy to share information on Pierce-Arrow and other aluminum-skinned cars. Dennis and Kathy Bickford of Iola, Wisconsin 54945, are experts on Chrysler Town and Country and other woodies, as well as cloth tops, side curtains and such.



Advertising in this column is offered free to SAH members on a space available basis. Ads for information, historical automotive books and literature, photographs, drawings, etc., are acceptable, both for sale and wanted. Ads for automobiles or parts are not acceptable.

WANTED: Any catalogs, manuals, advertisements or other literature on Pierce-Arrow bicycles, motorcycles, and automobiles prior to 1921. **ROBERT J. KROGH, 17781 BEACH BLVD., HUNTINGTON BEACH, CA 92647 (714) 847-2085.**

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WANTED: Translation of one page from L'Auto Italiani from Italian into English. Trade comparable services in kind? Sorry, I have no translation skills other than British auto journal argot. **KIT FOSTER, 1102 LONG COVE ROAD, GALES FERRY, CT 06335.**

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WANTED: Original photos, literature, ads, and information on late teens, early to mid-twenties Winther cars, trucks and fire trucks. **STEVE FELLER, 850 OLD ENGLAND, WINTER PARK, FL 32789.**

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INFORMATION--I'm in the process of compiling a detailed history of automotive wood graining, and would appreciate any and all information and assistance from fellow SAH members. Specifically, types of grains used on specific marques and models, and photographs of same. If you have information on only one or two marques, it will be greatly appreciated. Thanks for your help. **MICHAEL HATTEN, P.O. Box 6, DES MOINES, IA 50301.**

# THE TATRA SUPER 80 V-12 and 603 MARK I

— by Dr. Jan Tulis, Brno, Czechoslovakia —

## THE SUPER TATRA 80 V-8

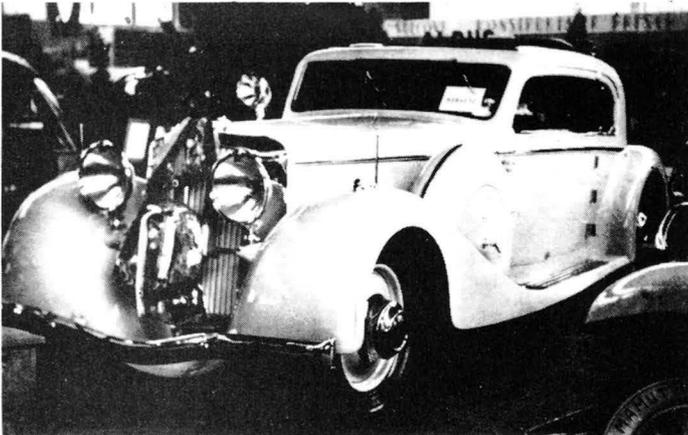
Tatra is well known for its rear-mounted, air-cooled, V-8 engines and streamlined bodies, from the 1934 Tatra 77 to the current T-613, but the public also accepted Tatra's small T-11 and T-57. They were of unconventional design and construction, with air-cooled small engine, tubular backbone chassis, and unique swing-axle rear suspension.

Tatra also built traditional luxury cars in the thirties that rivalled the dream cars of the time: Hispano-Suiza, Maybach, Rolls-Royce, Marmon, Cadillac and Isotta-Fraschini.

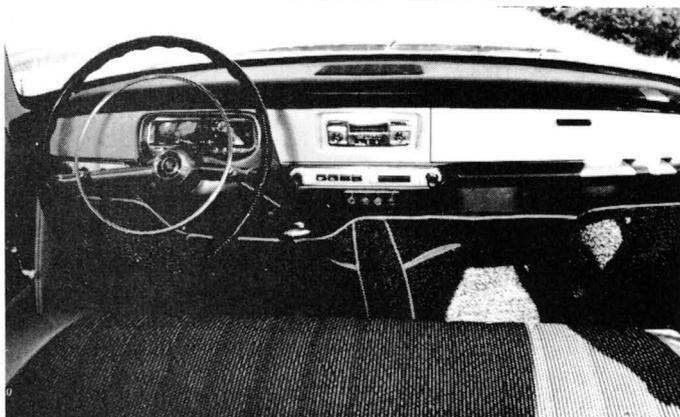
The Tatra 80 had a 65 degree V-12 water-cooled engine of 5990 cc, putting out 120 bhp at 3000 rpm. The cars were capable of more than 140 kph. Special limousines, cabriolets, and other bodies were built on individual order by the best-known coachbuilders.

The prototype Tatra 80 was built for the 1931 Paris and London motor shows. The basic price was 200,000 Czech crowns or 28,500 marks in Germany at the time. These amounts represented more than two brand new Mercedes-Benz 370s Mannheim Cabriolets in Germany. At the Prague motor show, the Tatra 80 Coupe won the first prize in Concours d'Elegance in 1937.

Only 23 Tatra 80's were built up to 1938. A single Tatra 80 with special landaulette body (No. 15588) is preserved in the Prague Technical Museum.



THE 1934 TATRA 80 V-12 AT THE PRAGUE AUTOSALON



TATRA MARK I - INTERIOR

## TATRA 603 MARK I

### ONE OF THE CLASSICS OF THE 1950's

In the middle of the 1950's the successor to the unconventional cars, the Tatra 87 was started in production. Tatra Mark I was a well styled car for comfort, speed, and safety.

The design of the cars was begun in the first years of the decade. The air-cooled eight-cylinder engines of the T-603 type were used in the special off-road vehicles, Tatra T-803 in 1951, and in the racing monopost T-607 with engine output of 182 bhp, which won the Czechoslovakian speed record of 207.972 km/h in 1953.

The good results of the engine tests confirmed that the Tatra 603 air-cooled eight-cylinder engines were optimal for any driving conditions. The body of the new 603 Mark I was designed for lovers of grace and style; a deluxe six-seater affording sheer excitement and pleasure of riding. The panoramic full-width windscreen and the amply dimensioned windows ensured very good vision all around.

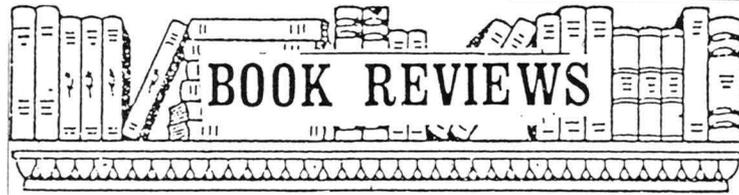
The Tatra 603 Mark I won the first prize in the Concours d'Elegance in Wiesbaden, West Germany, in 1959. Other awards and trophies were won by the cars in many rallye competitions in Czechoslovakia, Poland, Austria, Belgium, Hungary, and the Soviet Union.

The Tatra 603 Mark I was in production between 1956 and 1963, and 5,992 cars were built. An engine very similar to the 603 was used in the small off-road vehicle, the Tatra T-805. 7,214 of these cars with front-mounted air-cooled V-8 engines, with output of 77 bhp at 4,200 rpm, were built between 1956 and 1960.

Because the Tatra T-603 Mark I cars were unconventional as compared to the cars of the 1950's, they are much sought after by collectors in Europe, Australia, and the United States.



THE TATRA 603 MARK I



## BOOK REVIEWS

**KAISER-FRAZER; THE LAST ONSLAUGHT ON DETROIT (Second Printing)**, by Richard M. Langworth. 288 pages with more than 500 illustrations, 43 in color. Hard covers, 8.5" x 9.5". ISBN 0-941835-00-6. Published by *Automobile Quarterly* and available from Bitz & Frost, P. O. Box 2010, Sinking Spring, PA 19608. \$34.95.

This book was initially reviewed by Perry Zavitz in the October, 1975, *SAH Newsletter* (now the *SAH Journal*), but it has been out of print for a number of years so we may look at this second printing as new, and I would strongly urge anyone interested in this sort of thing (and aren't we all?) to latch onto a copy, as the supply is limited and the book is a gem.

This is very possibly Dick Langworth's finest research history to date and there's something of a ring in its title, as the Kaiser-Frazer empire was exactly that, but it was too late by then to invade the entrenched American automobile market.

Printed in Hong Kong, the book is beautifully made and the contents - wow! The work could have been aptly subtitled "All You Ever Wanted to Know About Kaiser-Frazer But Were Afraid to Ask!" Everything is here, from the dream of two men to the last gasps of the K-F combine (Willys in Brazil, Kaiser in Argentina).

The cars' time on earth was relatively brief, but there were lots and lots of them on the roads once; not only Kaisers and Frazers but Henry J's and a pitiful handful of the latter's Sears-Roebuck spinoff, the Allstate, and eventually, Willys-Overland. That's an impressive array, and worthy of anything William C. Durant might have attempted three decades earlier.

The chapters are revealing and well written. The pictures are plentiful and abound in various phases of the corporation's part in the automobile industry, and it wasn't such a small part, either, given the time it took place and the obstacles and competition it faced.

Oh, there were other makes which surfaced briefly, such as the ill-fated Tucker, but Kaiser-Frazer was big business and for a while it looked like a winner. Surely its cars were well designed and constructed, and they proved themselves.

But success wasn't in the cards, and today the surviving cars dwell in the hands of collectors or in our memories. But they were something with which the industry had to reckon, and they served tens of thousands well for many years.

This is a carefully executed indepth history of a corporation, and I hope you'll find as much in its pages as I have.

*Keith Marvin*



1947 Kaiser

**BENNINGTON'S WASP**, by Keith Marvin. 18 pages, 10 black and white illustrations. Softbound, 6.5" x 9." ISBN 0-945291-00-0. The Bennington Museum, West Main Street, Bennington, Vermont 05201. \$4.95 plus \$1.00 postage and handling.

Whoever it was that said "Good things come in small packages" surely anticipated Keith Marvin's little booklet *Bennington's Wasp*, for included in its pages is the story of the founding of the Martin-Wasp Corporation; a condensed biography of its founder, Karl H. Martin; a detailed description of the Wasp automobile, of which approximately 18 were made from 1920 to 1924; and the story of the rescue and restoration of the one surviving example of the marque by Henry Marvin Dodge of Bowling Green, Ohio.

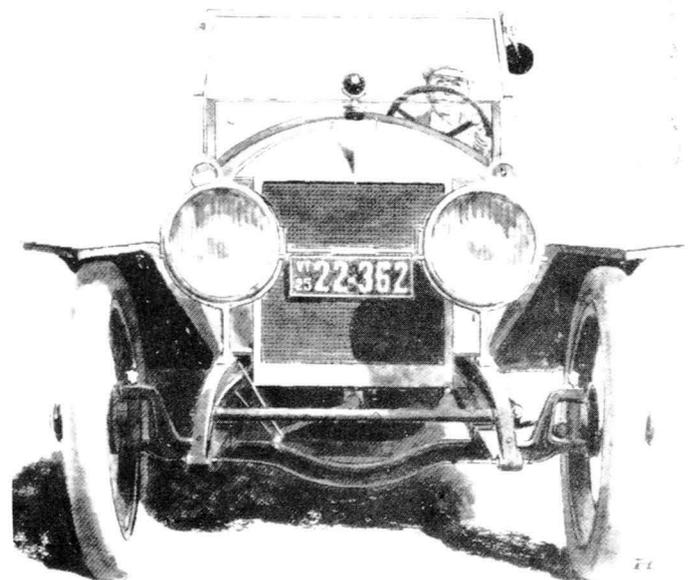
Thousands of hours of work went into the restoration, which entailed the complete construction of the body, hood, and fenders, plus myriad details. Fortunately, blueprints and original factory sketches were acquired with the chassis, which made possible a restoration which produced a true Wasp phaeton--although its chassis was originally intended to carry a sedan body.

All of the other Wasps which preceded this car were also phaetons. Karl Martin designed other bodies, a Roadster and a Town Cabriolet, for the 1924 chassis, but these were never built. Drawings of both of these designs appear in *Bennington's Wasp*.

I can think of no one better qualified to write this book than Keith Marvin. He was a friend of Karl Martin, who designed the car; of Henry Dodge who restored it; and of Peter Helck who drew the cover picture for this book.

And he was the driver of the Wasp on its final trip from Greenfield Village, Michigan, to its permanent home at the Bennington Museum.

*Richard B. Brigham*

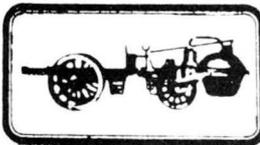


The cover picture, drawn by Peter Helck



1953 Kaiser Manhattan (see page 7)

*Factory photo*



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