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NEWSLETTER

ISSUE NO. 12

The Society of Automotive Historians

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A CHANGE OF TIME FOR THE HERSHEY MEETING -

The second annual Hershey meeting of the S.A.H. was scheduled for 10 a.m. on Saturday, October 10, at the Hershey Hotel. This was the same hour as last year's meeting which was so successful.

However, this year things are a bit different. Because this meeting is at the hotel, it will take more than just a stroll across the parking lot to get to it, as was the case last time. This year, too, we have many more members, many of whom have space in the flea market to buy, sell and trade a variety of items, and the 10 o'clock schedule would interfere with such activities on what seems to be the very best day.

A phone call to the hotel cleared things up in a hurry. The management has said that we may have the room for the entire day, and this will allow us to hold the meeting at 4:30 in the afternoon - after the flea market activities have largely shut up shop, but well before the evening banquet of the AACA which some of us may plan to attend.

However, our meeting room will be open at 10 a.m., and remain so all day long. Anyone who wishes to drop in during the day for coffee and snacks, or just to discuss S.A.H. business, will be welcome. A limited supply of back issues of the Newsletter will be available, along with other literature.

The regular meeting will begin at 4:30 in the afternoon. If you can't get there that early, come anyway, for there is much to discuss and the meeting will probably be a long one. Your ideas and opinions are important to the future of this organization.

ADDITIONS TO THE MEMBERSHIP LIST:

Alan W. Irvine
1113 First Street
Jackson, Michigan 49203

Austin Maxwell Gregory
Beltava
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Drovin, South Australia 3818

TO OUR NEWSLETTER CONTRIBUTORS

Sooner or later we try to print, at least in part, every letter and article sent to the Newsletter. Often it is necessary, because of space limitations, to delay publication of some of the items received - but don't be discouraged. Your articles, letters, opinions and comments are the things which make the Newsletter possible, and all will be used in due time.

Many of the items received are written in longhand, and this is o.k. - but it will make our work easier (and minimize errors) if contributors will please PRINT all names of cars, towns, companies and people. Most words we can take in stride, for a few of the letters provide a clue to the rest. With proper names this is not the case. Most of them are names with which we aren't familiar, and they don't appear in the dictionary.

Also - for those who type (bless 'em) - examine your typewriter closely and you will notice that there are several keys which make funny little marks such as " . ' , ; : () and ?. Liberal use of these keys will brighten the day for your weary editor.

From R. A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923:

I have uncovered a previously unrecorded make of truck - the SCHAEFER. On the truck itself there is not a lot, but I can write up an article about it, the men and the company (which still survives today). It would make an interesting article if you will print it. I have no picture of any kind for this.

Here is another one I discovered while researching the SCHAEFER. This is a photo, on micro-film, in the Berlin (Wisconsin) Journal of August 21, 1909. There is no photo available, so I sat for three hours and drew this unorthodox machine. The original photo is very weak in detail, and this drawing is vastly superior to it.

The article in the Berlin Journal, in which the photo appeared, was entitled "New Wonders of Nature and Man", by Henry M. Hyde. Several of these machines were built for use in the Northwest. The lettering on the seat is unreadable. Is it a BURCH?

Editor's note: Our thanks to Mr. Wawrzyniak for taking the time to draw this picture from a poor photo. Perhaps one of our members can throw a little light on this one. As to an article on the SCHAEFER truck, we'd be delighted to have it for publication in the Newsletter.



Car that Carries Its Own Track

From Austin Maxwell Gregory, Beltava, Korumburra Road, Drovin, South Australia 3818:

I am compiling a dossier on Australian made cars, and as this is still in its infancy, information thus far constitutes leads rather than conclusions. One thing which has been brought home to me quite forcibly is the rate at which first-hand sources of information, namely the memories of the old timers, are passing. Already I have had two contacts die while corresponding with them, thus taking their knowledge with them.

Also, there is some interest locally in a U.S. vehicle which was apparently quite obscure until recent times. This is the Galloway motor buggy of around 1906, built at Waterloo, Iowa. One of these units was privately imported at the time by a farmer who was in the habit of importing machinery from the United States. This was the first motor vehicle to be owned in the area, and parts of it have been tracked down by a local engineer who is hoping to get enough to warrant rebuilding it. According to one of the original owner's sons (now in his 70s) the engine was used for years as a stationary engine, while one pair of the wheels was used on a fertilizer spreader until about seven years ago. The big hang-up on rebuilding is the lack of an engine. He got to the farm only a few weeks after the scrap-metal merchant smashed it with a sledgehammer and took it away. In his searches he has discovered that there was a great similarity between the Galloway engine (2-cylinder opposed, water cooled) and the engine of the Dart truck of the same vintage and also built at Waterloo. He feels that if he could get the specifications and a photograph he might even attempt the construction of a replica.

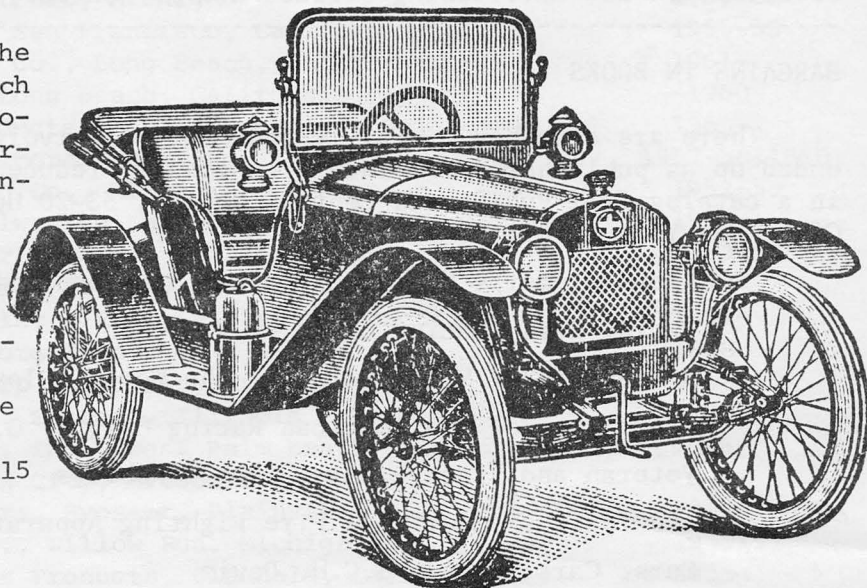
Reverting to the Australian vehicles, it is quite clear that local constructors were well up with world standards in the early years, but were defeated by the combination of a very small domestic market and the tariff policies which enabled imports to undersell the indigenous types. Two pioneering producers, THOMSOM and TARRANT, for example, both sold imported machinery alongside their own and had, within about six years, abandoned manufacturing altogether. This combination of disabilities was to apply right up until after the second World War and resulted in a trail of makes which either had short production lives or didn't get to the production stage at all. The longest running type during this time was the AUSTRALIAN SIX, of which about a thousand examples were turned out during the period 1919-26, of which something over half-a-dozen survive.

Indeed there is quite a representative group of surviving cars from the early times. From the nineteenth century remain the SHEARER and THOMPSON steamers. Veterans still with us include a FINLAYSON steam car, a 4-cylinder TARRANT, an example each of OHLMEYER and TRESKOWTHICK, and a HAINES & GRUT motor buggy. An example each of a 3 hp single cylinder Australis engine and an 11 hp Swinnerton engine are also extant. From the vintage period there are at least one each of SUMMIT and LINCOLN. Recently, it is reported, the remains of a SULMAN SIMPLEX cyclecar have been unearthed.

The great unsolved mystery of early Australian cars is the SUTTON 'AUTOCAR', so named because it was featured in the English journal 'Autocar' as the Antipodes car of 1900, though no trace of it has been found locally. Reports are very confused, some sources claiming that Henry Sutton built more than one vehicle while others state flatly that Sutton did not construct cars but imported them, a claim which could have some substance as Suttons were one of the leading cycle merchants of the time. From an examination of the SUTTON photograph it would appear that it was rather unusual in design, having front-wheel drive and rear-wheel steering, this being quite evident in an enlarged photo seen recently. In attempting to resolve this issue, any suggestions of other makes using this layout at the turn of the century would be useful in determining whether Sutton was a builder or a salesman.

Another question mark is the case of the quadricycle landed in Melbourne in 1897 by John Pender. Local legend has it that Pender designed the machine, and had it built for him in Chicago while on a trip to the United States. However, since the builder was said to be Max Hertel, who was, of course, building his own vehicles, local legend may have drifted into fantasy. As this machine is now housed in the Melbourne Museum of Applied Arts and Sciences it will be no trouble to check it against the design and specification of Hertel's own productions, if they are obtainable. I will, therefore, be grateful for any leads toward information on HERTEL cars of this period.

Editor's note: We had not heard of the GALLOWAY motor buggy of 1906, to which Mr. Gregory refers. The William Galloway Co., of Waterloo, Iowa, was incorporated in 1906 to succeed the Wilson-Galloway Co. which was organized in 1901. In 1924 this concern was again reorganized as The Galloway Company. The principle products of the series of Galloway companies were farm implements, but they also made automobile engines and ventured briefly into the business of making automobiles and trucks. The GALLOWAY light car of 1915 is illustrated here. It has been reported that this company also made a car called ARABIAN in 1916, and perhaps 1917. GALLOWAY trucks were built from 1916 through 1918.



Galloway light car, 1915.

From Richard Larrowe, Route 1, Box 900, Corbett, Oregon 97019:

I see there is a question as to the starting date of the BEAVER. According to the original catalog, the first car was made in Portland (downtown) in 1912. The new factory at Gresham was opened in 1913. I don't think they made any trucks, unless they were pick-up size. They made drag saws, but a drag saw is not self-propelled. Incidentally, the Gresham Beaver factory building still stands and is now in use as a saw mill.

From Frank T. Snyder, Jr., Box 551, Hackensack, New Jersey 07602:

On page 12 of Newsletter #11 you mention a CASE by Lethbridge Motor Car Co., of Lethbridge, Kansas. I list this car as made in Lethbridge, Alberta, Canada. Reference is MoToR, February, 1907, page 81.

Editor's note: Although the Connecticut Motor Vehicle Register of 1914 says "Lethbridge, Kansas", a list of Kansas cities and towns (some as small as a population of 17) does not include Lethbridge, but Lethbridge, Alberta, Canada, is definitely on the map. Frank is undoubtedly right.

BOOK REVIEW

SAH member Michael Lamm has sent us a press release on a new magazine published by Hemmings Motor News, SPECIAL-INTEREST AUTOS, which will be devoted to collectable non-classic and non-antique cars.

Coverage will range broadly - from the birth of the Model T through the original Avanti. For example, this magazine plans to deal with all generations of Ford, Chevrolet, Hudson, Airflow, Buick, Kaiser-Frazer, Olds, non-classic Cadillac, Packard, Nash, Zephyr, Pontiac, Reo, Willys, Graham, Hupmobile, Austin, Crosley, Edsel, Star, T-Bird, etc.

SIA will publish only original articles - not reprints. Top writers, photographers, researchers and artists will provide the material published. This will be a bi-monthly, full-sized magazine printed on glossy paper. Advertising will be limited to 25% of total space. There will be no classified ads.

Distribution is by subscription only. Rates are \$5.00 annually for Hemmings subscribers, and \$6.00 for all others.

SIA's publisher is Terry Ehrich, who also publishes Hemmings Motor News. Michael Lamm will serve as editor. Editorial offices are in Stockton, California. Business, subscription and advertising offices are at Box 380, Bennington, Vermont 05201.

BARGAINS IN BOOKS

contributed by G. Marshall Naul

There are a number of fairly good and relatively recent auto books which have ended up as publishers' remainders at greatly reduced prices. The following were found in a catalog from Publishers Central Bureau, 33-20 Hunters Point Avenue, Long Island City, New York 11101:

Floyd Clymer's Historical Motor Scrapbook of Steam Cars	\$1.49
Racing Cars, Racing Cars, by R. Hough	\$2.98
A Treasury of Motorcycles of the World, Floyd Clymer	\$3.69
Golden Age of the American Racing Car, by G. Borgeson	\$3.95
Veteran and Vintage Cars, Peter Roberts	\$2.98
100 Years of America's Fire Fighting Apparatus, P. DeCosta	\$1.98
Cars, Cars, Cars, S.C.H. Davis	\$2.98
1904 Handbook of Gasoline Automobiles (Introduction by Ken Purdy)	\$3.95

U. S. PASSENGER CARS, 1950-1970

By G. M. Naul

This preliminary listing does not intend to include the following:
all-terrain vehicles (ATV); unlicensable racing vehicles; special bodies for mounting upon
existing chassis, such as AZTEC. The list includes only those vehicles whose existence
fell from after 1950.

ABERCROMBIE FITCH	Abercrombie Fitch Co., New York City.	1970-
	<i>This is apparently a GLASSIC under the name of the sporting goods company.</i>	
ARNOLT; ARNOLT-BRISTOL	S. H. Arnolt, Inc., Chicago, Illinois	1953-ca1964
APOLLO	(1) International Motorcars Co., Oakland, California	1962
	(2) Apollo International Corp., Pasadena, California	1963-64
ALL STATE	Kaiser-Fraser Corp., Willow Run, Michigan	1952-53
	<i>Sold through Sears Roebuck Company</i>	
ARGONAUT	Argonaut Motor Machine Corp., Cleveland, Ohio	1959-1963
AURORA	Fr. Alfred Juliano, Bradford, Connecticut	1958
AUTOETTE	Autoette Electric Car Co., Long Beach, California	ca 1968-
AVANTI II	Avanti Motor Co., South Bend, Indiana	1965 to date
AUBURN	Glenn Pray, Broken Arrow, Oklahoma	1968
BANNER BOY BUCKBOARD	Banner Welder, Inc., Milwaukee, Wisconsin	1958-
BUCKAROO	Manufacturer unknown, Cleveland, Ohio	1957
CHARLES TOWN-ABOUT	Stinson Aircraft Tool & Engineering Co., San Diego, Calif.	1958-59
	<i>Electric</i>	
CHECKER	Checker Motors Corp., Kalamazoo, Michigan	1959 to date
CHICAGOAN	Triplex Industries, Ltd., Blue Island, Illinois	1952-54
CLIPPER	Studebaker-Packard Corp.	
	<i>Should this be listed as a separate make, or merely a model?</i>	
COLT	Manufacturer unknown	1958
CON-FERR COUGAR	Con-Ferr Mfg. Co., Burbank, California	1964-
CORD 8-10	Auburn-Cord-Duesenberg Co., Tulsa, Oklahoma	1964-67
CORD	Elfman Motors, Inc., Philadelphia, Pennsylvania	1967-
CORVAIR	Chevrolet Motor Division	1960-69
	<i>Should this be listed as a separate make, or as a model?</i>	
CUNNINGHAM	B. S. Cunningham Co., West Palm Beach, Florida	1951-55
DARRIN	H. A. Darrin Automotive Design, Los Angeles, California	1946;1953-58
DIEHLMOBILE	H. L. Diehl Co., South Willington, Connecticut	1962-64
DOLPHIN	California	1961
DUAL GHIA		1958-
DUESENBERG II	Duesenberg, Inc., Indianapolis, Indiana	1967
EDSEL	Ford Motor Co., Detroit, Michigan	1959-61
EDWARDS	E. H. Edwards Co., San Francisco, California	1953-55
ELECTRA KING	B & Z Electric Car Co., Long Beach, California	1961-
ELECTRIC SHOPPER	Electric Shopper, Long Beach, California	-1960-
EMPI SPORTSTER	European Motor Products, Inc., Riverside, California	1963-
ESHELMAN SPORTABOUT	Eshelman Co., Baltimore, Maryland	1957-58;1960
EXCALIBUR J	Beassie Engineering Co., Milwaukee, Wisconsin	1952-53
EXCALIBUR SS	SS Autos, Inc., Milwaukee, Wisconsin	1964-
FINA SPORT	Fina Imported Motor Car Co., New York City	1953-54
FITCH	White Plains, New York	ca 1950
FITCH PHOENIX	John Fitch & Co., Inc., Falls Village, Connecticut	1966-
FORMACAR	Marbon Division, Borg-Warner	1968
GASLIGHT	Gaslight Motors Corp., Detroit, Michigan	1960-
GAYLORD	Gaylord Cars, Inc., Chicago, Illinois	1955-
GLASSIC	Glassic Industries, Inc., West Palm Beach, Florida	1966-
GREGORY	Ben Gregory, Kansas City, Missouri	1949-
GRIFFITH; GRIFFITH-TVR	Griffith Motors, Syosset, Plainview, L.I., New York	1964-
HENRY J	Kaiser-Frazer Corp., Willow Run, Michigan	1950-53
IMP	International Motor Products, Glendale, California	ca 1955
IMPERIAL	Chrysler Corp., Detroit, Michigan	1954 to date

INTERNATIONAL	International Harvester Co., Chicago, Illinois <i>Carryall, Scout models</i>	1961 to date
ITALIA GFX		1968-
JOHNSONMOBILE	Horton Johnson, Inc., Highland Park, Illinois <i>Prototype only</i>	1959
KAISER-DARRIN	Kaiser-Willys, Toledo, Ohio	1954-55
KING	Midget Motors Corp., Athens, Ohio	1946-
KRIM-GHIA	Krom-Ghia Import Co., Detroit, Michigan	1966-
KURTIS	Kurtis Kraft, Inc. Kurtis Sports Car Corp., Glendale, California	1949-50 1953-55
LOST CAUSE	Lost Cause Motors, Louisville, Kentucky	1963-64
MARKETTE - <i>Electric</i>	Westinghouse Electric Corp.	1967-
MARTIN	Commonwealth Research Corp., New York City	1954
MERRY 'OL	American Air Products Corp., Fort Lauderdale, Florida	1958-62
METROPOLITAN	American Motors Corp., Kenosha, Wisconsin	1953-
MEYERS MANX	B. F. Meyers & Co., Newport Beach, California	1965-
MOHS	Mohs Seaplane Corporation, Madison, Wisconsin	1969-70
MOBILETTE	Mobilette Electric Cars, Long Beach, California	1965-
MULTIPLEX	Multiplex Mfg. Corp., Berwick, Pennsylvania	1954
MUNTZ JET	Muntz Car Co., Evansville, Indiana Chicago, Illinois	1950-51 1951-55
NASH-HEALEY	American Motors Corp., Kenosha, Wisconsin	1954-55
PANDA	Small Cars, Inc., Kansas City, Missouri	1955-
PIONEER	Nic-L-Silver Battery Co., Santa Ana, California	1959
POWELL SPORTSWAGON	Powell Sport Wagons, Compton, California	-1966-
POWERCAR SPECIAL -	<i>Juvenile</i> - Mystic River Sales Co., Mystic, Connecticut	1953-54
RAMBLER	American Motors Corp., Kenosha, Wisconsin	1950 to date
ROADRUNNER	Cyclone Sales Co., Los Angeles, California	-1963-
ROLLSMOBILE	Starts Mfg. Co., Fort Lauderdale, Florida	1958-59
ROWAN - <i>Electric</i>	Rowan Controller Co., Oceanport, New Jersey	1968
SEAGRAVE	Seagrave Fire Apparatus Co., Columbus, Ohio <i>Prototypes only</i>	1960
SHELBY	Shelby-American, Inc., Venice, California Shelby Automotive, Ionia, Michigan	1962-? 1967 to date
STUTZ		1970
SURREY '03	E. W. Bliss Co., Canton, Ohio	1958-59
SWIFT	Swift Mfg. Co., El Cajon, California W. M. Mfg. Co., San Diego, California	1959
THRIF-T	Tri-Wheel Motor Corp., Springfield, Massachusetts	1955
TIN-LIZZIE T-10	McDonough Power Equipment Co., McDonough, Georgia Crue Cut Mfg. Co., Sugar Creek, Missouri	1960-65 1965 to date
TRAIL BLAZER	Mickey Mfg. Co., Downey, California	1961-
TRI-CAR	Tri-Car Company, Wheatland, Pennsylvania	1965
VALKYRIE	Fiberfab Division, Valocidad, Inc., Santa Clara, Calif.	1967-
WILDFIRE	Woodill Motor Co., Downey, California	1954
WILLIAMS - <i>Steam</i>	Williams Engine Co., Ambler, Pennsylvania	1967-
WOODILL	Woodill Fiber Glass Corp., Santa Ana, California	1955-
YANK	Custom Auto Works, San Diego, California	1950

Editor's Note: To judge by Mr. Naul's lengthy list of post-WW II cars, there are still about as many would-be auto makers as there were back in 1910. This sort of information should be recorded now, while reasonably fresh material is still available.

Without doubt this list, like all such lists, contains a few errors - and there are probably some omissions. In a letter which accompanied this contribution to the Newsletter, Mr. Naul mentions the PAXTON (steam) and the QUANTUM (electric). Dates and place of manufacture are missing. Can some of our members fill in these blanks?

THE MOHS - A MODERN LUXURY CAR FROM WISCONSIN

Last year, at Hershey, some of our members had an opportunity to inspect a huge automobile which is manufactured in very small quantity by the Mohs Seaplane Corporation of Madison, Wisconsin. Mr. Bruce Baldwin Mohs, who designed this massive vehicle, was a visitor at our organizational meeting.

The Mohs company's regular line of products includes the Mohs "95" Ultra-lite motorcycle, a bicycle-side car combination and bicycle side cars, plus some bicycle accessories. The Mohs automobile is made in very small numbers - which is the only small thing about it.

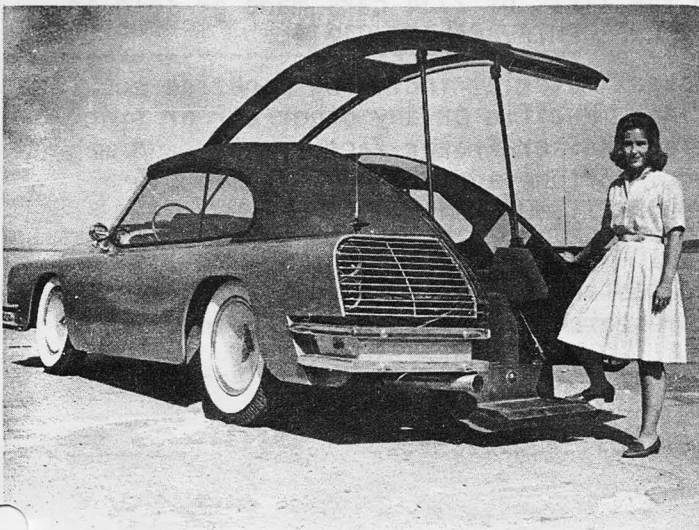
Some idea of the size of this car may be had from these dimensions: Length, 246 inches, width; 90 inches; Height, 69 inches; Weight, 5740 pounds. Tire size is 7:50 x 20. The Mohs Model A is equipped with a 304 cubic inch V-8 engine and has, as standard equipment, automatic transmission, power steering, power brakes and a limited slip differential. The Model B is powered by a 549 cubic inch V-8, with a 5-speed manual synchromesh transmission. Model C has an International V-8 392 cubic inch engine, and the Model D a Seagrave V-12 530 cubic inch powerplant with dual ignition. This engine is constructed by the F.W.D. Corporation of Clintonville.

Other standard equipment includes a refrigerator, 2-way radio with two base stations for home and office, 110 volt converter system, butane furnace, 24 carat gold inlay walnut grain instrument panel. 3/4" Ming Dynasty carpet with 3/8" pad, sealed beam tail-lamps, quartz-iodode headlamps, dual hot water heater of 12,000 b.t.u. capacity, air conditioning, and 7.50 x 20 Denman tires. Tubes are filled with pure nitrogen.

Full length arm rests within the car conceal chassis rails at elbow height for side collision protection. Cantilever roof beams will support the car inverted, and these are combined with built in roll bars to support the roof without corner or side posts.

There are no side doors. Entrance to the car is through a large rear door, pivoted at its upper edge.

According to literature supplied by the company, the price of the Model A, delivered in the United States, is \$19,600, plus state and local taxes. The Model B carries a \$25,600 price tag. If these prices are a bit above your reach, the Mohs company will sell you a 26" bicycle-side car combination for \$142.90.



Note the full sized door opening with integral opening skylight. Mrs. Jeannette Mohs, commercial artist, is seen entering.

AND SO TO PRESS

There were a number of items which were planned for this issue of the Newsletter, but time is in short supply, and this issue should be mailed in time for our members to receive it before they leave for Hershey.

One of the articles which had been planned for this issue was more on the STORK-KAR. Marshall Naul - with the assistance of the Philadelphia Library - has provided a good set of photographs of this rare automobile. Hopefully these will appear in Issue No. 13.

Comments, additions and corrections to the sections of the roster printed in previous issues will also be resumed next month. We have them by the ton, and could fill the next issue or two with them.

Classified Ads

This classified ad section is open to all members of the Society of Automotive Historians at no charge, for buying, selling or trading items of interest to automotive historians, such as catalogs, books, magazines, automobile ads, photographs, etc. No ads for cars, parts or restoration services will be accepted.

Send your classified advertising to: Society of Automotive Historians, Publications Office, P. O. Box 6465, Marietta, Georgia 30060.

For Sale or Trade: Over 50 issues of MOTOR AGE, from 1917, 1919 and 1920. Some complete months. Some have loose covers, but the insides are in very good condition and have no missing pages or clipped pictures. Will sell for \$4 per copy or trade for Pre-1915 truck material (American or foreign), Pre-1930 foreign auto books, or Pre-1915 auto magazines (American or foreign). Send for list of issues. JOHN M. PECKHAM, 675 PINWOODS AVENUE ROAD, TROY, NEW YORK 12180.

6 section Wall Chart that shows 554 old car emblems dating back to 1901. \$5.35 postpaid. This is the old EATON chart copyrighted in 1951 and reissued in sections to be mailed in flat form. This most valuable historical reference should be on the wall of every den. Other Wall Charts can be made up on emblems and the lists of 2734 cars made or sold in the USA. SSAE please. HARRY PULFER, BOX 8526, LA CRESCENTA, CALIF. 91214.

Wanted: Iron Age magazine, July 30, 1931. Any DeVaux material including magazine ads I don't have. Anything pertaining to Beaver, Portland, Pacific or any other car or truck made in Oregon. Anything pertaining to the Portland Kaiser-Frazer factory. Ads and magazine articles about 1936 Chevrolet 6-wheel truck. Fortune ads for Mark II Lincoln Continental. RICHARD LARROWE, ROUTE 1, BOX 900, CORBETT, OREGON 97019.

Just Off The Press - Early Car Serial Numbers, 1910-1942. A new 56-page (8½ x 11) book listing serial numbers of over 200 makes, with dates and places of manufacture, and location of serial numbers. This is an original research project, not a reprint. \$2.00 postpaid. BRIGHAM PRESS, BOX 6465, MARIETTA, GEORGIA 30060.

Wanted to borrow: New England Automobile Journal, any issues 1907-1915.
G. MARSHALL NAUL, 5 QUEEN ANN DRIVE, CHRISTINE MANOR, NEWARK, DELAWARE 19711.