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NEWSLETTER

ISSUE NO. 16

The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

The several problems facing the Society of Automotive Historians appear not to be readily soluble. In order to avoid arbitrary decisions made by the three officers, and to obtain additional viewpoints, it was decided to appoint a Board of Directors consisting of the officers plus four additional members. These members were selected for their obvious interest in the Society, and also picked for their geographical location to be fairly representative of our widespread membership. The following have accepted membership on the Board: John Conde, Ralph Dunwoodie, John Peckham and Herman Smith. Smith was selected as a spokesman, as it were, for the non-U.S. members.

We, the Board of Directors, expect to make progress by continuing to improve the standards set in the past and striving to make the S.A.H. the type of organization which you, the members, want it to be.

Progress reports on the decisions of the Board of Directors will be made from time to time.

ADDITIONS TO THE MEMBERSHIP LIST

Michael W. R. Davis
851 Shirley Drive
Birmingham, Mich. 48009

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6072 Valewood Drive
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National Museum of Science
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CHANGES OF ADDRESS

W. S. Jaro
P. O. Box 1995
El Paso, Texas 79950
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Lawrence W. Koenig
1024 Cayer Dr., Apt. 805
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Chandler, Arizona 85224
(Was Hackensack, N. J.)

THE RESUMPTION OF THE ROSTER

Missing from the past several issues of the Newsletter, The Roster is resumed in this issue, and will, hopefully, be a regular feature in forthcoming editions. With the heartfelt thanks of your editor, William Watson, of Winnipeg, Manitoba, has taken on the job of editing this material and preparing it in camera-ready form for publication.

Members of the Roster Committee send their listings to R. A. Wawrzyniak, Committee Chairman, who sorts them out for duplications and probable authenticity, and then passes the list along to Watson, who does the final editing and typing for publication.

Actually, each of us can be considered a member of the Roster Committee, for it will be the entire membership which will provide the inevitable additions, corrections, and names to be deleted. Such information should be sent to: William Watson, 115 Lipton Street, Winnipeg 10, Manitoba, Canada, or to R. A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923.

Letters of comment intended for the Mail Bag section should be sent directly to: R. B. Brigham, P. O. Box 6465, Marietta, Georgia 30060. Photos are most welcome, too.

Some Notes From "Down Under"

When joining the Society last year I sought some information on the 1906 GALLOWAY Motor Buggy and the vehicles of Hertel. While nothing turned up on the HERTEL, a fairly widespread affair developed over the later cars of Galloway which also embraced ARGO and ARABIAN.

As this led away from my area, I decided to have photos taken off of both the GALLOWAY and a vehicle which is either a HERTEL or a PENDER-built-by-Hertel, for the Newsletter. As it now transpires, the very day the photos were ready, Newsletter No. 15 arrived having a GALLOWAY picture within. However, I enclose mine as a matter of interest, and you will notice that it is a typical family album shot of the day. There are actually two originals, but as the other shows the top down and a family load of passengers I selected the one which shows the most motor vehicle.

Mr. Angel is thanked for his response, and will no doubt hear from the interested party in due course.

The other photo is of an 1897 original depicting Mr. John Pender of Melbourne on a machine which he had made by Max Hertel in Chicago. The story is that Pender designed the machine and had it built for him while on a visit to the U.S., but it could quite easily have been a normal HERTEL production which Pender bought. This machine still exists in the Melbourne Museum and I have inspected it and found it fairly complete except for fuel and ignition systems. However, its specification does not square very well with the only data I have on the HERTEL. The Georgano Encyclopedia of Motorcars 1885-1968 says that "it was powered by two 3 1/2 hp engines", while the surviving example quite definitely has one engine, which is a 2-cylinder, transverse and horizontal, having cylinder heads to the rear and a common crankpin between two gear wheels which drive the jackshaft directly. There appears to be only one forward speed which is obtained by bringing a bobbin on each end of the jackshaft into contact with a loop which is clearly visible on the inside of each rear wheel. The HERTEL description that it "was a very light car with bicycle-type frame, and the front wheels carried in bicycle forks", does clearly apply to the depicted unit, which has quite novel front suspension. The bottoms of the forks carry an almost circular square-sectioned spring on each side (4 altogether) to which the axle is attached, thus giving a swinging like effect. A HERTEL, gentlemen? Or a PENDER by contract?

As well as the foregoing I am holding out hopes of learning something about the Lake engine, built in the U.S. especially for cyclecars about 1920.

However, from he who expects much, much shall be expected, so I bring forth the possibility of another "new" make, the BREEZE Motor Buggy of 1908. While the authentication of this make is a U.S. job, it seems that one has been recently unearthed here in Victoria. An advertisement appeared in the motor columns of a large daily newspaper earlier this year, which captured my attention and aroused my suspicions, so I telephoned the number and got the story. It is that the BREEZE was a very late starter in the motor buggy field, being built by a firm called Jewel, of Cincinnati, Ohio. Apparently three units were brought to the Hamilton district of Victoria and the vendor claims that he has now recovered sufficient of the major components to build up a complete example. The design was apparently quite normal, having a 2-cylinder horizontally opposed air-cooled engine, and the life of the make very short. The vendor stated that he had authentication from the Antique Automobile Club in the U.S. and offered me photostats of advertisements for the BREEZE which appeared in, from memory, the Kansas Farmer newspaper of the period.

Over to you on that one.

Now for a puzzle. Who can nominate a production car with front-wheel-drive and a transverse, in-line 6-cylinder engine? Unless someone can outdo me in thinking of an earlier example, the current Australian made AUSTIN X6 must take honors as the first "sidewinder" six. The AUSTIN X6 Tasman and Kimberly models are derivations of the AUSTIN 1800 with a 6-cylinder version of the O.H.C. 'E' style engine used in the English AUSTIN Maxi and the MORRIS 1500 in Australia.

Talking of an Australian made AUSTIN brings forth an idea along lines suggested by our President in issue No. 15 under the heading "Articles Which Have Not Been Written But Should Be". As the Australian industry staggered its way to maturity there have been many vehicles which bear a make name, well known in their country of origin, applied to a model not seen there.

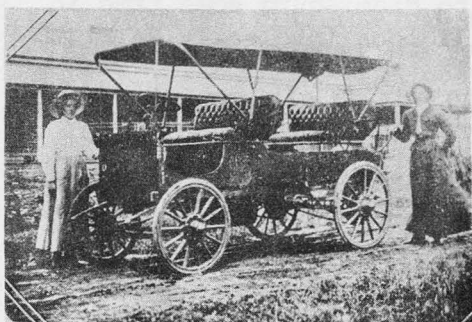
From the mid 50s Chrysler-built PLYMOUTH, DODGE and DESOTO cars gradually diverged from the parent, as the same body shell was continued in Australia. These were replaced in 1957 by a single model called the CHRYSLER Royal, which had full wrap-around rear window, and new front and rear treatment with prominent tail fins. This model ran, with a revision in 1959, until 1961, although essentially the 1953 shell.

The VALIANT entered local assembly at this time, and while the first R and S series looked identical to current U.S. offerings, all models have differed in some degree. The early cars had the following mechanical differences - 14 inch wheels and the 225 in./145 hp engine was cast iron. The new body style in 1963 departed even further as style changes were also made, such as a full-width horizontal grille, flatter rear window and a fuller, higher luggage trunk panel. Between then and now the Australian content has been increasing until presently the engine is a unique 6-cylinder "hemi" head unit of 245 cu. in., produced only in Australia.

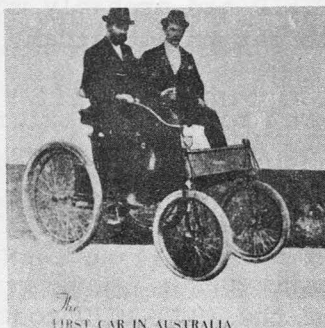
This brief glimpse of the Australian CHRYSLER and a snip or two of AUSTIN and MORRIS indicates that there have been some uniquely Australian cars bearing well-known overseas names. Others that come to mind are models of FORD, CHEVROLET, PONTIAC, BUICK, OLDSMOBILE, VAUXHALL, VOLKSWAGEN, GOGGOMOBILE, LLOYD, SKODA, SINGER and STANDARD.

Wishing this fascinating organization a long and fruitful life, I remain, Yours sincerely,

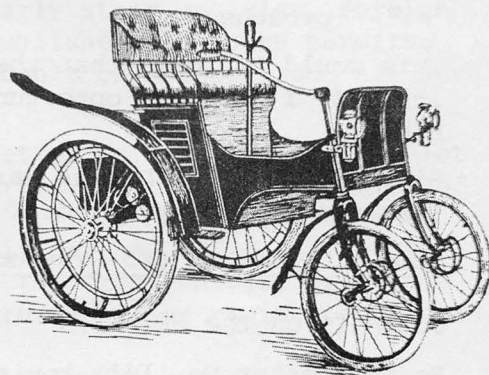
A. M. Gregory, Beltana, Korumburra Road, Drouin South, Victoria 3818, Australia



1906 GALLOWAY



1897 HERTEL



From J. E. Homans' Self-Propelled Vehicles (1906 Edition), this drawing is titled "Oakman-Hertel Gasoline Carriage".

EDITOR'S NOTE: The HERTEL seems to have been built from 1895 to 1900, first by Max Hertel, Chicago, and later by the Oakman Motor Vehicle Company of Greenfield, Mass. According to The World's Automobiles (Doyle-Georgano), the HERTEL had a self-starting apparatus in 1895.

More Chassis Makers

I consider S.A.H. one of the finest organizations to which I belong. Here we meet those with whom we really have something in common.

In addition to the two chassis makers whose names appeared in Newsletter No. 15, we could mention NEUSTADT-PERRY (1902-1907); GARFORD (1902-1912), who built chasses for Studebaker, Cleveland and Ranier, perhaps others; PIEDMONT, who made them in Lynchburg, Virginia, for Lone Star, Bush and Alsace, as well as for the Piedmont. Then, too, GM's Oldsmobile Model 37, Oakland Model 34 and Scripps-Booth used a common chassis in the early 20s. Which one built them I do not know, but suspect it was Oakland, since they had the light six first. I have always wondered about Elcar and Crow-Elkhart in the same period, since they were neighbors in Elkhart, Indiana, and had similar specifications.

Others having similar design were CHALMERS and BERGDOLL in the 1911-1913 era; we know that the HOL-TAN was built by Moon for its New York distributor, Hollander and Tangemann.

Walter O. MacIlvain, 17 Bonner Road, Manchester, Conn. 06040

EDITOR'S NOTE: An article on the Chassis-makers was planned for this issue, with additional information and pictures on STORK-KAR, PIEDMONT, et al. However, the last minute arrival of nearly five pages of Roster material has made it necessary to postpone this item until Issue #17.

The Hatfield Motor Vehicle Company

Stan Yost's comments back in Issue No. 10 were of considerable interest, and I would like to take this opportunity to add a bit of information on the predecessor of the Advance Motor Vehicle Co. of Miamisburg, Ohio and the Hatfield Motor Vehicle Co. of the same city. Georgano lists the HATFIELD as a Miamisburg make from 1906 to 1908.

The March 25, 1908, issue of The Horseless Age, page 363, has the following mention of the company:

The Hatfield Motor Vehicle Company, which only recently moved from Amsterdam, N. Y., to Miamisburg, Ohio, is again looking for another location, and Connersville, Ind., business interests have been approached.

This would indicate that the HATFIELD had probably moved to Miamisburg some time in 1907. If I have the opportunity to get to Amsterdam, I will look into early HATFIELD history.

Since both HATFIELD cars were of New York State origin, there is a very slim chance that they may be related. I sort of doubt this, however.

John M. Peckham, 675 Pinewoods Avenue Road, Troy, New York 12180

Comments on the GRIFFITH

Re Newsletter No. 14's revision of the 1950-1970 roster, I would like to make some additional comments on the GRIFFITH.

Having worked for one of the few GRIFFITH dealers in the East, and having visited the factory on a number of occasions, I can attest that these cars were assembled in the United States at Syosset, Long Island, New York.

The bodies were produced in England by TVR, a constructor best known for producing sports/racing cars using "hot" M.G. engines. TVR shipped the bodies to Long Island and the American firm would stuff a 289 c.i. Ford Cobra V-8 and Ford 4-speed transmission into a frame of Griffith's design. The frame was of tube or "birdcage" construction for light weight as well as rigidity.

The car was not known as the GRIFFITH-*TVR* but only as the GRIFFITH, just as the AMC METROPOLITAN was never known as the METROPOLITAN-AUSTIN or -BMC, even though BMC was the engine supplier.

The fiberglass body left much to be desired. But the GRIFFITH could certainly go! Out demonstrator, with no modifications, would turn 0-60 mph in a shade under 4 seconds. But the brakes were wretched, the handling twitchy, and, as I said, the body work was very crude. I remember one irate GRIFFITH customer whose 6-month old car decided to drop its passenger floorboard on the Massachusetts Turnpike.

So consider the GRIFFITH and Anglo-American hybrid if you wish, but definitely not of Italian construction. The Italians would never let such bodywork out of the country.

In many ways the GRIFFITH was a fantastic car. Nothing could touch it for giving driver and passenger a heart-in-your-mouth thrill during rapid acceleration. With a list price of \$4800 it was one of the biggest performance bargains ever offered the public. But it's gone now, along with the OMEGA that followed it.

David Brownell, Box 481, Little Compton, Rhode Island 02837

Among Our Authors

WALTER O. MacILVAIN, MANCHESTER, CONNECTICUT

First "Who's Who in Automobilia" article published in The Bulb Horn in March, 1940. Since that time 52 "Who's Who" articles have been published on various makes of cars. Except for two years, has been editor of The Bulb Horn since 1949.

WILLIAM M. EMERY, SHERIDAN, WYOMING

Was a contributor to The Complete Encyclopedia of Motorcars, with items on U.S. post war cars, plus those of Poland, USSR and China.

SOME NOTES FROM THE EDITOR

We have on hand several interesting articles on a number of subjects which will be published in future Newsletters. They include very early steam vehicles, foreign cars, and camping cars as recent as 1970. All will be published, as space permits. If your contribution has not as yet appeared in print, don't be discouraged. All such articles are needed and very much appreciated.

The article on the early V-12s, published in Newsletter No. 15, has drawn a lot of favorable comment. Does anyone want to tackle the early V-8s? There were a lot of them, beginning with HEWITT and MARMON in the 1906-1907 period. Among the odd ones was the HOMER LAUGHLIN, made in Los Angeles in 1916. This car had a V-8 engine of only 25 hp, a friction transmission, and chain drive to the front wheels. If anyone plans to do a V-8 article, we have on file a lot of pictures of the engines (and cars), including the mechanical details of the HOMER LAUGHLIN.

Many of our members have rare and valuable material which they would like to share with the rest of us - except for the risk of loss of such items in shipment. We have suggested that such material be sent by certified mail, to be returned the same way, and some members have done just that. In the case of a photo which is the only one a member has, we make it a policy to return the items along with a couple of duplicates.

Another method of preventing loss of rare items has been suggested. Take your photos, or other material, to any photo-offset printing shop and have negatives made. We can print your items directly from such negatives, and will return them along with a few duplicates. In this way, irreplaceable material will not have to be entrusted to the mails.

Canadian Mutations - Part 2

by R. Perry Zavitz

General Motors Canadian history began in 1908 when the McLaughlin Carriage Co. of Oshawa, Ontario, started making Buicks under license from Durant. These were called McLaughlins up to 1924. From then until the early 1940s they were known as McLaughlin-Buicks.

McLaughlins and McLaughlin-Buicks belong to an era and an area outside of my primary interest and familiarity. Consequently, I had better not comment on the differences between them and the Flint Buicks, although I believe they were minimal.

Incidentally, Sam McLaughlin, who negotiated with William Durant to build Buicks and also Chevrolets (before it was part of General Motors) is alive and well and living in Oshawa yet. Even at age 99, he reportedly goes to his office daily.

GM's popular Canadian hybrid is PONTIAC. The first uniquely Canadian version was the 1938 model. It was a Chevrolet with a Pontiac grille, which set the pattern for several years. The grilles of the 1942 through '48 models differed slightly from the U.S. Pontiac in that the curved upper part was proportionately wider.

In 1946 the Canadian Pontiac switched from Chevrolet to the six-cylinder Pontiac engine. The eight-cylinder engine was not available except on the few U.S. Pontiacs imported into Canada. The Pontiac instrument panel was used, and for 1948 (only) Pontiac's tail lights were used. The traditional Pontiac Indian head and chrome stripes were featured on most models in most years.

When Chevrolet's Powerglide became available in Canada in 1951, Pontiac offered it, too. Not available, however, was a hardtop Pontiac comparable to Chevrolet's Bel Air. A few Catalinas were imported, however.

In 1953, when the Bel Air became a whole series, Pontiac paralleled it with the Laurentian series, which included a hardtop. Canadian Pontiacs have normally used unique model names.

The introduction of Pontiac's V-8 and consequent dropping of the six led the Canadian versions to revert to the Chevrolet engine. The standard Pontiac six was the slightly larger and more powerful Chevrolet truck engine. The unmodified Chevrolet V-8 was optional.

A change in styling concept occurred with the 1955 Pontiacs. Though the Chevrolet chassis was still used, styling was completely Pontiac. The only visible difference between the U.S. and Canadian Pontiacs was the barely detectable smaller size of the northern models. When the Michigan models promoted "wide-tracking", the inset wheels of the standard track Canadian models made their outward appearance slightly more distinguishable.

Since the introduction for 1963 of Chevrolet's new six-cylinder engine, Canadian Pontiac standard engines have been identical to Chevrolet's.

The name of the top line Canadian Pontiacs for 1964 and '65 was Parisienne Custom Sport, but changed for 1966 to Grande Parisienne. Available only in hardtop or convertible form, these top Pontiacs used the U.S. Grand Prix grilles. As well, the 1966 and '67 Grande Parisienne hardtops used the Grand Prix roof. At \$3,925 the 1967 Grande Parisienne hardtop seemed like a bargain compared to the \$5,155 imported Grand Prix. Standard equipment on the Grande Parisienne included many items that were extras on the Grand Prix, such as automatic transmission. The Grande Parisienne was less powerful, however.

A station wagon was added to the 1967 and '68 Grande Parisienne lines. These featured the simulated wood trim of the U.S. Executive wagons. With the Grande Prix grille, the 1967 Grande Parisienne Safari perhaps made world history. It seems to have been the first production station wagon with hidden headlights..

For 1969 there were no 2-door Canadian Pontiacs offered. Two-door hardtops were available in all lines. With the big change for the 1969 Grand Prix grille, it was not adaptable to the Grande Parisienne. Instead, the Bonneville grille was fitted.

For the first time, a U.S. Pontiac model, the Catalina, was made in Canada for 1970. This has set the stage for the 1971 scene, which finds only one of the Canadian Pontiacs, the Laurentian. It is quite Americanized, however. On the Catalina chassis, the current Laurentian offers Hydramatic and uses Pontiac engines from the 350 to 455 c.i.d. options. About the only unique features are the series name and the standard Chevrolet Six engine.

The Canadian Pontiacs have been very popular. During the calendar years of 1962 through '65, Pontiac was Canada's best selling car. It outsold Chevrolet, even though there were no Pontiacs comparable to the Corvair, Chevy II and Chevelle.

Pontiac dealers did sell cars similar to Chevy II and Chevelle, but they were not Pontiacs. More about that in a moment.

A double dealer network was established by GM in Canada. Chevrolet and Oldsmobile are handled by about half the GM dealers. The others sell Pontiac and Buick. Cadillac is imported and sold by selected dealers, either Chev/Olds or Pontiac/Buick. In some of the largest cities, such as Toronto, a dealer selling only one make may be found.

Since 1950, Pontiac dealers have also sold GM's British car, Vauxhall. Ten years later Chevrolet dealers began selling a version of Vauxhall called the Envoy. This is a British built variation known in some other countries as the Vauxhall VX 4/90. A companion version of the Vauxhall Viva called Epic is sold through Chevrolet outlets. Whether it is an Epic or an Envoy Epic is debatable. Nonetheless, it is also British built. Only now is the Opel sold in Canada. Pontiac dealers handle it and it seems only the GT model is available.

When the Corvair was introduced, it was made and sold in Canada. No Pontiac version was offered, nor was the Pontiac Tempest or a Canadian equivalent, when that model first appeared in the U.S.

When the Chevy II first came out, it was made in Canada as well as a variation for Pontiac dealers to sell. It was called Acadian. Not a Pontiac, it was a marque of its own. The Acadian was introduced in two series, Invader and Beaumont. Although the grille was two-part, showing some relationship to Pontiac, it was unlike either Chevy II or Pontiac. Most trim details were variations from that on Chevy II.

To match the Chevelle, the 1964 Acadians came in two sizes. The larger Chevelle type models were Acadian Beaumonts. These mid-size models had two-part grilles unlike Chevelle, Pontiac or the smaller Acadian.

Advertising during 1965 began to drop the Acadian part of the name in reference to the Beaumont. This heralded the Beaumont's liberation for 1966. The Beaumont was no longer an Acadian.

The last Beaumont was the 1969 model. For 1970, the Pontiac Tempest went into production in Canada. This move made the Beaumont superfluous.

The Acadian still remains, but its future appears in doubt with a Chevy Nova size Pontiac about to arrive, at this writing. A peculiar twist to the Acadian story came about after the 1967 model run. Since then, they have not been built in Canada. Instead, they have been built along with Chevy Novas in the U.S., but all are shipped to Canada for sale.

The Canada-U.S. Auto Pact of 1965 permits new cars to cross the border in either direction duty-free. This treaty has caused many changes to take place in the last five years. You can spot some of its effects in this series on Canadian Cars. North America is really one automotive market.

In the next installment - a look at Ford's Canadian models.

A Comment on the Roll-Royce Situation

By Guy P. Seeley, Jr.

While an in depth commentary on current economic and political matters is not within the purview of the S.A.H. Newsletter, the current financial difficulties of the Rolls-Royce Organization must be noted with deep regret.

Production is off, and to many of us in the old car hobby/business this is an unbelievable situation. I say "old" because as far as cars are concerned, this can mean anything from last year's model to the antecedents of the Rolls-Royce era. I say "hobby/business" because it may be at once either or both.

These cars have been synonomous with quality over the years as have others such as Packard, Pierce-Arrow and Peerless, to mention but a few, and while the Company's income for some time has been derived from sources other than automobile production, the name has represented the epitome of craftsmanship, good taste and dependability. The tale comes to mind of the Rolls-Royce in the Lawrence of Arabia "entourage" with the bullet riddled crankcase that ran for miles in the desert to safely carry its occupants to their destination.

Flying is uncomfortable for me, whether in pleasant First Class accomodations or in a flimsy two seater, but occasionally it is necessary to fly. I vividly recall one flight that was somewhat less than smooth: all the symptoms of discomfort were appearing when I happened to notice the Rolls-Royce name plate on the engine near my window. The symptoms arrested themselves.

Unfortunately, a goodly number of well qualified technical people have been laid off in their plants, and one newspaper quoted one of those affected as hoping that the Americans would help to save one of the companys' projects: the RB-211 jet engine. The effect on American automobiles would be interesting indeed if these out of work specialists were hired en masse to assist in our automobile production.

A MESSAGE FROM THE GHOSTS OF DUESENBERG, CORD, STUTZ AND MERCER

It is our fervent hope that Rolls-Royce, Ltd., will find a way out of its current financial difficulties. Too few really fine automobiles are being built in this era of mass-produced cars with built-in obsolescence, and we would hate to see the magnificent Rolls join the ranks of the Minerva, Isotta-Fraschini, Hispano-Suiza, Duesenberg, Marmon and Packard - to name just a few of a probable hundred or so.

But if the Rolls must die, let it stay dead, rather than to have the name reappear in a few years on a fiberglass bodied, Ford or Chevrolet powered, chrome-bedecked revival bearing the R/R nameplate.

Bibliographers Corner

SOME HINTS FOR HISTORIANS

By G. M. Naul

At the risk of boring or taxing the patience of those to whom the following is obvious, it may be found of value to those who may just be starting in the field of investigating auto history. These are just some sources which should not be overlooked, and there are probably excellent ones of which the writer is unaware, and these I should like to learn of.

(1) PATENT OFFICE GAZETTE

This has an annual, multiple index, that is, the patentees are listed alphabetically as are the individuals or companies to whom they may be assigned. If the company name is known, it is possible to determine the names on the patents, normally someone connected with the engineering aspects of the organization.

Design patents and trademarks are listed in separate indexes.

If local libraries do not have the Gazette, it is common for the legal or technical library of larger corporations to have long runs of this.

(2) Marvin Scudder's *MANUAL OF OBSOLETE AND DEFUNCT COMPANIES*

This is the name of a reference work with which I am unfamiliar so cannot comment upon its contents. This appears to have been a series of volumes printed from sometime in the 1920-30's to about 1950. This apparently is not a common reference, and I would appreciate any information from someone familiar with it. A librarian gave this as the source of some vital dates concerning the very obscure BELMONT automobile of 1910.

(3) Incorporation Information

For manufacturers or distributors who have been incorporated (and not all were) the state in which it was incorporated can furnish data including the date of incorporation and the name(s) of those persons incorporating, and when the corporation may have been dissolved. Of course not all corporations were chartered in the state in which they operated. For tax reasons, Maine and Delaware seem to be the favorites for corporate headquarters. In at least Massachusetts it is possible to obtain Xerox copies of the original corporate charter.

The state agency responsible for granting such charters varies from state to state, so no general statement can be made as to whom to contact in each state.

(4) Local Directories

Normally issued on an annual basis, but these are made up the year before. For example, a 1920 directory will contain information valid in 1919. These directories will carry the names of local manufacturers, with the names of officials, and sometimes will carry advertisements of locally made products, complete with illustrations.

(5) Local Newspapers

These will yield information in some detail, on local enterprises. However, the task of thoroughly searching a year's worth of original or microfilmed newspaper can consume several hours. Frequently the defunct newspapers will have better coverage than the back file of a surviving newspaper. Ayer's *Newspaper Annual* is published annually and has been issued since about 1900, so back copies of this may aid in determining what newspapers were published in any particular year.

(6) Miscellaneous

There are hints to be found scattered throughout the lists of licensed vehicles published mostly before 1920. These are quite rare, and varied in quality. However, these do give the names of the registered owner, the make and serial number of the car, and the model year.

Auto registration data is still published for the states of Arizona, Maryland, New Jersey, Illinois and Montana. See *Guide to American Directories*, ed. Bernard Klein, pub. by McGraw Hill.

In the March 1909 issue of *MoToR* there appeared a six page chart entitled, "MoToR's Historical Table of the American Motor Car Industry". This surveys the corporate changes in the industry from 1895 through 1908. It is surprisingly complete and accurate, listing 639 auto and/or truck manufacturers. The editor of this mass of

information is not given, unfortunately. Also unfortunate is the lack of make of car connected with the companies. This was printed in about half-size by W. Everett Miller, about ten years ago. * See Note at bottom of page.

David Beecroft attempted to write "The History of the American Automobile Industry" in a series of 27 installments which ran in 1915 and 1916 in *The Automobile*. After these installments, this digressed to "The History of the Pneumatic Tire" which ran for another 16 installments. In late 1916 the series stopped without explanation. So far as it goes, it is an excellent account of some very early self-propelled vehicles. (The name Beecroft sounds familiar. Does anyone have any enlightening information on him?)

Even small leads can be very helpful. In one case, a short account of a newly formed auto manufacturer stated that the chief engineer was a 1901 graduate of a well known engineering college. An inquiry to the alumni office asking for any information on this "old grad" resulted in obtaining his current address, along with the suggestion of direct contact. This unearthed a very knowledgeable and kindly individual who came forth with a great amount of details concerning this auto make, and a number of excellent photographs.

Long established photographers are reputed to be a good source of photos of local vehicles. I have never resorted to this so cannot advise of results which might be expected.

BIBLIOGRAPHICAL NOTES:

Books from the recent and more distant past:

Dynamics of the United States Automobile Industry by Charles E. Edwards, Columbia, S. C., 1965. (University of South Carolina Press).

(This is a detailed, long account of the post-war trials and tribulations of Nash-Hudson and Studebaker-Packard.)

The Automobile Industry - Its Economic and Commercial Development by Ralph C. Epstein, A. W. Shaw Co., Chicago and New York, 1928.

(While this is more than forty years old and contains obsolete data, the information contained in this book is excellent. Contains a "List of Passenger Automobile Mfg. Companies, 1895-1927"; although not complete by any means.)

How to Know Your Automobiles, Lansing-Mahon Press, Chicago, Illinois.

"...1000 distinguishing features of all the different models."

(Noted in *MOTOR AGE*, January 2, 1908. Sounds good. Has anyone seen a copy of it?)

The Steam-Powered Automobile - An Answer to Air Pollution by Andrew Jamison, 1970, Indiana University Press.

Development of the Agricultural Tractor in the U. S. Compiled by R. B. Gray, U.S. Department of Agriculture, 1954. Reprinted 1956 by American Society of Agricultural Engineers.

(This is in two parts, with a vast number of illustrations going back to at least 1860.)

EDITOR'S NOTE: MoToR's Historical Table of the American Motor Car Industry has been reprinted for the benefit of our members. This 7-page reprint costs \$1.00, of which a portion goes to the SAH treasury.

The ORDER NO. is SAH - 1 . . . AUTOMOBILE MANUFACTURERS LIST OF 1909

THE ROSTER

In this issue is a list of American and Canadian cars from BEN-HUR to BOUR-DAVIS, as drawn up by Mr. Wawrzyniak, Chairman of the Automotive Roster Committee. Please pay particular attention to the makes noted under "Research and Clarification", following the main listing.

This list is meant to contain producers only. Thus, there may appear a make with "P?" after it, in which case there is some doubt as to whether there actually were any cars built. A list of all non-producing companies with names beginning with 'B' will be made at a future date.

Also please notice that lower case Roman numerals are used when more than one car uses a particular name. This type of notation is used only for reference purposes. So please use them when you send in your corrections.

Please send your corrections, with references or personal knowledge, to the Roster Editor : William Watson, 115 Lipton Street, Winnipeg 10, Manitoba, Canada.

KEY TO SYMBOLS

(Amb) Ambulance	(fwd) Front wheel drive	(R) Racer
(Cy) Cyclecar	(g) Gasoline	(Sp) Sportscar
(e) Electric	(Hse) Hearse	(Tx) Taxi
(4wd) Four wheel drive	(H) Highwheeler	(s) Steam
	(J) Juvenile vehicle	

LV Light Vehicle up to 1 ton capacity

LV-A Light Vehicle-Auto : convertible to either status (common before 1905)

- * preceding name indicates that this company built a truck of the same name.
- ** preceding name indicates that this company built a truck of a different name.
- preceding or following date indicates dates are uncertain, and should be checked.
- . preceding or following date indicates date is definitely correct. A date without a period preceding or following it indicates that the date is probably right, but not necessarily definitely correct.
- P? following name indicates there is some question as to whether this car was ever actually produced.

NOTE : Model years, not calendar years, are used in the dates.

BEN-HUR (i)	Ben-Hur Motor Co., Chicago, Ill.	1907-1908
BEN-HUR (ii)(R?)	Ben-Hur Racing Association, Chicago, Ill.	.1916
BEN-HUR (iii)	Ben-Hur Motor Co., Cleveland, Ohio	.1916-1917.
BENNER	Benner Motor Car Co., New York City, N.Y.	.1908-1909
BENNETT-BIRD	Bennett-Bird Company, Chicago, Ill.	.1904-1905
BENSON (i) -P?-	Small Cycle Fittings Co., Toledo, Ohio	1902
BENSON (ii)(s)	Benson Automobile Co., Cleveland, Ohio	1901
BENTEL	Theodore F. Bentel Co., Pittsburgh, Pa.	1901

BENTON	See Stuyvesant	.1912
BENTON HARBOR	Benton Harbor Motor Carriage Co., Benton Harbor, Michigan	1895-1896
BERG (i)	Berg Automobile Co., Cleveland, O. (1902-05) Worthington Automobile Co., N.Y.C. (1905-07)	.1902-1907.
BERG (ii) (e)	Berg Electric Car Co.,	.1920
* BERGDOLL	Louis J. Bergdoll Motor Co., Philadelphia, Pa. also building cabs = TA:S3'08.	.1906-1914
BERGER	Berger Manufacturing Co., Canton, Ohio	.1909
BERKELEY	Neustadt-Perry Company, St. Louis, Missouri	1904
BERKSHIRE	Berkshire Automobile Co., Pittsfield, Mass. Berkshire Motor Car Co., Pittsfield (1908-09) Berkshire Auto-Car Co., Pittsfield (1909-12) Berkshire Motors Co., Cambridge, Mass. (1912) Belcher Engineering Co., Cambridge (1912-13)	1905-1913
BERLIET	American Locomotive Auto Co., Providence, R.I. Licensed to build the French Berliet with Alco trade name in U.S.A.	.1905-1909
BERTELSON & ABERCROMBIE	William R. Bertelson Manufacturing Co., Neponset, Illinois	.1959-1961
BERTOLET	Dr. J. M. Bertolet, Reading, Pa. (1908-09) Bertolet Motor Car Co., Reading, Pa. (1909-12)	.1908-1912.
BERTSCHY	Bertschy Motor Co., Council Bluffs, Iowa	.1908
BERWICK (e)	Berwick Auto Car Co., Hastings, Mich. (1903) Berwick Auto Car Co., Grand Rapids, Mich. (1904-08)	1903-1908
BESSEMER	Robert M. Cutting Co., Chicago, Ill.	1904
BEST (H)	Best Manufacturing Co., San Leandro, Calif. Made 1 prototype, held 8 passengers = HA:F'99.	.1898.
BETHLEHEM	Bethlehem Automobile Co., Bethlehem, Pa.	,1904-1908.
BEUTEL BROTHERS	Beutel Brothers, Manitowoc, Wisconsin	.1911
BEVERLY	Upton Machine Co., Beverly, Mass. (1904-05) Beverly Manufacturing Co., Beverly (1905-07) Also made in Lebanon, Pa. as UPTON (i)	.1904-1907
BEWIS		1915
BEWMAN		1912
*?BEYSTER	?	
B & F MOYER		1912
B.F.G.	B. F. Goodrich Co., Akron, Ohio	1946
B.F.S.		1908
BI-AUTOGO (4w-Cy)	James Scripps Booth, Detroit, Michigan Unorthodox cross between motorcycle and an automobile : 4 wheels in diamond formation.	1913
BI-CAR (Cy)	Bi-Car Co., Detroit, Mich. Factory established : TA:N9'11:383. Photo of chassis : Carette 6/15.	-1912-1915-
BIDDLE	Biddle Motor Car Co., Philadelphia, Pa. Moved to New York City in 1919. Succ. by BIDDLE-CRANE.	.1915-1921.
BIDDLE-CRANE	Biddle Crane Motor Car Co., Inc., New York C. Succ. BIDDLE	.1921-1923
* BIEDERMAN -P?-	Biederman Motor Co., Cincinnati, Ohio	1915
BIFISI		
BIGGELMAN	August Biggelman, Troy, New York	.1910
BILLIEFOUR	Jack R. Earns, agent, Zanesville, Ohio Second entry for Billy Four ?	1910
BILLIKEN CYCLECAR (Cy)	Milwaukee Cyclecar Co., Milwaukee, Wis.	1914
BILLINGS STEAMER (s)	American Bicycle Co., Toledo, Ohio	1900

BILLINGS (s)	Billings & Spencer Co., Hartford, Conn.	-1900-
	Car exhibited at Chicago = MA:N8'1900:383.	
BILLY FOUR	McNabb Iron Works, Atlanta, Georgia	1909-1910
* BIMEL	Bimel Auto Co., Sydney, Ohio	-1916-1917
BIMOBILE	Bimobile Co., New York City, N.Y.	.1911
BINFORD	?	1905
BINGHAM	?	1916
BINGHAMPTON	Binghampton Gas Engine Co., Binghampton, N.Y.	prior 1900
BINNEY & BURNHAM	(s) Binney & Burnham, Boston, Mass.(1898-1902)	1898-1903.
	Taunton Automobile Co., Taunton, Mass.(1903)	
BIRCH	Birch Motorcars, Inc., Chicago, Ill.	1916-1923-
BIRD (i)	Theodore Bird Automobile Co.	?
BIRD (ii)	Henry R. Bird, Buffalo, New York	1895-1897
BIRD (iii)	?	1911
BIRDSALL	?	1909
BIRMINGHAM	Birmingham No-Axle Motor Corp., Jamestown, NY	1921-1922
BIRNEL	?	1911
BISON	Bison Motor Co., Buffalo, New York	.1904
BISSING	Justus Bissing, Hays, Kansas	.1908
BLACK (i) (H)	C. H. Black Manufacturing Co., Indianapolis	1897-1900
BLACK (ii)	Black Manufacturing Co., Chicago, Ill.	1903-1909
	Succ. by BLACK-CROW	
BLACK (iii)	Black Manufacturing Co., Fort Wayne, Ind.	.1907-1910
BLACK-CROW	Crow Motor Car Co., Chicago, Ill.	1910
	Succ. BLACK (ii); Succ. by CROW, then CROW-ELKHART.	
	See Research and Clarification section below.	
BLACKER	John H. Blacker & Co., Chillicothe, Ohio	1910-1911
BLACKHAWK (i)	Clark Manufacturing Co., Moline, Ill.	1902-1905
BLACKHAWK (ii)	Stutz Motor Car Co., Indianapolis, Ind.	1928-1930
BLACKMORE	?	?
BLACKSTONE	?	1916
BLAIRLIGHT STEAMER (s)	Blairlight Co., Northborough, Mass.	1906-1909
BLAIR & SCOFFIELD	Blair, Scoffield & Co., Wilmington, Del.	.1910
BLAISDELL (LV-A)	?	1903
BLAKESLEE ELECTRIC (e)	Blakeslee Electric Vehicle Co., Cleveland, Ohio	1906
BLANCHE	?	1906
BLEDNEY	John C. Bledney, Newark, New Jersey	prior 1900
BLEECK	Bleeck Automobile Co., St.Louis, Missouri	.1915
BLEMLINE	?	1898
BLISS (i) (s?)	Bliss Chainless Automobile Co., Attleboro, Mas	1901
BLISS (ii)	E. W. Bliss Co., Brooklyn, New York	.1906-
B.L.M.	Breese, Lawrence & Moulton Motor Car & Equipment Co., Brooklyn, New York	1906-1907
BLOCK BROS.	?	1905
BLOMSTROM	Blomstrom Manufacturing Co., Detroit, Mich.	1907-1909
	Also made GYROSCOPE taxi. See also QUEEN and CAR DELUXE.	
BLOOD	Blood Bros. Auto & Machine Co., Kalamazoo, MI	1903-1905
	Later built CORNELIAN cyclecar.	
BLUE & GOLD -P?-	"A" Automobile Co., Sacramento, Calif.	1910-1913
	"500 cars planned for the season" = Auto Topics, Jel7'13:254.	
Blue Streak	Variety of Logan	1907-1908
BLUFF CLIMBER (s)	Neustadt-Perry Co., St. Louis, Missouri	1901

BLUMBERG	Blumberg Motor Manufacturing Co., Wilmington, Delaware	1918-1920
B.M.W. (e)	Boulevard Machine Works, Burbank, Calif.	1955-1958
B & O (Cy)	B & O Engineering Co., Buffalo, New York	1913-1914
Bob Cat (s)	See MacDONALD STEAMER	1923
BOBBI-CAR	Bobbi Motor Car Corp., San Diego, Calif. 1947 - moves to Birmingham, Ala., becomes Birmingham Motor Car Corp.	1945-1947
Succ. by KELLER-KAR		
BOBSY (R)(Sp)	C. W. Smith Engineering Co., Medina, Ohio	1962- ?
BOCAR (R?)(Sp)	Bocar Manufacturing Co., Inc., Denver, Colo.	1960- ?
BODE -P?-	Bode Automobile Co., Chicago, Ill.	.1903-1904
"are putting through 200 gasoline runabouts" HA:July 1:1903:24		
BOGGS	?	1903
BOHNET (s)	George H. Bohnet, Lansing, Mich.	1901
BOISSELOT	?	1901-1906
BOLLEE	Worthington Automobile Co., New York City	.1904-1906.
BOLTE	T. H. Bolte, Kearney, Nebraska	1901
BONNER	C. E. Bonner Mfg Co., Chrisman, Ill.	1910-1911
BOOTH (i)	Dr. Carlos Booth, Youngstown, Ohio	.1895-1896.
BOOTH (ii)	Charles M. Booth,	1896
BORBEIN ELECTRIC (e)	H. F. Borbein & Co., St.Louis, Mo.	.1900
BORBEIN GAS (g)	H.F.Borbein & Co., St.Louis, Mo.	1903- ?
Succ. BRECHT		
BORLAND ELECTRIC (e)	Ideal Electric Vehicle Co., Chicago, Ill.	1903-1913.
BORLAND-GRANNIS (e)	Borland-Grannis Co., Chicago. (1913) to Detroit, Mich. in 1914. American Electric Car Co., Saginaw, Mich.	.1913-1916. in 1915-16
BORTZ	?	1904
BOSS (i) (s)	Boss Knitting Works, Reading, Pa.	.1903-1909.
BOSS (ii)	Long Crawford Automobile Co., Massilon, O.	1904
B.O.S.S.	B.O.S.S. Co., Detroit, Mich.	1911
BOSTON (i)	Boston Automobile Co., Boston, Mass.	1900
BOSTON (ii)	?	1903
BOSTON (iii) (e) -P?-	Boston Automobile Mfg. Co.	1899
Incorporated in Maine. Carriages, delivery wagons : HA:My24,1899:15.		
BOSTON-AMESBURY	Boston & Amesbury Mfg. Co., Boston, Mass.	.1903.
Description, 3 photos - TA & MR N15'1902:13.		
BOSTON ELECTRIC (i)	Boston Automobile Mfg. Co., Boston, Mass.	1899
BOSTON ELECTRIC (ii) (e)	Concord Motor Car Co., Concord, Maas.	1907
BOSTON HIGHWHEELER	Boston Highwheel Auto Mfg. Co., Boston	1908
BOSTON STEAMER (i) (s)	Boston Automobile Co., Barharbor, Me.	1900
BOSTON STEAMER (ii) (s)	Boston Automobile Exchange, Boston, Mas	1901
BOUR-DAVIS	Bour-Davis Motor Car Co., Detroit (1915-17) Shadburne Bros. Co., Frankfort, Ind. (1917-18) Louisiana Motor Car Co., Shreveport, La. (1918-23) 1923 - sold to J. M. Ponder, thence PONDER	.1915-1923.

RESEARCH AND CLARIFICATION

All members are urged to check the foregoing list for errors, omissions, and makes which should not have been included. Special attention is requested regarding the following makes:

BEYSTER-DETROIT Apparently built commercial cars only. Starts about 1910. HA:D15:1909:698.

BLACK / BLACK-CROW / CROW / CROW-ELKHART Some confusion as to which company built which car and when. Other names given for BLACK-CROW are BLACK-CROW MOTOR BUGGY and BLACK MOTORBUGGY. One source lists the manufacturer of BLACK-CROW as Crow Motor Car Co., Fort Wayne, Ind., 1907-1911, and the distributor as Black Mfg. Co., Chicago, Ill., 1907-1911. Another one lists the group as :
BLACK - Black Manufacturing Co., Chicago, Ill.
BLACK-CROW - Crow Motor Car Co., Chicago, Ill., 1910.
CROW - Crow Manufacturing Co., Chicago, Ill., 1910-11.
CROW-ELKHART - Crow Manufacturing Co., Elkhart, Ind., 1911-1925.

Can anyone sort it out ?

BLACKSTONE Motor Company - Dover, Delaware - To manufacture motor cars and accessories. MA:S17'16:49. Did they ?

BLUMBERG Manufacturing Co. - San Antonio, Texas - To build a plant for manufacture of farm tractors. AI:July 18, 1918:119. Listed in the Thomas Register of Manufacturers, 1925. Did they ?

The BOSTON Automobile Company, factory at Barharbor, Maine.

They built a steamer : HA:July 25, 1900 : called the 'Standard' model in an advertisement. What was the true name of the car ?

BOOK REVIEW

A History of Sports Cars by G. N. Georgano

E. P. Dutton, New York - 320 pages - \$14.95

This work is certainly the ultimate in comprehensive surveys of a specific sector of automobiles. This is really more than a survey and covers the world, geographically, and in considerable detail.

The book is divided into five parts covering the development of the sports car in chronological segments, and within each part the significant sports cars for each country are considered separately. The illustrations, black and white as well as color, are excellent in both subject and reproduction.

The coverage of technical details and of racing results seem to be both complete and well balanced. Altogether, this is an excellent book for both the browser and for the person looking for information.

G. M. Naul

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.

WANTED: Information, data, references, etc. on Winnipeg Motor Cars Limited of Winnipeg, Manitoba; and on Derby Motor Cars Limited of Winnipeg, Manitoba and Saskatoon, Saskatchewan. Anything concerning these two companies most welcome.

WILLIAM WATSON, 115 Lipton Street, Winnipeg 10, Manitoba, Canada.

WANTED: For a book on Mercedes-Benz racing cars - technical details, drawings and photos of special racing models produced by Benz, Daimler, and Daimler-Benz, particularly during the period 1920-1933. Leads for possible interviews on this subject greatly appreciated.

KARL LUDVIGSEN, 1070 Esplanade, Pelham Manor, New York 10803. Ph. 914-738-5154.

WANTED: Anything on Hillman, Singer and Sunbeam imported cars, 1946 to 1971. Photo copies acceptable. JAN EYERMAN, 87-16 Sutter Ave., Ozone Park, N. Y. 11417.

FOR SALE OR SWAP: Color photos of Military trucks, 1950-68 - M151 and M151A1 Jeep, M37B1, 3/4 Ton "Weapons Carrier", M35A1 2½ Ton Cargo Truck, M35A1 2½ Ton with "Conex", M52 5 Ton Wrecker and M221 2½ Ton Tractor-Trailer.

JAN EYERMAN, 87-16 Sutter Ave., Ozone Park, N. Y. 11417.

SEEKING: Any information whatsoever on "Winonah" supposedly built in Bay City, Michigan, in 1912. Urgently request any information and/or references at all.

Also researching Warren-Detroit (built 1910-1913). Seek any information. Will give my references to anyone interested.

RONALD J. PUTZ, 1801 S. Warner Avenue, Bay City, Michigan 48706.

BARTER and EXCHANGE: Cutting up many late newspapers (maybe magazines later). Offer: Will save out your requested categories (mostly non-automotive just now, but you can ask), to TRADE for: truck pictures, any era, especially rarer types, including military of all nations; 1942 automobiles; 4-door "town sedans" (no rear quarter window) of Chrysler Corp. 1941-48; traffic scenes, accidents, exotic foreign, Russian, unusual, oddities. Also exotic foreign peoples (mostly tropical). Have access periodically to a 3M-107 copy machine. R. A. WAWRZYNIAK, 589 Broadway, Berlin, Wisconsin 54923.

NEW: Revised first edition of SPEED ON SAND, by William R. Tuthill. A complete history of speed and racing on Daytona Beach from 1902 through 1960; includes many rare photos. \$2.50 Postpaid. MUSEUM OF SPEED, P.O. Box 4170, Daytona Beach, Florida 32021.

LITERATURE WANTED: Any literature, sales brochures, ads on the MUTUAL Truck built in Sullivan, Indiana. Also book "Gas Buggy" by Paterson.

WALLACE S. HUFFMAN, 409 East Walnut Street, Kokomo, Indiana 46901

WANTED: AUTOMOBILE SALES CATALOGS. Private collector expanding his present collection wishes to purchase quantity of catalogs/brochures/folders picturing the cars of pre-1935 U.S. automobiles or foreign orphan makes of any years. Will consider any quantity. Describe and price.

H. T. C. ANGEL, 2754 Fairmont Avenue, Dayton, Ohio 45419.

LITERATURE WANTED: Any literature, sales brochures, owners manuals or parts books on HUG trucks, built in Highland, Illinois. Copies of this type of material (pre 1925) would be acceptable. Also want any general information, or the above type printed material on the DUTY truck built in Greenville, Illinois, 1920-1923. Does anyone know of a remaining DUTY truck?

CHUCK RHOADS, 107 S. Jefferson Ave., Collinsville, Illinois 62234

WANTED: Photos, write-ups, advertisements etc., that might be used in a forthcoming book on racing driver Ralph Mulford, and his association with Lozier, Knox, Mason, Mercedes, Duesenberg, Peugeot, Hudson or Monroe/Frontenac racing cars.

CHARLES BETTS, 2105 Stackhouse Drive, Yardley, Pennsylvania 19067.