MARCH, 1972 **NEWSLETTER** ISSUE NO. 24

The Society of Automotive Historians

PRINTING AND PUBLICATIONS OFFICE: P. O. Box 6465, Marietta, Georgia 30060

PRESIDENT'S PARAGRAPHS

The Committee for the selection of the winner of our first Cugnot Award has announced the winner, or more properly, the winners.

Mary Cattie, of the Philadelphia Free Library, and Ervin Seltzer, the Committee Chairman, have informed us of a tie between Charles Bishop's "La France et L'Automobile", Editions M. -Th. Génin; Paris, and G. N. Georgano's "A History of Sports Cars", E. P. Dutton & Co., New York.

The $100 award, donated by L. Scott Bailey, publisher of Automobile Quarterly, will be divided between the two authors and a suitable certificate will be presented to each.

Not being able to read French, I cannot judge Charlie Bishop's book, but I am very familiar with Nick Georgano's worthwhile effort and assume that Bishop's work is equally thorough and valuable.

It looks as if this year's judging will be even more difficult, since we have another book by Georgano and a spectacular one by Karl Ludvigsen already published. These two, plus various articles and books that have yet to appear, give promise of a particularly good year in the field of automotive literature.

Congratulations to Charles Bishop and Nick Georgano.

John M. Peckham

NEW MEMBERS

Donald J. Summar, 607 West Lemon Street, Lancaster, Penna. 17603
T. Sloane Plamer, American LaFrance, Elmira, New York, 14902
Charles H. Hebb, 3607 Brookcrest Circle, Decatur, Georgia 30032
F. Donald Butler, 7687 Beaverland, Detroit, Mich. 48239
Allen M. Woodall, Jr., P. O. Box 1640, Columbus, _eorgia 31902
Peter M. Skonky, 3311 W. Irving Park Road, Chicago, Ill. 60618
Mrs. Robert Douglas Barr, 106 Park Avenue West, South Weymouth, Mass. 02190
Alex Farmer, 750 York Mills Rd., Penthouse #7, Willowdale, Ontario, Canada
Walter B. Weimer, P. O. Box 226, Washington, Penna. 15301
Harrison P. Bridge, 50 Fernwood Road, Chestnut Hill, Mass. 02167
Sigmund Goode, 523 Commercial Street, Provincetown, Mass. 02657
William A. Cannon, 175 May Avenue, Monrovia, Calif. 91016

CHANGE OF ADDRESS

Henry C. Hopkins, Jr., Avon Overseas Ltd., Bowater House, 68-114 Knightsbridge, London SW1X 7LR, England.
James C. Leake, P. O. Box 1887, Muskogee, Okla. 74401
Mary M. Cattie, Free Library of Philadelphia, Logan Sq., Philadelphia, Pa. 19103
Charles W. Proctor, 2337 La Linda, Newport Beach, Calif. 92660.

THE MAIL BAG

Letters from Members

The Portland Cyclecar

I was amazed to see a picture of the Portland Cyclecar in Issue No. 23 of the Newslatter. Where did you find it? Here is what I have been able to find out about the Portland:

The 1915 Portland City Directory has this entry: Portland Cyclecar Company, L. I. Thompson, President, 302 Corbett Building. The entry is not in the 1916 edition nor was it in the 1914 edition.

Lewis I. Thompson was 42 years old when he died of heart disease in 1930. He was an architect and had gone to Hill Military Academy in Portland, and to Yale and Columbia Universities. He had formed the Portland Cyclecar Company in December, 1913, with himself as president and C. J. McPherson as vice president. It was a closed corporation.

This article appeared in The Automobile, January 15, 1914:

"The Portland is one of the unusual cyclecars employing a two cylinder two cycle V type motor, air cooled, and of 3½ x 3.67 inches bore and stroke. The feature of the car is the spring suspension. Three elliptic springs are placed in front and two in the rear. The car propels through the rear springs, which tend to keep the belts tight. The car has a wheelbase of 96 inches and tread of 40 inches. The car complete sells for $400.00 with wire wheels and 28 x 2½ tires. The body is of the tandem type."

There was a full size car being built in Oregon in 1916, but it was the Beaver, made in Gresham by the Beaver State Motor Company. It was not related to the Portland. The first Beaver was made in 1912. In addition, there was a Ford assembly plant in Portland. I doubt that the Portland went on to become a full size car, or even if it was made after 1915.

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

Letters to the Secretary

Since becoming S.A.H. secretary, I have received numerous nice letters from many members, and I thank you for them, one and all. One of the nicest letters I have ever received came recently from Dr. Vicente Alvarez.

As you will recall, he was severely injured at Indianapolis last year, when the pace car crashed into the press trailer. He was hospitalized for quite some time, but now is back in Buenos Aires, Argentina.

In his letter he said, "the only news I have for you is to tell you that this is the first letter I have written in many, many months." He continued "I am still in trouble but feeling quite a bit better." He told of enjoying the beach. That is something which all of us in the cooler parts of the northern hemisphere envy during the winter months. He apologized for his poor hand writing, but frankly, no apology was needed.

I am sure Dr. Alvarez would be delighted to hear from any of our members who will take a minute to write to him. Note his new address:

Dr. Vicente Alvarez
Caseros 751 - 3°.G
Buenos Aires, Argentina

We all wish you an early and complete recovery, Dr. Alvarez.

R. Perry Zavitz, 460 Ridgewood Crescent, London 63, Ontario, Canada

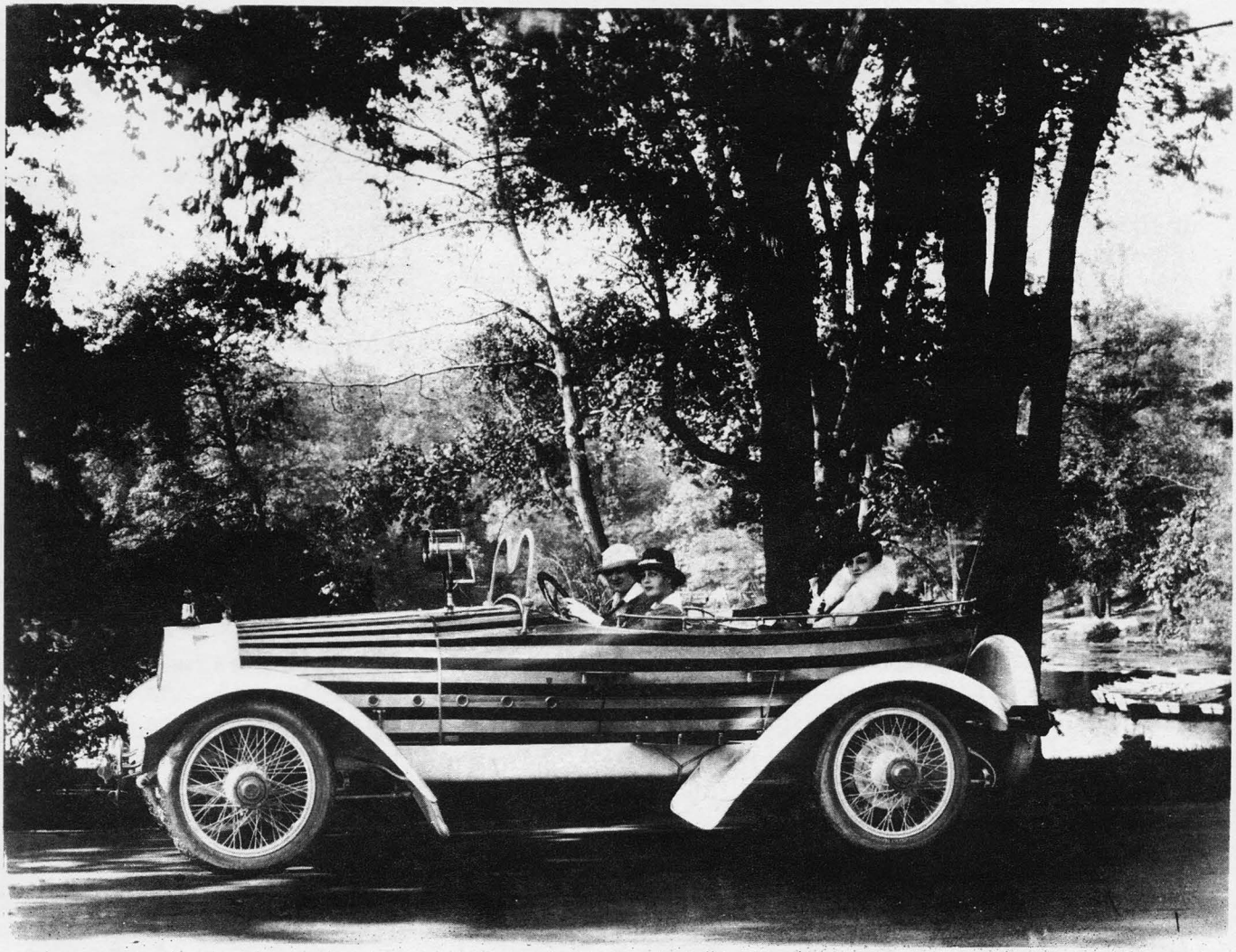
The Silver Knight - No End in Sight

So you thought you had seen the end of Silver-Knight photographs for the S.A.H. Newsletter, eh?

How is this dandy? It's a 1915 Silver-Knight, made by Willys, which I found in the old Willys-Overland files acquired by American Motors with the Kaiser-Jeep purchase two years ago. We are not finding much, but when we come across a gem like this one, we want to give it circulation - and we can't help wondering where it was taken, and who were the people in the car.

Please return the print at your convenience. And keep up the good work.

John A. Conde, 1340 Fieldway Drive, Bloomfield Hills, Michigan 48013



Editor's Note: For the benefit of those who may have come in late, the activities of C. T. Silver, whose Silver Special automobiles have been pictured in several issues of the Newsletter, will be featured in an article in a future issue.

All this has resulted from an inquiry made by a non-member (who has since become a member), W. Louis Barmmer, Stratford, Conn. Mr. Barmmer accompanied his letter with a remarkably accurate free hand sketch of the car as he remembered it from many years ago. This was published in Newsletter No. 17.

Replies to this original inquiry have turned up quantities of material and photos of the cars of C. T. Silver, which were based upon Willys-Knight, Apperson and Kissel chasses - and there may have been others.

C. T. Silver and the Willys-Overland Co.

July, 1913. The Overland Agency moves to 1739 Broadway, New York City. C. T. Silver is the distributor.

December, 1913. Peerless sells its $1.8 million marble palace to C. T. Silver, who now handles Peerless and Overland cars on Broadway near 56th Street. Silver sold his Newark branch.

June, 1914, finds John N. Willys and C. T. Silver seated in a new Willys-Knight car for which Silver takes the New York agency. This car is the former Edwards Knight. Plant now moved to Elyria, Ohio, to occupy the Garford factory, also owned by Willys.

September, 1914. A turtle deck Willys Knight runabout is shown. Silver now listed as agent for Overland, Garford and Peerless.

January, 1915. MoToR magazine's show issue mentions the custom Silver creations on both of his lines, which seems to indicate a Silver-Peerless. The Blue Ribbon Auto & Carriage Co. of Bridgeport, Conn., shows a Willys-Knight Basket Brougham made for C. T. Silver. This same car is shown in February, 1915, as a Willys-Knight Brougham, and is now listed as a Willys-Overland product.

March, 1915. A $2200 6-passenger Overland roadster, with body designed by C. T. Silver is shown.

May, 1915. New Overland cars introduced at a dinner for C. T. Silver's dealers and sub-dealers, at the Hotel Astor.

The Willys-Knight became a full Overland product in July, 1915, with the introduction of the Willys-Knight Model 84. This was an Overland chassis and body with a Knight engine built by the Wilson Foundry of Pontiac, Michigan.

One Model 84 Silver-Knight sport roadster is known to remain in running condition in eastern Pennsylvania.

The January, 1916, Houk Wire Wheel ad shows the hub emblem for C. T. Silver Motors.

In August, 1916, Silver switched to Chalmers, and contracted for 10% of the Chalmers production. Willys-Overland set up a factory branch to replace the Silver organization.

Charles W. Proctor, 2337 La Linda, Newport Beach, Calif. 92660.

A letter received by the Secretary from Mrs. Harold I. Crow, dated March 4, 1972, reads as follows:

> I deeply regret to write you my dear husband Harold I. Crow died August 16, 1971. I know he received great pleasure being a member of your Society. He was a brilliant and devoted Automotive engineer, and I wish to thank you as I know he would.
>
> Sincerely,
>
> (Mrs. Harold I.) Janet Crow.

All members of the Society of Automotive Historians, especially those privileged to know Harold Crow, sadly mourn his passing. We send Mrs. Crow our sincere sympathy in her bereavement.

VOLKSWAGEN TOPS MODEL T PRODUCTION RECORD

---by Guy P. Seeley, Jr.

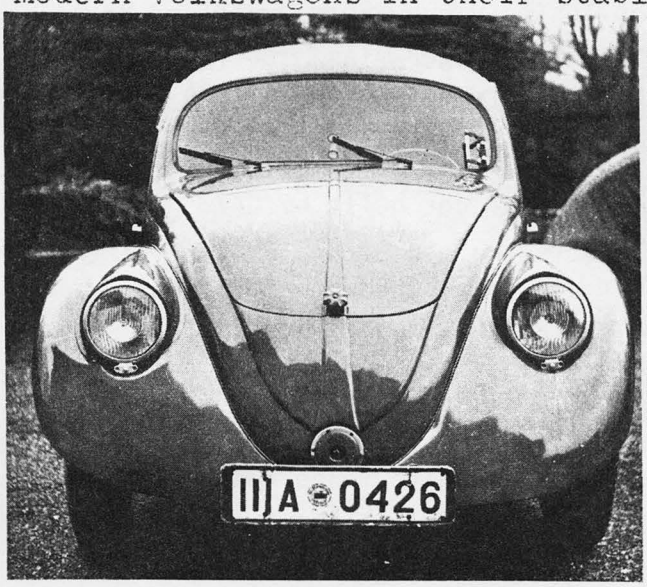
On February 17, 1972, an event occurred that should go down in automotive annals as a fine example of "one-upmanship." The Volkswagen Plant in Wolfsburg, Germany, produced that Company's 15,007,034th automobile. Henry Ford turned out only 15,007,033 Model "T's".

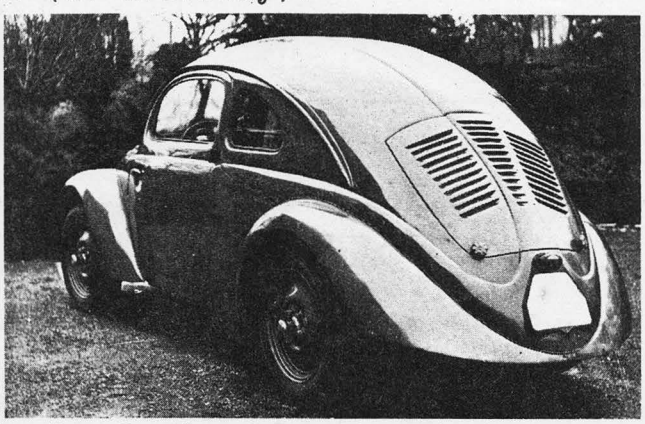
While no direct production or sales competition ever existed between the two, there are similarities in the production of each. The three most obvious points are the amazing number made, the apparent universal appeal and guiding principle of a "peoples' car."

The Ford Motor Co. manufactured the "T" from 1908-1927, a period of twenty years, depending on how you count. Volkswagen technically began Post War production in 1945 and is still busy making the same basic automobile: a period of twenty-eight years, counting in the same manner. Henry produced more cars in a shorter period of time, so he still has part of the record at least.

The general appeal of both cars is evidenced by people from all walks of life owning a "T" or "Bug" during their respective eras. Mr. Ford didn't call the "T" "Peoples' Car" as the name Volkswagen translates, but the ideas behind the cars had similar results. Ford's product initially had this objective, but it is maintained in some quarters that the original objective in PreWar Germany was to ostensively produce a car for everybody while actually bilking the German public of funds for military purposes.

An inherent attribute of the "Peoples' Car" situation is omnipresence and economy, and of course each of these features are evident with each of these cars. These two automobiles are probably the finest extant examples of mass production ever known, and they have benefited more people in a shorter space of time than any other products of mankind's imagination and experience. It's a good bet that there are quite a few Model "T" owners with modern Volkswagens in their stable (or driveway).





Dr. Ferdinand Porsche built three of these prototype VW's in the fall of 1936. Note complete absence of rear window.

Cars Behind the Iron Curtain

compiled by Janius Eyerman

MODEL	COUNTRY	YEARS	REMARKS
Aero-Minor	Czech	1955	Two-cylinder mini-car built only in 1955. Same configuration used in other "satellite" countries.
Chaika	USSR	1961-1967	Large 8 cylinder car, probably built by GAZ - Gorki Aftomobile Zavod (Gorki Automobile Plant).
Dong-Feng	Red China	1965-?	Small 4 cylinder "Eastwind".
GAZ	USSR	1932-date	Builds various makes; was set up by Henry Ford and built slightly modified Model A's up to WWII.
KIM	USSR	?-1940-?	No information on this one at all.
Mikrus	Poland	1960	Built 2 cylinder car in Warsaw.
Moskvitch	USSR	?-to date	MZMZ - Moscow Light Car Works - builds 4 cylinder car.
Phoenix	Red China	1965-?	4 cylinder car.
Pobeda	USSR	1956-59	I think the 1956 date is probably incorrect. This seems to have been the name of a 4 door fastback with 4-wheel drive, around 1950. Does anybody have anything else on this one?
Skoda	Czech	1925-date	Originally called "Laurin & Klement Co., Ltd" Built cars in 1907.
Soletta	Czech	1957	Built 2 cylinder car - might be successot to Aero-Minor.
Syrena	Poland	1957-date	Built by FSO in Warsaw Fabryka Samochodow Osobowych).
"T"	Czech	1957	Another little 2 cylinder mini-car.
Tatra	Czech	?-date	This company was started before 1925; now builds only one V8 rear-engined car.
Vebsachsenring	E. Germ.	1959-date	This plant was originally the Horch/Audi plant and was founded in 1904. Model name is "Trabant", which might also be condidered the "make".
Volga	USSR	1957-date	4 cylinder car built by GAZ.
Wartburg	E. Germ.	1957-date	This is the old Eisenach plant. I think the car was called "EMW" before 1957.
Warzawa	Poland	?-1967	4 cylinder car built by FSO (see Syrena) and appears to be a rehashing of the old "Pobeda".
Zaporozhets	USSR	1961-1967	A small rear-engined 4 cylinder car built in Moscow. The name means Cossack.
ZAZ	USSR	1970-date	This appears to be the Zaporozhets.

ZIL	USSR	1958-66	Large V8 "Official Car". The name stands for Zavod Imeni Likachev (Likachev State Factory)
ZIM	USSR	?-1959	A 6 cylinder car.
ZIS	USSR	1936-57	Zavod Imeni Stalin (Stalin State Factory), became ZIL in 1958. These are the cars that copied the Packard.
Zwickau	E. Germ.	1956-58	This car seems to have become the Vebsachen-ring.

Two makes not listed here are the Polski-Fiat and the Lada, which are Polish and Russian made Fiats. I don't have the name of the new Yugoslavian Fiat, but as all three of these cars are essentially Fiats including them might be questionable.

Information might be obtained from GAZ Motor, Autoexport, Moscow, or from ZIL, Autoexport, Smolenskaja pl., 32/34, Moscow.

Editor's Note: And then again it might not. Charles Hebb, of the Peach State Region of "Packard Automobile Classics" requested such information and received the following reply. Translated and reduced to its simplest form it says "Nyet!"

Уважаемый господин Хебб !

Мы получили письмо от 28 января 1970г.

К сожалению,ввиду того,что наш завод не осуществляет торговых связей с заграницей, мы направили Ваше письмо о приобретении комплекта автошин Всесоюзному объединению "Разноимпорт".

Адрес В/О"Разноимпорт"

Smolenskaja pl.,32/34
Moskwa G-200, USSR

Publication of this letter has been made possible by our member Charles Hebb, of Decatur, Georgia. It was published in "Packard Profiles", March, 1972. This is the monthly newsletter of the Peach State Region of Packard Automobile Classics.

RESEARCHES ON THE MYSTERY TRACKED AUTO, THE AUTORAILER, AND OTHER THINGS.

by R. A. Wawrzyniak

Most of the seasoned SAH members will recall the unorthodox tracked auto which was pictured in Newsletter No. 12. After publication this item lay around for over a year without creating any ripples. In the meantime an independent auto historian from California, Mr. Michael Rosen, was referred to me in connection with truck research. Mr. Rosen (to whom I suggested SAH membership) is primarily interested in the history and development of tracked vehicles, and particularly the work of Walter Christie who built cross-engined front wheel drive racers, the Christie front wheel drive gasoline powered tractive units for attachment to converted pieces of fire-fighting equipment in the early 20th century (as well as similar units by American-LaFrance, Seagrave, Cross and others) and also Christie's later efforts in the 20's and 30's on the reversible convertibility of double rear-axled motor trucks to tracked vehicles, and other work for the U.S. Army on trucks and self-propelled guns.

My "protege" shows a degree of research sophistication which is both delightful and uncommon. With that background, one day I sent him a copy of that tracked auto to see what he could do with it, and he identified it as a Mercedes. This would account for the foreign-looking headlights.

Mr. Rosen turned up a British color postcard (see illustration) as a photographic reference on the Roberts tracklayer - evidently manufactured by Ruston-Hornsby. Quoting from his letter: "I really get a kick out of its color scheme - and those potted geraniums, a very civilized touch."

This wierd tractor is generally gray all over with light blue radiator, smoke (?) stack, hood and upper tank, and also the wheels.Orange is inset on the side panels of the radiator, the rim at the top of the stack, the wheel support bars in the center and on the edges of the large spoked wheels. Wierd? Oh, yes!!

Mr. Rosen continues, "That these (tracks) should have turned up in use in the Northwest (of the state or the country) does surprise me. The Roberts tracklayer was introduced, as I recall, around 1905, and is of English origin. In 1905 or '06 the British army conducted trials with both tractor and automobile versions of this locomotion means. It seems to be in the latter instance a Mercedes automobile was modified by removing the wheels and fitting a pair of tracks. As you can see from examining the postcard, the tracks are rather complicated (extensive use was made of wood which certainly didn't help) - the real problem was that they were designed to lay down a rigid track, i.e., they couldn't flex upwards. And what happened was that any little stone that got caught between the shoes would wreck them as they attempted to come into alignment - sort of like a nutcracker effect, only in this case it was the nutcracker, not the nut, which was crushed. This soured the British army on tracklayers and caused some delay in taking up tracklaying fighting vehicles after WWI broke out. (This was also a problem with the various footed wheel proto-tracklayers which came out during the 19th century, e.g., Boydell, circa 1855)---"

To Mr. Rosen goes a big vote of thanks for providing the key to unlocking this mystery. Modestly, he calls it a "long shot", but nevertheless, we now know where to look.

Mr. Rosen wonders whether Mr. Christie ever got to build an electric front drive for which he took out patents in 1910, how many taxis he built, or four-wheel drive vehicles. In our letters an airplane with a tracked landing gear was brought up. I've seen the photo somewhere in the American Weekly Sunday Supplement in the 1937-41 era, but that is as far as I can go with that.

Mr. Rosen also mentions a truck manufacturing company known as Six Wheels, Inc., of Los Angeles, headed by Gus Collander. Although this item is not included in truck lists, I happen to know about that (barely) as it is mentioned in the big tabloid "Contractors and Engineers Monthly" during 1940. What else is known about this company - and did they do any work on military vehicles for WWII?

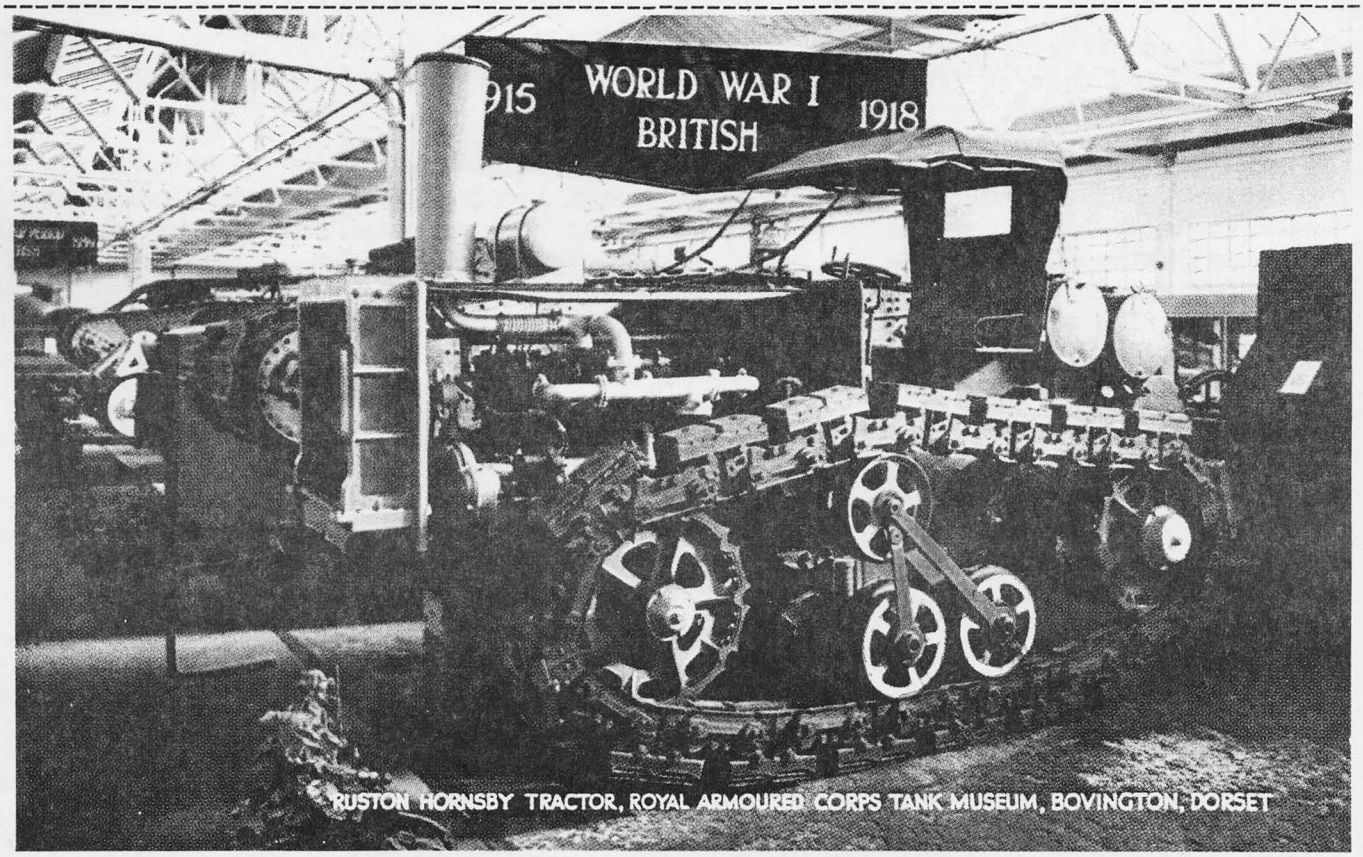
Another facet of our discussion touched briefly on the 6-wheel racer driven by Billy DeVore in a 100 mile race at Arlington Downs, Texas, raceway in 1947. You racing fans - did you ever hear of that one, or any racer like it?

I mentioned the Autorailer (SAH 22) to Mr. Rosen who responded with a clipping of a 1947 International Panel Truck (Popular Science, February 1947, page 114) which was fitted with auxiliary railroad wheels by the Evans Autorailer Company (no address given). I recall seeing a 1957 Pontiac Safari station wagon likewise equipped.

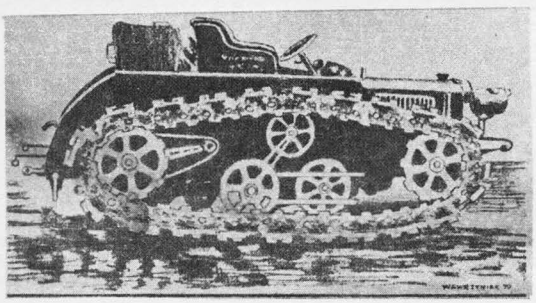
Mr. Bernard Weis came up with information on an Autorailer of different design (squared off front and sides) that was operated by the Arlington and Fairfax (Virginia) Railway, now abandoned. He thinks it was in the 1938-39 era. The grille is similar, only flattened, and the nameplate seems to be very similar, if not identical to mine. Clues from his nameplate shoe the word EVANS both horizontal and vertical in the shape of a cross. with the "A" at the intersection. This is also the lettering which appears to be inside the circle of my Autorailer in SAH #22. We are making progress, thanks to Mr. Rosen and Mr. Weis.

Many of the above items are pertinent to the roster, so if anyone has any further information on any item mentioned in this article, please send it to me and I will forward it.

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



RUSTON HORNSBY TRACTOR, ROYAL ARMOURED CORPS TANK MUSEUM, BOVINGTON, DORSET



LEFT - This is the picture which was printed in Issue No. 12, along with a letter from Mr. Wawrzyniak.

American Motors - an Anniversary

On Wednesday, March 1, American Motors Corporation marked the 70th anniversary of the sale of the first automobile built by its original predecessor company. Since that date the company and its direct predecessors have sold 17.5 million vehicles.

The first sale took place on March 1, 1902, at the Chicago Auto Show held in the Coliseum. The car was a one-cylinder 8 horsepower runabout built by the Thomas B. Jeffery Company of Kenosha, Wisconsin.

It was not the first important event in the seven-decade history of American Motors to take place in Chicago. Thomas B. Jeffery, who built Rambler bicycles in Chicago from 1878 until after the turn of the century, saw his first automobile when the famed Chicago Times-Herald race was held on Thanksgiving Day in 1895. Within months, he and his son Charles began experiments which led to construction by hand of the original Rambler car. And, again, the milestone took place in Chicago - in the Rambler bicycle factory (which still stands) at 213 Institute Place.

(The Jeffery firm from 1902 to 1913 built Rambler cars and, from 1914 to 1916, Jeffery cars and trucks. The company was purchased in 1916 by Charles W. Nash, who resigned as president of General Motors to build a car under his own name. Nash Motors merged in 1937 with Kelvinator to form Nash-Kelvinator Corporation, which in 1954 merged with Hudson Motor Car Company to form American Motors.)

The identity of the initial buyer of a Rambler car is not known, but the company reported that at least 12 models were sold during the first week of the show in Chicago held just 70 years ago.

In publicizing the first public showing of the little runabout, the Jeffery company reported: "For the past 14 months, experiments have been made at the Kenosha works, until a satisfactory type of hydrocarbon carriage has been evolved that will sell at a price within the means of the great middle class . . .The design of the carriage is unique and is patterned somewhat after the generally-accepted French type, modified to suit the conditions prevalent in this country. The motor is of the accepted type, improved by inventions of Mr. Jeffery, and the general appearance of the carriage is, to say the least, striking."

Two Rambler models were exhibited at the Chicago show. Model C was described as being "very graceful and attractive-looking, finished in olive green, with bright red running gear, tastefully striped to match the body." Model D was of similar design but was fitted with "an expensive leather top and side curtains, making it the ideal carriage for a doctor." Model C sold for $750, Model D for $825.

An early trade magazine, Motor World, hailed the new motor car as "plainly a high-class vehicle, a rare value for the money."

The first Ramblers met with quick success. W. E. Rudy of Lima, Ohio, wrote the company on June 3, 1902: "I am more than pleased to write you concerning our experience with the Rambler. It is truly a wonderful piece of mechanism. It starts immediately, runs like a jackrabbit and stops only at our will."

During 1902 the Thomas B. Jeffery Company turned out more than 1500 cars - a phenomenal record for a new company. In fact, the Rambler became the world's second mass-produced car, a year ahead of Ford and a year after Oldsmobile.

Within the next few years, continued improvements were made on the Rambler. The 1904 models were powered by two-cylinder engines and by 1905, total floor space at the Kenosha factory was 14 acres, with another 33 acres of ground area available for expansion and testing. All Rambler models underwent road testing on one of the industry's first "proving grounds."

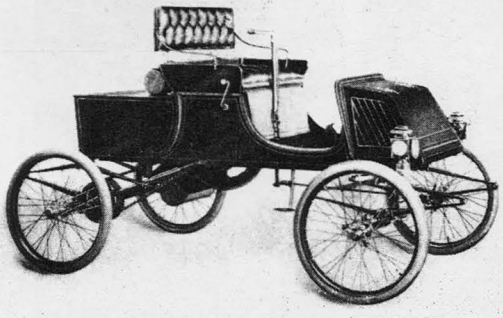
Thomas B. Jeffery died in 1910 while on a trip to Europe. One of the lesser-known pioneers in the automobile industry, he had made his mark not only with the successful development of the Rambler car, but also with his invention of the clincher tire in the 1880's, as well as patents he was granted for many improvements in carburetors and other functional automotive components.

With the introduction of 1914 models, the Rambler name was changed to Jeffery, to honor the founder. As war broke out in Europe, the Jeffery firm developed the Jeffery Quad truck which was widely used by military forces of Russia, Serbia, France and the United States during World War I. "It drives, steers and brakes on all four wheels" was the fitting slogan for the Quad, which in 1918 was the largest selling truck in the world.

In August, 1916, the Jeffery company was acquired by Charles W. Nash and renamed Nash Motors Company. In subsequent years the Kenosha firm produced Nash, Ajax and LaFayette cars. On January 4, 1937, Nash Motors was merged with Kelvinator Corporation of Detroit to form Nash-Kelvinator, and on May 1, 1954, Nash-Kelvinator was consolidated with Hudson Motor Car Company to form American Motors Corporation.

In February, 1970, American Motors expanded not only its facilities and market opportunities with the acquisition of Jeep Corporation, but also its heritage, since Jeep Corporation is the successor company of Willys-Overland, Inc., one of the oldest and largest pioneer auto firms.

In the seven decades since the first Rambler car was produced and sold, American Motors and its predecessor and acquired companies have built more than 17,500,000 passenger cars, trucks and commercial vehicles. This figure includes 39,090 early Rambler cars and trucks; 43,766 Jeffery cars and trucks; 2,858,635 Nash cars and trucks; 27,373 Ajax cars; 2,152,793 Hudson cars and commercial vehicles; 1,331,107 Essex cars; 365,191 Terraplane cars; 5,678,445 Overland, Willys-Knight, Whippet, Americar and Willys cars, trucks, commercial vehicles and World War II military vehicles; 3,769,854 modern Rambler cars; 1,023,116 Ambassador, AMX, Matador, Javelin, Hornet and Gremlin cars, and 208,944 military and postal delivery vehicles.



THE FIRST RAMBLER - Two different views of the 1902 Rambler Model C. This car was the original ancestor of the present American Motors line.

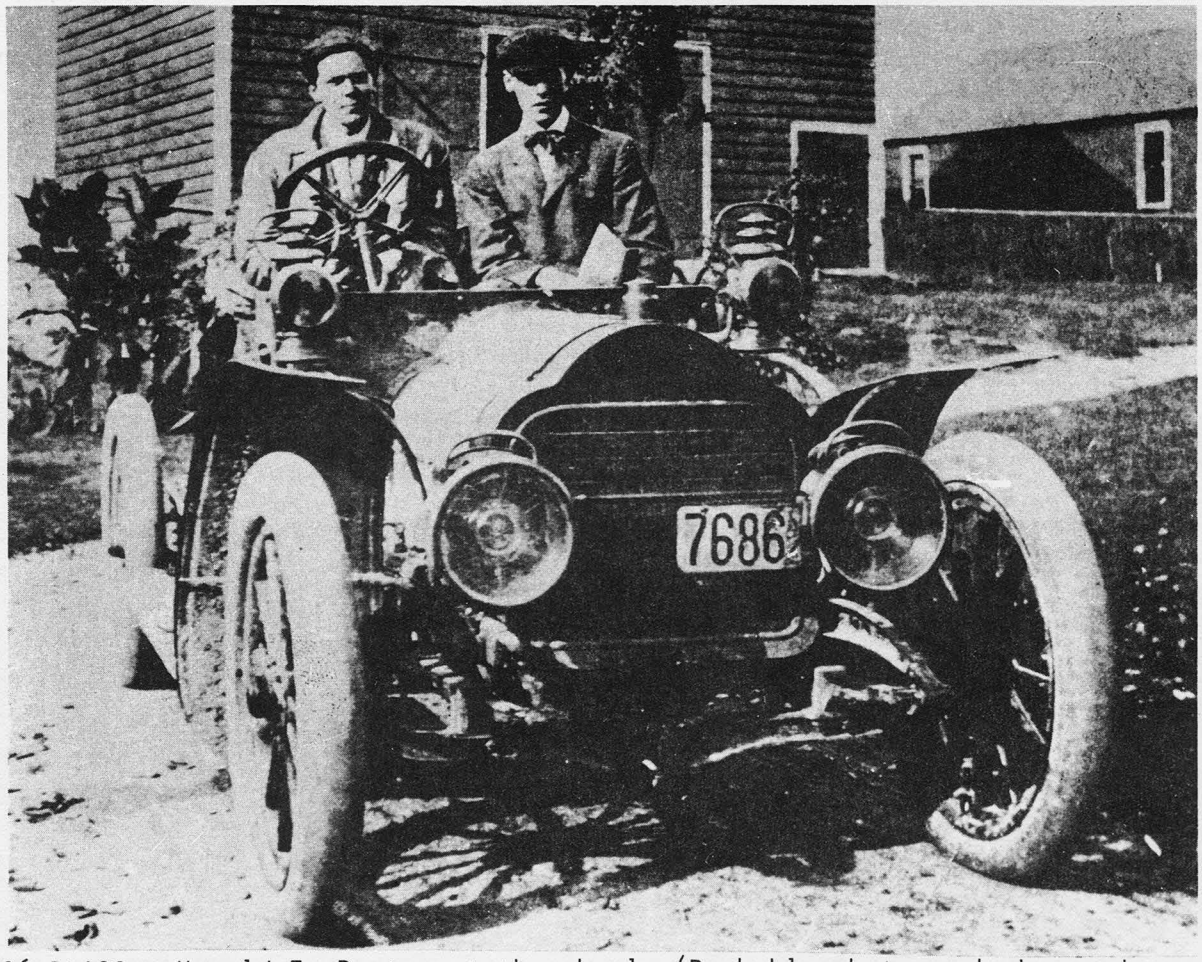
70 YEARS LATER - THE 1972 JAVELIN. American Motors now produces this car plus Ambassador, Matador, Hornet and Gremlin models as well as four-wheel-drive Jeep commercial vehicles.

The BLISS Automobile

by G. Marshall Naul

New York and its vicinity has not produced an automobile in fifty years, although there may have been some prototypes made since that time. The automobiles which were made there were of unusual interest due either to high quality or some interesting innovation. Early cars from Long Island included AMERICAN MERCEDES, MANLIUS and ONLY, and from Yonkers, ARDSLEY, COLT and HOWARD. In Manhattan were made the SIMPLEX, HEWITT and ELLSWORTH. Even Brooklyn had the B.L.M. and the BLISS. The last mentioned is the subject of this account.

The BLISS was built only for 1906 by E. W. Bliss Company in their 52nd street plant. This auto, it is claimed, was designed by Harold E. Porter and a Mr. Keanan. As the Bliss company was (and still is) in the business of building heavy presses, their knowledge of metallurgy was far beyond that of the typical auto manufacturer of that year, and the types of materials which were used in the BLISS reflected that know-how. Examples of these metals are: nickel steel forged crankshaft (as were the I-beam axles), chrome-nickel wrist-pins and transmission gears, copper gas tank, aluminum crankcase and body. Even the frame was forged from chrome-nickel steel. This level of quality resulted in a very expensive automobile, and the price of the only model, a five-passenger touring car, was $7000. This figure undoubtedly was the reason that only three of these were manufactured. Douglas Andrews Co. exhibited a chassis and a touring model at the New York Armory Show in January, 1906, but by April had ceased to be the exclusive dealer for the BLISS.



1906 BLISS - Harold E. Porter at the wheel. (Probably photographed somewhere on Long Island in the fall of 1905.

Specifications for the BLISS:

Engine: 4 cylinders, cast in pairs, T-head, 4 1/2 in. bore and 6 in. stroke (displacement of 382 cu. in.)
Gasoline fed by exhaust pressure. Four compression rings on each piston. Carburetor: Longumere or Mercedes type.
Camshaft gears of vulcanized fibre. Lunkenheimer lubricator.
Water cooled, with water manometer on dash.
Engine rated 30 hp , 900 rpm.

Transmission: Panhard type, progressive, four speeds forward plus reverse. Hess-Bright ball bearings in transmission. Transmission, differential and service brake all in a single cast housing. Service brake was expanding, internal.

Drive: Double Brampton chains.

Wheels: Hess-Bright ball bearings for all wheels. Tires 36 x 4 1/2.

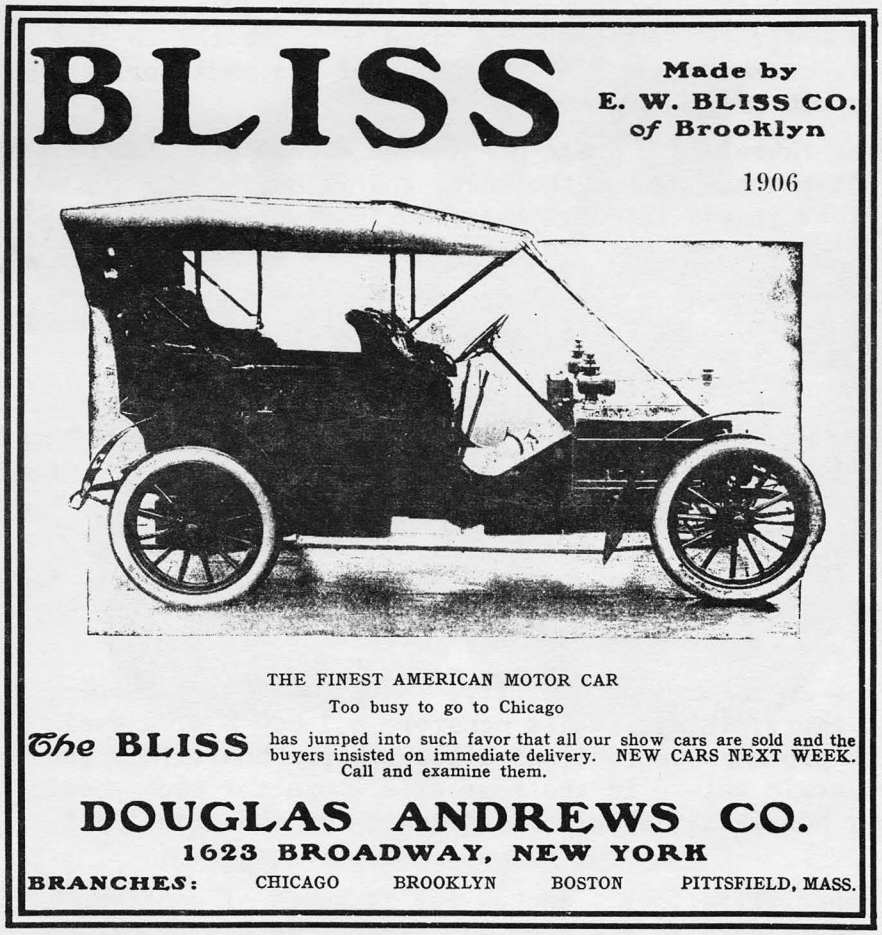
Wheelbase: 114 inches; tread 56 inches. Weight, less than 3000 pounds.

Springs: Front 7 leaves, 39 x 1 3/4; Rear 10 leaves, 51 x 2.

Body by Healy or Demarest.

Speed 50 mph.

References: MA 1-8-06(81); tA 1-25-06(192-3, 253-4); CATJ 3-06(173-7).
Letter from Mr. V. Sivertsen, Virginia Beach, Va.
Photograph from Mrs. Austin Steele, Cambridge, Md.



BLISS advertisement, reproduced from Floyd Clymer's Scrapbook, No. 7, page 60. The original source is not identified.

TEREX: GM'S YELLOW-GREEN GIANT

by R. Perry Zavitz

Remember when General Motors was ordered to sell its Euclid Division in 1968? The company was also barred from any involvement in off-highway truck business for four years. That term expires this year, and G.M. is prepared to re-enter the market immediately.

Last June, General Motors Diesel of London, Ontario, announced the largest of several off-highway trucks. The injunction did not apply in Canada, where Euclid-type trucks have been palnned and put into production. No originality was evident, however, in the Euclid-like chartreuse color of these vehicles.

General Motors Diesel is a division of General Motors of Canada. It was established around 1948 to build locomotives similar to those G.M. builds at La Grange, Illinois. When Canadian railways has fully converted to diesel, and export markets showed signs of saturation in the late 1950's, part of the London plant was turned over to production of urban buses. This was probably G.M.'s first Canadian endeavor in bus production.

An addition to the London factory was completed last summer for production of the new Terex line of earth moving equipment. Off-highway trucks, urban buses and railway locomotives all roll out of the same building now.

The largest Terex truck, the 33-15, and all other models were displayed for the public in front of the palnt for their introduction on June 23, 1971. A special platform allowed visitors to look into the cab, if any cared to climb the 20 some steps. The driver would normally climb a ladder at the right of the radiator; then go along a catwalk to enter the cab of this 20-foot wide truck.

Prior to the public showing there was a press preview, and some even test drove this overgrown El Camino. One of those who took the wheel was TV Newswoman Jean Robert. She told me excitedly that it was like driving a house, but she didn't mean a motor home. Despite its size it was very easy to handle.

Then the mayor of London, Herb McClure, had a try, too. As a former land developer he probably felt more comfortable at the controls of a bulldozer than in the mayor's chair.

Former G.M. president Edward Cole, on hand for the festivities, took the 33-15 out for a spin, too. Jean Robert was in tha cab with him. After getting instructions fro a G.M.D. official, he handled the machine confidently - until he wanted to stop. He asked Miss Robert, "Which one did he say was the brake?"

Let's hope Ralph Nader doesn't write a book attacking the Terex, as he did about Cole's Corvair. If Nader thinks the Terex is unsafe at any speed, he will find it the least unsafe while backing. When the 33-15 is shifted into reverse, air horns automatically blast a warning to everyone in the county.

The Terex trucks range from 22 to 150 ton capacity. The 33-15 is the latter, and it weighs almost that much empty. To drive this monster, a 1,600 h.p. diesel engine drives a generator which produces up to 1,025 kilowatts per hour. This generator supplis power to two electric moters in the rear axle - one for each wheel. Flat out, it hits 29½ miles per hour. That should be adequate for the gravel pit Grand Prix.

The fuel tank holds 650 imperial gallons - enough for 24 hours of continuous operation. You'll need a big credit card to fill 'er up. Tires, the common ordinary tubeless type, cost a not-so-ordinary $10,000 each, and are a not-so-ordinary 36.00 x 51 size. They are 10½ feet in diameter and have a 58 ply rating.

The price of the 33-15 is around $350,000. (Iam holding off in expectation of a "3 for $1,000,000" sale.) The Terex will be available this year in the U.S., so hurry down to your corner G.M. dealer and place your order now. Be the first on your block with a truck big enough to hold the whole block!

The name "Terex" is a contraction of the Latin meaning "earth king". You better believe it, baby!

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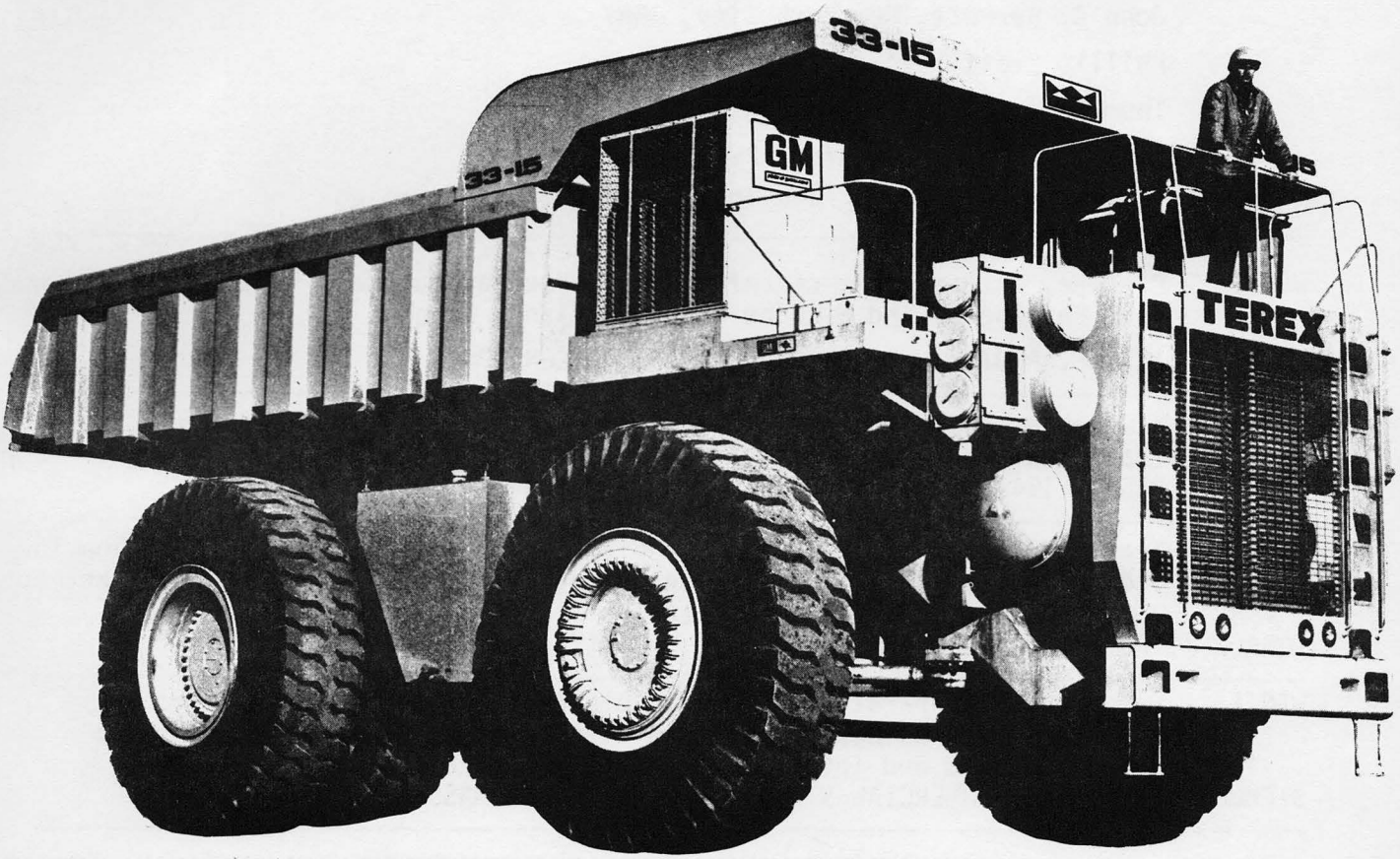
Author's footnote: Semon Knudsend claims he resigned from General Motors because of policy differences concerning the Euclid Division. He is now president of the White Motor Corporation. It was White that bought Euclid in 1968. Should these two incidents be connected? And, if so, what do they mean?



TEREX GM

WANTED - Information or sources on the following individuals and their vehicles:

Benjamin Dearborn, Boston, 1819.

Harrison Dyer, Boston, c. 1830

B. M. Kemp, Fort Plain, N. Y., 1885

Lawson and Pearce, Louisville, Ky., 1856

Simon Ingersoll, Stamford, Conn., c. 1858

J. F. Holloway, Cuyahoga Falls, Ohio, 1861

Alvin Norcross, Boston, 1865

James Hill, Fleetwood, Penna., 1866

Elmer Woods, Boston, c. 1870

Isaac Mills, Pittsburgh, 1876

Jacob M. Lauck, West Milford, W. Va., 1876

Lemuel H. Parker, Rockland, Maine, c. 1877

Clarence Simonds, Lynn, Mass., 1884

John A. Barrett, New York City, 1887

Phillip Pratt, Boston, 1888

Thomas J. Foster, Westbrook, Maine, 1889

Lee Cranch, New Brighton, Penna., 1895

JOHN M. PECKHAM, 675 PINEWOODS AVE. ROAD, TROY, NEW YORK 12180

WANTED - Picture, information, concerning 16 passenger bus made in 1905 by the Gill Gas Engine and Machine Shop, Portland, Oregon.

RICHARD LARROWE, ROUTE 1, BOX 900, CORBETT, OREGON 97019

TRADE - Have several items of duplicate auto literature in my library and will trade, not sell, for items I need. Will swap trade lists with anyone.

MENNO DUERKSEN, 194 S. GREER, MEMPHIS, TENN. 38111

WANTED - Pre-1948 copies of Antique Automobile and the old AACA Bulletins; pre-1946 copies of Bulb Horn; pre-1948 copies of Horseless Carriage Gazette. Please state price in first letter.

RONALD J. PUTZ, 1801 SOUTH WARNER AVE., BAY CITY, MICHIGAN 48707

WANTED - For book in preparation; Reproducible photographs, correspondence, invoices and drawings relating to classic and antique vehicles built for celebrated and infamous persons. Will purchase.

SIGMUND GOODE, 523 COMMERCIAL STREET, PROVINCETOWN, MASS. 02657

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