

NEWSLETTER

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The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

ROSTER COLLECTION POINTS

England and near continent: Michael J. Worthington-Williams, with France hopefully being handled by Lucien Lorrielle.

New England, USA: Charles Bishop

Atlantic states, excluding New England: Fred Roe

Southeastern states, including to Mississippi: Dick Brigham

Canada: completely, at this time, Hugh Durnford

Penna., Ohio, Michigan: Stan Yost

Indiana: Henry Blommel

Southwestern states: Mississippi and west: Frank Snyder

California: Rick Lenz (primary interest, post-war efforts)

Northwestern states: Ralph Dunwoodie

Wisconsin, Illinois, Iowa: John Conde

The rest of the midwestern states can be sent to either Stan Yost or John Conde, for the present, until we get a likely volunteer for that area.

As you can see, we have gotten fairly good coverage to this point and are going ahead as planned. If there are any members specializing in certain states, as does Henry Blommel, we would like to hear from you. Persons with special city or marque interests should also contact us so that we can plan around you, too. We are going to have the trucks picked up separately and R. A. Wawrzynial will be principally in charge of these with John Montville on the East Coast helping where possible. We could use some truck help from the West Coast because there were many built out there which may not have been publicized at all.

This then is the way the roster stands for now. You will be notified of any changes. The volunteers are much appreciated and we hope that there will be much good results by the time we have our next annual meeting. Any entries sent to any of these points must contain your name and the reference to the listing, including date, magazine name and page number. All help will be gratefully accepted.

Stan Yost

EDITORIAL

In all probability the world's automotive industry and its products are in the beginning phase of profound changes both in quantity of autos built (and sold) as well as in automobile design. This has been brought on by the apparent shortage of petroleum and petroleum-derived products. There seems to be little doubt that the age of plenty, so far as petroleum is concerned, has passed and from now on there will be increasing competition for what oil will be available in the future. Of course, the amount of shortage is subject to some questioning, but the

EDITORIAL (continued)

qualitative shortage will remain no matter what may ultimately will be the amount of this. There are all sorts of ramifications to this problem, and the arguments will continue.

This situation has already affected the U.S. auto makers to a considerable extent. A reduction in production is certainly nothing new to the automobile makers, the outstanding example of this was the total curtailment of passenger car production during WW II. However, that was a mere interruption of production, and in late 1945 when production was resumed, the auto makers went back to building what were thinly disguised 1942 models. The situation today is considerably different, as the large and very large automobiles are "going begging" and the demand has changed its pattern from these to the smaller, compact and sub-compact autos. It seems probable that this change in buying pattern will be around for the foreseeable future and will result in considerable design changes by the industry. While no publicity has come to notice, it is likely the designs which were to have been the 1975, 1976 and later models for makes such as CADILLAC, LINCOLN and CHRYSLER have been scrapped and now being modified.

It is hoped that some historian has realized the importance of this current phase, now only a few months old, and is keeping track of the important events which in the future may be judged to be as important as the Model T in the history of the automobile.

GMN

THE MAIL BAG

Letters from Members

From: Fred D. Roe, 837 Winter St., Holliston, Mass. 01746

"I have run across some STUTZ production figures which help to reinforce both Mr. Naul's projections and Mr. Appelquist's questions. My figures are from a STUTZ financial report published in The Automobile of 2-22-17, p.5. It seems reasonable to assume from the date of this report that it was for the calendar year 1916 and that the figures quoted would be calendar-year production:

Year	Naul Est.	Appelquist	Brigham	STUTZ Report
1912	558	266		
1913	752			759
1914	785			649
1915	562	1079	566	1079
1916		1556	1412	1535
1917		2300	2006	

I believe the controversial 1915 figures result from the fact that the Brigham (identical numbers in Branham, 1920) serial numbers are not inclusive of all models made in that year, which is apparent from their listing of models."

From: Michael Worthington-Williams, 74 Wickham Hill, Hurstpierpoint,
Sussex, England

"While I would agree that in theory the title of the Society does not restrict its scope of operation to any locale, in practice, the fact that its Headquarters is in the mid-west, USA, and all its literature and notepaper bear this address gives the impression that it is an American-oriented society.

The inclusion of the word "International" in our title would not only be an indication of the scope of our activities, it would be a positive invitation to our friends all over the world and would immediately dispel any chauvinistic image we may unwittingly have acquired."

From: G.N.Georgano, 19 Heath Road, Ringwood, Hants., England

"... On the question of the Society's name, I think it would be just more unweildly to add the word 'International'; ... the title as it is does not imply restriction to any one country, except that 'Automotive' is more widely used on your side of the Atlantic than ours. But I would still be against adding anything. "

CAN WE FIND A FEW FACTS ABOUT THE FEWMAL? - Fred D. Roe

FEWMAL Cyclecar 1914 Fewmal Motors Co., California

This is the bare little entry in the "5000 Makes List" (The American Car Since 1775) and all there is to go on. Moreover, it is set in italics meaning that it is an unsubstantiated entry.

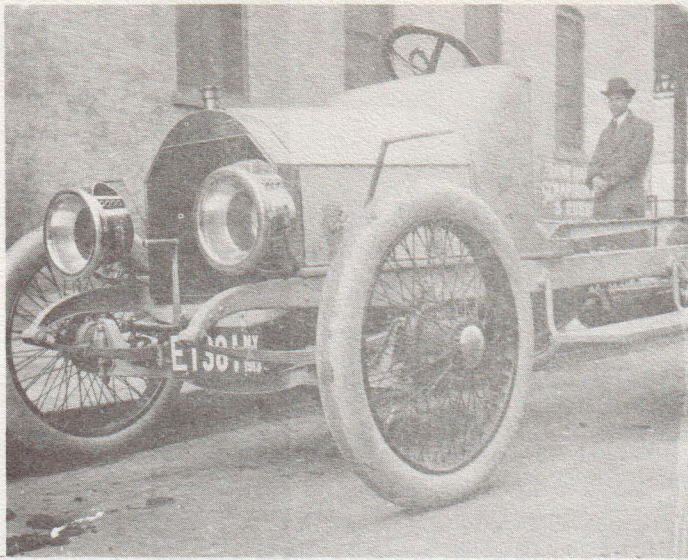
Such a distinctive name should stick in the mind if any reference should turn up. A fact or two found in some member's files would go far in filling out the FEWMAL file. I did find one such reference while searching for something else in a copy of New England Auto List for May 30, 1914. This magazine contains a partial listing of registrations in the New England states in each issue. In my copy, sure enough, a FEWMAL is listed, registered in Rhode Island, year 1913, horsepower 12, serial or motor number A1. This brings us evidence of one such car, and a question: How come this FEWMAL was in R.I. if it really was made in California? Has anyone any answers or more information about FEWMAL?

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MYSTERY CHASSIS

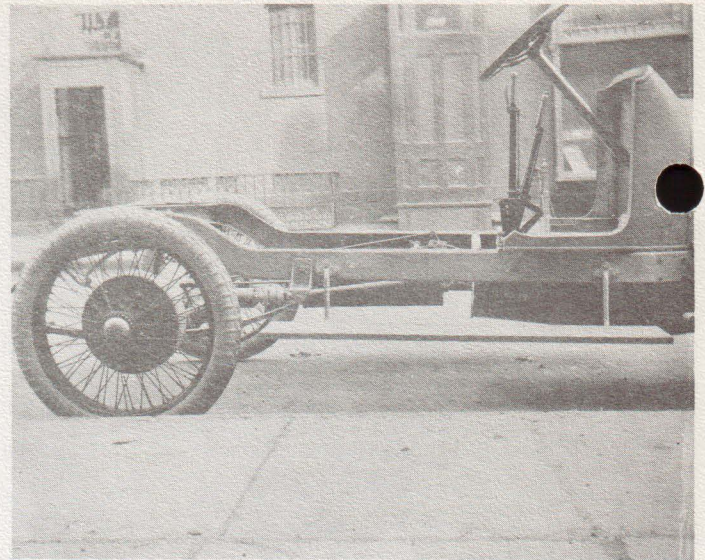
On page 4 is shown a series of photos of an unidentified passenger car chassis. John Peckham came upon these photos taken in New York City in 1913. Despite the best advise on identification, and despite some of the unusual features plainly visible in these pictures, no one has been able to identify the make.

This chassis is powered by an L-head four cylinder engine. It has half-elliptical springs in front with 3/4 ellipticals in the rear. The front spring shackles straddle the attachment channel, and the front axle has but very little drop for clearance. It is unfortunate that the 1913 license plate is of no use in identification, as N.Y. appears not to have issued a listing for that year.

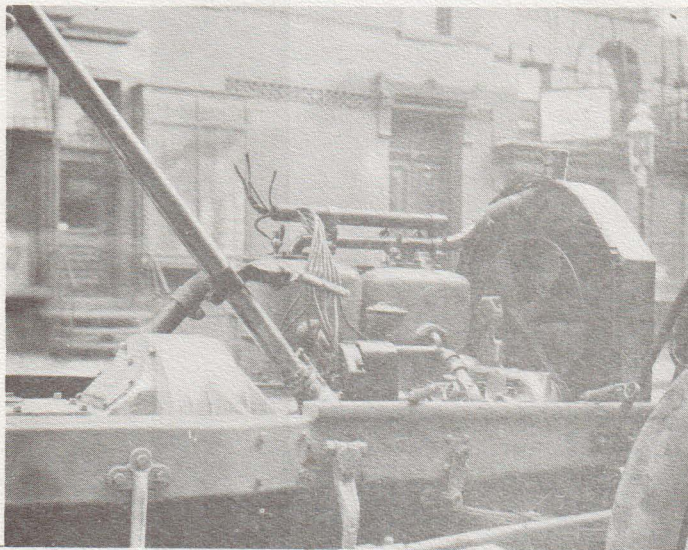
If any member can make an identification of this chassis, with references of source information, this will be noted in a future issue of the Newsletter.



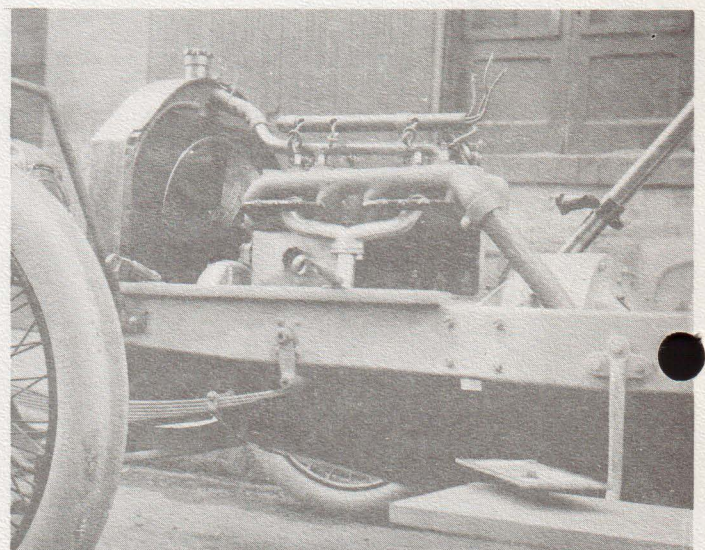
1.



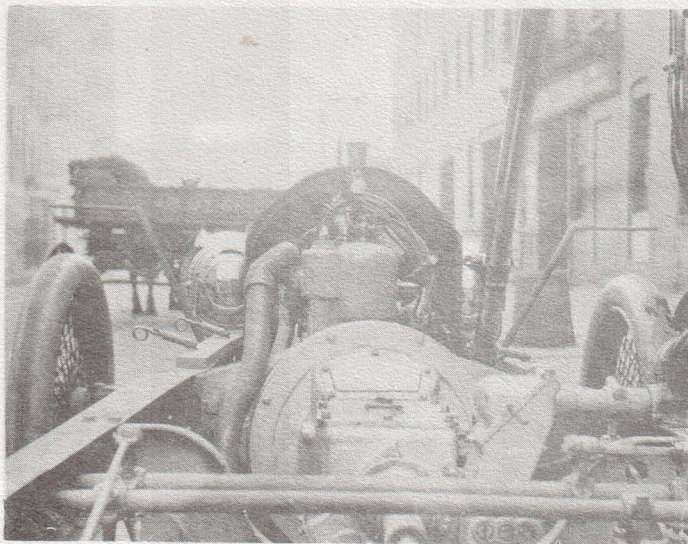
2.



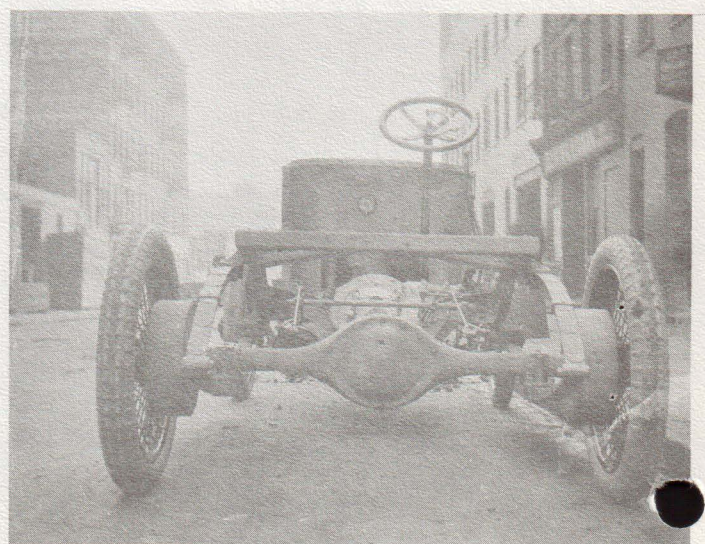
3.



4.



5.



6.

ROPER'S TEN MACHINES - by John M. Peckham

For many years Sylvester Hayward Roper has been the best-known name in the 19th century development of the American steam carriage. This of course is primarily due to the fact that one of his vehicles still exists in the popular Henry Ford Museum at Dearborn, Michigan. According to an article in the July 1895 issue of The Horseless Age, Roper built no less than ten self-propelled road vehicles between the early 1860's and 1895. A later article stated that this included two-, three- and four-wheeled vehicles, including a self-propelled fire engine. For some strange reason, no one has bothered to try to trace all these vehicles before now.

It is most likely that Roper's first steam carriage has been credited to the wrong person. That individual, C.M.Spencer of Amherst, Mass., is said to have built and operated a steam carriage about 1863. However, at that time, and up to 1866 or 1867, he was in partnership with Roper in the manufacture of the Roper Repeating Rifle. While Spencer may have had something to do with the vehicle, judging from Roper's continued interest in such projects, it seems likely it was the latter's baby.

The second Roper steam carriage was built by the end of 1863 and was sold to W.W.Austen who lived in the Boston area. This carriage is the one which appears in the Feb. 1970 issue of the SAH Newsletter, and which travelled with Spalding & Rogers' "Great Ocean Circus", driven by "Prof. Austenius".

The third machine was built by early 1865 and raced by Roper himself during the Fair season. About October of that year this steam carriage was purchased by Joseph Battin of Newark, N.J. Battin, having built one or two steam carriages of his own, was most likely interested in Roper's boiler. Judging by Battin's patent for a water-tube boiler, I doubt that he had much success with his own.

The fourth vehicle, almost identical to Battin's, was built about the same time and was sold to W.W. Austen. This, too, went out on the circus circuit. It is this machine that is now in the Henry Ford Museum.

According to the July 1895 article in The Horseless Age, a steam bicycle was built by Roper about 1870. Nothing else has been found on this, as yet.

Two more steam carriages crop up in The American Machinist of Oct. 30, 1880 and January 8, 1881, respectively. While Roper's name is not mentioned, there is little doubt as to the builder. The author of these articles, a Worcester, Mass. resident, stated that the earlier one could be seen travelling the roads of the Boston area, and the latter had been seen in a local paint shop. Since Roper was the only constructor of such vehicles in that area at the time, it is reasonable to conclude that he was the builder. In addition, the boiler arrangement, suspended below the frame, was nearly a Roper trademark.

It was this machine, in all likelihood, that was finally completed in 1895 and sold to C.D.P. Gibson. At least the descriptions are nearly identical. John Einig of Jacksonville, Fla. purchased this pre-owned steamer from Gibson in 1896.

1895 was the year in which Roper built his last vehicle, a bicycle. In 1896, he died of a heart attack while giving a demonstration of its ability at the Charles River Track at Boston.

This accounts for nine of Roper's vehicles. However, I have found nothing on the three-wheeled machine he was supposed to have built. This would, of course, bring the total to the ten mentioned in the Horseless Age article.

Having contacted some fire engine authorities, one of whom lives in the vicinity of Boston and knows about nearly all of the steam fire apparatus in New England, Roper's name is unknown in connection with such vehicles, let alone a self-propelled fire engine.

A quick run-down on the identified Roper steam vehicles follows:

ca. 1863	Roper/Spencer	Wt. 800 lbs.	Chain gearing
1863	W.W.Austen	Wt. 650 lbs.	Spur gearing
1865	Joseph Battin	Wt. 480 lbs.	Crank on rear axle
1865	W.W.Austen	Wt. 480 lbs.	Crank on rear axle
ca, 1870	Bicycle		
1880	Carriage		Spur gearing
1880	Racer		Crank on rear axle
1894	Homes/Gibson/Einig	Wt. 325 lbs.	Crank on rear axle
1895	Bicycle		Crank on rear axle
18 ?	Tricycle		

More details are available on several of these pioneer steam carriages, but for others, an intensive search of newspapers would be necessary to determine these details, if the newspapers even bothered to carry anything on Roper's "toys".

DATING DUESENBERG AND ROCHESTER-DUESENBERG ENGINES - Fred D. Roe

The subject of exact dating of the transition from engines supplied by Duesenberg Motors Corp. to those supplied by Rochester Motors Co., Inc. has been incorrectly reported in many references to cars and companies which used either or both. This will be a brief attempt to clarify the situation.

The Duesenberg brothers, after they established themselves in rented factory space in St. Paul, announced that they were prepared to supply their successful racing engine to manufacturers who might want to use it in passenger cars.(1) There was no immediate response, but by 1917 a few producers had become interested. In the meantime, Duesenberg had continued actively to manufacture and develop racing engines and had expanded into the area of marine and aircraft applications and had become a supplier to the armed forces of several countries. They had moved their operation twice, first to Chicago and then to New Jersey.

In early 1918, a re-announcement was made of their engine for passenger car use, and four makes were stated to have been allotted a part of the production for the following season.(2) These makes were BIDDLE, ROAMER, ReVERE and WOLVERINE. However, only a month or two after this, Duesenberg proudly stated that all non-government work had been suspended for the duration of the war. (3)

Nevertheless, there were passenger cars produced by at least three of these four manufacturers with actual Duesenberg-made power plants. There are photos of ReVEREs showing genuine Duesenberg engines, and the firm, founded in 1917, built its entire original advertising campaign around the use of the Duesenberg engine.(4) I have information on at

least two BIDDLES so equipped, from individuals.(5) ROAMER advertised Duesenberg power early in 1918, and actual existence is supported by another individual.(6) The actual status of WOLVERINE production is still unclear at this time. It is likely that a small supply of these engines had been assembled late in 1917 to make the production of these makes possible.

For the rest of 1918, and well into 1919, Duesenberg was fully occupied on war work, and by the time that their government commitments were fulfilled, their future plans had been developed around the use of straight-eights in both racing cars and the passenger car they were going to produce. Therefore, the future of the four-cylinder engine was not included in their program. A buyer was found, and in the fall of 1919 there were ads and announcements that henceforth the Duesenberg four-cylinder engine was being manufactured and sold by Rochester Motors Company, Inc. of Rochester, N.Y. (7) Tooling and production for this somewhat redesigned version of the famed walking-beam engine was well in hand by late 1919, and the 1920 shows in the winter of that year were graced by models from ROAMER, ReVERE and the new makes, METEOR, KENWORTHY and SHAW, all using the Rochester-Duesenberg power plant.(8)

The switch had been made and production of the Rochester version of the Duesenberg four-cylinder engine far overshadowed that of the original, which had so abruptly been terminated by the demands of the war. The point must be made clear that any car bearing a Rochester-Duesenberg engine was not produced before late 1919, and, in accordance with custom, would have been, in all probability, a 1920 model. The further point should be established that the three makes, BIDDLE, ROAMER and ReVERE used engines of Duesenberg manufacture before there were any Rochester-Duesenbergs, and that WOLVERINE (and perhaps one or two others) may also have been users of earlier versions.

An interesting third version of the horizontal-valve engine was developed by Adolph Monsen of the ReVeré Motor Car Corp. This version involved a redesign of the valve mechanism with the camshaft located rather high on the side of the block so that the 14-inch walking beams of the Duesenberg were replaced by more normal rocker arms perhaps five or six inches long. This power plant was used in ReVERE cars as early as 1919.(9) While the ReVERE car was introduced with the original Duesenberg engine, Monsen may have had intentions of producing his own engines at a later date, but it is my opinion, strictly a conjecture and not a historical fact, that he may have been forced to do so earlier than intended because of the inability of Duesenberg to supply him. ReVERE went on to become the largest user of Rochester engines later, but cataloged the Monsen version in the speedster model until the end of their production of cars. (10) It probably was cheaper to buy from Rochester than to produce a limited volume of their own.

If the chance arises that visual observation of Duesenberg and Rochester-Duesenberg engines may be made, identification is easy. Duesenberg-built engines have the name "Duesenberg" in a rather stiff script, cast into the right hand side valve cover. Rochester-built engines have "Rochester Duesenberg" in block letters cast into the upper section of the right hand side valve cover, except for some of those in ROAMER cars which read "Roamer Duesenberg" instead.

- References:
- (1) The Automobile, 2-11-15, p.272
 - (2) Horseless Age, 1-15-18, p.49
 - (3) Aviation, 3-15-18, p.207; Aerial Age Weekly, 4-8-18, p.188-189
 - (4) Horseless Age, 3-1-18 (full page adv. with photo of chassis); Automobile Trade Journal, 5-18 (full page ad)
 - (5) Private letter to author from W.A.Johnson, 1946
Personal interviews with L.B.Beals, 1940-1947
 - (6) Horseless Age, 2-1-18, p.57
Personal interviews with L.B.Beals
 - (7) Motor Life, 11-19, p.105
Motor Age, 1-8-20, p. 34-35
 - (8) Motor Age 1-29-20, p. 69 (ROAMER); p.68(ReVERE)
Motor Age, 2-5-20; 4-15-20, p.33(SHAW)
Motor Age, 2-5-20(KENWORTHY)
Vehicle Monthly, 2-20 (METEOR)
 - (9) ACD Newsletter, 11/12-65, p.28
 - (10) Branham, 1930.

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U.S. Companies Manufacturing Passenger Cars in 1907 (cont'd. from page 9)

- Wilcox Motor Car Co., H.E., Minneapolis, Minn.
- Woods Motor Vehicle Co., Chicago, Ill.
- *Woonsocket Napping Machine Co., Woonsocket, R.I.
- *Wottring & Son Automobile Works, Prospect, Ohio ("To order")
- York Motor Car Co., York, Pa.

(Ed.: Mike Larsen of Vancouver, Wash. has sent a note claiming that the Lambert Company had not been included in the listing. His reference is the Touring Tribune published by the Eugene, Ore. Regional Group of the HCCA. In this publication is a reference to The Lambert Company of Anderson, Ind. This is, of course, quite incorrect as the name of the manufacturer of the LAMBERT automobile was the Buckeye Mfg. Co., Anderson, Ind.)

MISCELLANY:

The working library of the late Ken Purdy will be sold at auction, May 2 by Swann Galleries, 117 E. 24th St., N.Y., N.Y. 10010. A catalog of the 200 lots is available from Swann for \$3.00.

The Sunbeam Car Club, now one year old, is headed by S.A.H. member Kipp Cedusky. This Club is also a "collection point" for all Rootes Group cars.

The Library has received a copy of the first issue of Rollin' On, a tabloid devoted to history of commercial vehicles. Editor, printer and publisher is S.A.H. member Randy Ledermann.

The Library also receives copies of The Sacred Octagon, official publication of the New England MG "T" Register, headed by S.A.H. member Dick Knudson for whom the MG is a favorite subject.

The awarding of the Cugnot Award to Karl Ludvidsen was noted in the March issue of Road & Track, under Misc. Ramblings. Also of interest in this issue is an excellent write-up on the Automotive History Collection of the Detroit Public Library. This article includes a cut of the smiling countenance of Jim Bradley, Head of the Collection, and S.A.H. member.

U.S. Companies Manufacturing Passenger Cars in 1907 - Frank T. Snyder, Jr.
(Continued from Newsletter No. 33, page 9)

Names preceded by * have not been identified with a make of auto, and references to specifications and length of production have not been found.

Ranger Motor Works, Chicago, Ill.
Rauch & Lang Carriage Co., Cleveland, Ohio
Reliable Dayton Motor Car Co., Chicago, Ill.
Reo Motor Car Co., Lansing, Mich.
Rockford Automobile & Engine Co., Rockford, Ill.
Rossler Mfg. Co., C., Buffalo, N.Y.
Royal Motor Car Co., Cleveland, Ohio
St. Louis Car Co., St. Louis, Mo.
* St. Louis Paper Box Co., St. Louis, Mo.
Schacht Mfg. Co., Cincinnati, Ohio
Selden Motor Vehicle Co., Rochester, N.Y.
Shoemaker Automobile Co., Elkhart, Ind.
Simplex Distributing Co., New York, N.Y.
Sinclair-Scott Co., Baltimore, Md.
Smith Automobile Co., Topeka, Kansas
Snyder & Co., D.D., Danville, Ill.
Speedwell Motor Car Co., Dayton, Ohio
*Stanley Auto & Mfg. Co., Moreland, Ind.
Stanley Bros., Newton, Mass.
Star Automobile Co., Chicago, Ill.
Staver Carriage Co., Auburn Park, Ill.
Stears Co., F.B., Cleveland, Ohio
Steel Swallow Co., Jackson, Mich.
Stevens-Duryea Co., Chicopee Falls, Mass.
Stilson Motor Car Co., Pittsfield, Mass.
* Stratton Engine Co., Fitchburg, Mass.
Streator Motor Co., Streator, Ill.
Studebaker Automobile Co., South Bend, Ind.
Sturtevant Mill Co., Boston, Mass.
Success Auto-Buggy Co., St. Louis, Mo.
Sultan Motor Co., Springfield, Mass.
Summit Carriage Mobile Co., Waterloo, Iowa
* T.C.A. Co., Chicago, Ill.
* Taunton Motor & Machine Co., Taunton, Mass.
* Thayer Automobile Co., Marinette, Wis.
Thomas-Detroit, E.R., Detroit, Mich.
Thomas Motor Co., E.R., Buffalo, N.Y.
Tincher Motor Car Co., South Bend, Ind.
U.S. Motor Car Co., Upper Sandusky, Ohio
Victor Automobile Co., Ridgeville, Ind.
*Victor Automobile Mfg. Co., St. Louis, Mo.
Walter Automobile Co., Trenton, N.J.
Waltham Mfg. Co., Waltham, Mass.
Wayne Automobile Co., Detroit, Mich.
Wayne Works, Richmond, Ind.
Welch Motor Car Co., Pontiac, Mich.
*Western Engine Works, Chicago, Ill.
Western Tool Works, Galesburg, Ill.
White Co., The, Cleveland, Ohio
Winton Motor Carriage Co., Cleveland, Ohio
(cont'd. on page 8)

NEW MEMBERS:

John F. Dugdale, 80 East End Ave., New York, N.Y. 10028
Interests: 1930-1960; makes: Jaguar and Rootes cars (HILLMAN, HUMBER, SUNBEAM TALBOT); British Leyland makes (AUSTIN, JAGUAR, MG, TRIUMPH and ROVER); motor sports of all types, especially racing records; business history of the motor industry.

The Craven Foundation, 760 Laurence Ave. West, Toronto, Ontario
M6A 1B8, Canada
Interests: Automobiles of Canada

Stella Mary Ellen Field, Huckleberry, Fortescue Road, Salcombe,
Devon, TQ8 8AP, England
Interests: Research into the history of little makes of autos.

Dennis Cromwell Field, Huckleberry, Fortescue Road, Salcombe,
Devon TQ8 8AP, England
Interests: History, development, technical particulars of all makes of private passenger cars manufactured in any country up to and including the year 1918. Motorcycles and commercial vehicles to a limited extent only.

Walter S. Seeley, RD 5, Carlson Road, Jamestown, N.Y. 14701
Interests: DUQUESNE (1903-6), Jamestown, N.Y.; BIRMINGHAM (1920-3), Jamestown, N.Y.; AMERICAN UNDERSLUNG (1905-14), Indianapolis, Ind.

CHANGES OF ADDRESSES:

Z. B. Conley, Jr., P.O.Box 2534, Santa Fe, N.M. 87501

D. J. Kava, 600 Summit St., Apt. E-4, Waycross, Ga. 31501

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WANT ADS:

Want programs for New York Auto Show, 1957, and for International Motor Sports Show, 1955.

John M. Peckham, 675 Pinewoods Ave. Road, Troy, N.Y. 12180

Catalog Exchanging Partner Sought for these countries: Austria - mainly for these passenger car makes: AUSTRO-DAIMLER, AUSTRO-FIAT, GROFI; Germany, for these makes: AGA-built, ESSEX cars, EGO, STOEWER, etc.; Italy: the rare makes, U.S.A.: AUBURN V-12, CLYDESDALE truck, CUNNINGHAM, DAGMAR, FLINT, FAGEOL, GARDNER, MAXWELL, McFARLAN, OVERLAND, OAKLAND, PEERLESS, etc., plus all cars with sleeve-valve engines, as WILLYS-KNIGHT, FALCON-KNIGHT, STEARNS, STERLING-KNIGHT. Seeking contact, please, only with serious and experienced collectors with an historical appreciation. My collection is more than 40 years old and contains over 5000 catalogs of passenger cars, trucks, fire engines and motorcycles.

G.L.Hartner, Str. Ghiba Birta no 28. Ap.2, Arad, R.S.Romania

Wanted, copy of Automobile Reference Manual, an annual, for any year 1920-1925, to purchase outright or trade for 1933-1955 US auto catalogs.

G.M.Naul, 123A Andover Rd., Heath, Ohio, 43055