



President's Paragraphs

I was very pleased with our second annual business meeting in Detroit; thought it came off fine. For the sake of posterity, 22 members attended (see list) which is exactly the same number as last year. And as last year, the meeting was held in the Explorer Room of the Detroit Public Library. My thanks to Clara S. Jones, library directress, and James J. Bradley of the National Automotive History Collection for making the Explorer Room available.

Thanks, too, to the Ford Motor Co. for treating us to a luscious luncheon on Friday, July 9, at the plush Engineering Society of Detroit. Ford generously picked up the tab for that superb meal. Then on Saturday we were all guests of OLD CARS, the hobby newspaper, for lunch at the Detroit Institute of the Arts. We did eat well those two days, and I'm grateful to both hosts.

Interestingly, three of the four major U.S. automakers were represented among the SAH members in attendance. We had Michael W. R. Davis, Owen Bombard, and Jim Wagner from Ford; Ed Vosburgh, Rob Cheney, and Jeff Godshall from Chrysler; and George Hanley and Dick Scharchburg from General Motors. Dick, in fact, drove over from Flint to Detroit in Buick #1--a restoration of the first 1903 Buick one-lunger. Next day Dick and a co-driver piloted the car back to Flint in a repeat of the first Buick's first road trip.

John Conde of AMC had hoped to make the meeting and thus to round out factory representation, but other duties diverted him. John sent his regrets. On the other hand, a new member, Donat Gauthier, who for 40 years has been an ambassador to Detroit from France's auto industry, managed to attend, and he told me a fascinating story about how Andre Dubonnet sold his famous front suspension system to GM in the early 1930s. Mr. Gauthier is 82 and looks a good 30 years younger.

The following topics highlighted our July 9-10 agenda:

-Jeff Godshall talked about DOCUMENTING CURRENT CAR PRODUCT HISTORY, his theme being that today's cars make tomorrow's research and restorations. Jeff explained how the historian can be both confused and enlightened by dealer showroom literature; that such literature sometimes details trim and models never produced and yet often chronicles subtle midyear changes that otherwise might go unnoticed.

-Eleanor Paton, who heads our oral history program, listed some of the people she's interviewed in 1975-76. Among them are Charles Klingensmith, whose father used to be Ford's treasurer and vice president and a confident of Edsel Ford's; Packard's former executive Owen Goodrich; and John G. Slater, who promoted the use of plastics in automobiles before the war. Slater used to work for Eastman Chemical Corp.

Eleanor, who herself is the daughter of former Packard and Willys chief engineer Clyde Paton, told us that the oral history program is going well but that she could do with some volunteers to help transcribe tapes. We're willing to pay for that work, albeit tokenly, so I hope some of you (or your wives, sons, daughters, and husbands) will get in touch with Eleanor. The oral history program was given \$750 in donations last year, thanks to HEMMINGS MOTOR NEWS, Motorbooks International, and Automobile Quarterly.

-Speaking of money, information has come to us that the federal government is giving away grants--outright and matching--to do historical research and publishing. We're looking into this.

-Mike Davis of Ford spoke to us on the need to identify and preserve historic buildings. He had in mind those mostly

around Dearborn and Detroit, but the same holds all over the nation and the world. Mike has been in touch with other historical preservation societies, and we'll work out a cooperative program. Dave Lewis, the Ann Arbor professor and author, enthusiastically volunteered to help Mike with these efforts, because he (Dave) has already done some work along those lines. It's a project in good hands.

-We talked a bit about the upcoming SAH elections. The election committee has drawn up a slate of candidates, but unless individual members also nominate, the "official" slate runs without opposition. So we passed around a couple of petitions, and there **will** be some choice on the ballot this year. Nominations, though, need more and earlier publicizing, and I hope we can get the word out earlier next year.

-You'll recall that the Society has been planning a public service ad campaign for some time. The idea is to make execs and retirees in the industry aware of possible tax savings through the donating of historically valuable files to the SAH. We, in turn, plan to place documents, files, photos, etc.--anything thus donated--into cooperating archives, museums, libraries, etc., where they'll be saved and be publicly accessible.

That ad campaign is about to get off the ground. John Peckham is finishing up artwork for the ads, and then we'll place them (free) in various trade publications read by automen. We talked at the meeting about some of the legal ramifications and the cooperating institutions. I'm really looking forward to this getting off the ground.

-Lee Kollins mentioned the SAH film library and told about some outside movies and filmstrips he's located in private collections. It's as important to know where such films are as to actually have them in hand. Lee is working with John Olson of Minneapolis on the preservation and indexing of historical films and videotapes.

-SAH Newsletter editor Grace Brigham has finished work on a cumulative index, 1969-75. It's available for \$4, and it's painstakingly done -- another good Brigham job. Speaking of SAH publications, Charles Bishop's list, **The Automobiles of New York**, is now available for distribution. Marshall Naul asked the meeting to set a price on Bishop's list, but we didn't really succeed in doing that, and I'm herewith bouncing it back to Marshall. As an aside, I'd like to mention that this issue of the Newsletter--and almost all those ahead of it--is made possible through the generosity of Walt Haessner and Haessner Publishing Co., Newfoundland, N.J. Walt's staff typesets and mails our Newsletters gratis. If you think of it, you might drop Walt a note of appreciation sometime.

-I mentioned to the meeting that we'd been contacted by the Paramount International Coin Corp. and that they want us to enter some sort of commemorative program with them. I personally haven't encouraged Paramount, pending this meeting. But members present felt we should explore the topic, and I've now written Paramount asking for details.

-We discussed regional SAH meetings and agreed that the more the better. John Peckham recently put together a regional meeting in Connecticut that was quite successful, and George Tesar and Bill Tuthill have expressed interest in doing something similar.

-Another thing we talked about was the possibility of members' inserting clauses in their wills to leave their own historical collections to us or to public institutions. Without specific instructions, such collections sometimes are lost or depleted needlessly, so I'm checking my will in that regard and suggest you do the same.

-Dave Lewis suggested we open up the annual Cugnot awards to more books and articles, perhaps in specific categories. Everyone seemed to think that a good idea. Anyone care to comment?

Those, then are the highlights of our meeting. We plan again to have a social get-together in Hershey this October, probably at the Italian Club (sans orchestra this time). So plan to attend, and watch the **Newsletter** for specifics.

To those who came to the Detroit meeting, I thank you. To those who donated space and lunches, we all thank you, and here's looking forward to just as productive and enjoyable a business meeting in 1977.

Michael Lamm

Those attending:

July 10

July 9

Michael Lamm
Charles Betts
Richard Brigham
Grace Brigham
George Hanley
Jeffrey Godshall
James Bradley
Perry Zavitz
Donald Butler
Michael Davis
Eleanor Paton
James Wagner
Donat Gauthier
Richard Sarchburg
Fred Roe

Michael Lamm
Charles Betts
Richard Brigham
Grace Brigham
George Hanley
Mrs. George Hanley
Jeffrey Godshall
James Bradley
Donald Butler
Michael Davis
Eleanor Paton
James Wagner
Donat Gauthier
Richard Sagall
Fred Roe
Edward Vosburgh
David Lewis
Lee Kollins
Charles R. Cheney
S. Jerry Cheney

NE REGION MEETING

The first of what is hoped will become annual meetings of the northeastern region of the SAH was held on April 10th at the Wilson Firehouse, Wilson, Connecticut.

While the group of 18 was smaller than anticipated, it was a particularly enthusiastic gathering. The meeting started with those attending introducing themselves and describing his or her interests. As it turned out, the group's interests covered almost every age period and vehicle type, and a wide variety of other aspects of automotive history.

Various topics were discussed, including Oral History; Research Techniques; Roster of Makes; Society Promotion Projects; and Memberships Campaigns, plus several other subjects covered at previous SAH meetings.

During the lunch break, the members took the opportunity to look over the partially restored, 1901 Amoskeag, self-propelled steam fire engine which resides in the firehouse. The monstrous 18,000 lb. machine is the only remaining, complete example of the 22 Amoskeag s-p engines that were built between 1867 and 1908.

After this respite, the meeting was continued until about 5 pm, when it was officially adjourned, although it continued in the parking lot for another hour, or so.

The members in attendance would like to thank the Wilson District Volunteer Fire Department for its kindness in letting the Society use its hall. A donation of \$36 was contributed by those attending, and was sent to the Fire Department by Fred Roe.

Those in attendance were;

Rande Ballman
Harrison Bridge
Henry Austin Clark, Jr.
Helen Dawes
Nat Dawes
Dave Ficken
Marge Francis
John Gunnell
Harry M. Handley

Arthur Lee Homan
Richard Knudson
Keith Marvin
John B. Montville
John Peckham
Wallace S. Phinney, Sr.
Frederick D. Roe
Frederick Soule
Frank Thomas

The Mail Bag

From **Menno Duerksen 194 South Greer, Memphis, Tenn. 38111**; The **Complete Encyclopedia of Motor Cars** lists the SOUTHERN AS HAVING BEEN MADE IN 1921-1922 BY THE Southern Automobile Mfg. Co. of Memphis, Tenn. The initials on this entry indicate this was written by Keith Marvin. A local historian named Paul Coppock who has done considerable work on Memphis history in reports that only one SOUTHERN Six was ever made, and that one was never sold because it got shot full of .45 cal. bullet holes during a battle between police and a gang of bootleggers while the car was on display on the second floor of the old Chisca garage. The year was 1920.

Coppock located a man named Frank M. Cubbins, still living in Memphis, aged 72, who was then connected with the project. Cubbins, a mechanic, was hired to "assemble" the car and take care of it while it was on display and being demonstrated. The "assembly" consisted of putting on a special radiator shell and running boards. The original car, Cubbins says, was bought from a Lexington auto manufacturer and had a Continental six-cylinder Red Seal engine. The car, he says, was bought by a group of promoters who were attempting to raise money through the sale of stock to begin manufacture. After the car got shot full of holes, no attempt was made to repair it and no cars were made.

I have talked to Cubbins myself and he had repeated this story to me. I'm a bit puzzled by his reference to a Lexington auto maker for, so far as I can determine, no manufacturing plant existed in Lexington, Ky. in 1920. The LEXINGTON auto, originally made in Lexington, had moved to Indiana by that time. It did use a Continental engine according to by Branham's for 1921. Cubbins may merely remember the name Lexington. In any case, this local story casts considerable doubt on the **Encyclopedia's** entry on the Memphis SOUTHERN and I thought it was time to pass this on.

(Editor: This account Substantiates a story parallel with this which appeared in an early issue of the **AUHV Automobilist**, I believe. This more or less puts the SOUTHERN into the growing class of passenger car makes which never got beyond the prototype stage.)

From **G. H. Brooks, 493 Magill Road, Transmere, South Australia 5073, Aus**; Re RUGBY and STAR. Keith Marvin's letter about the use of the name RUGBY on exported STARS might be taken to mean that this only happened in 1927, although he might not have intended it that way. Certainly the RUGBY was on sale here in South Australia in 1923 and Mr. Marvin can rest assured that there are still RUGBYs rolling in this remote corner of the earth, covering the whole period, 1922 to 1928, even if only on the occasion of vintage car rallies.



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Complaints appear at intervals that the Society is only concerned with American cars. I have been meaning to write to Nick Georgano about the locally-made LEWIS, but by getting into print on the subject in the Newsletter I can both bring the matter to his attention and get a non-American item into it.

The reference to the LEWIS in "The Complete Encyclopedia of Motorcars" may be based on the idea that there was only one model, and possibly only the one car. In fact, besides the original car of 1900, there are documentary records of the following eight LEWIS cars:

- a. Report of hill climb contest in **The Australian Motor and Scientific Journal** for Dec. 1905. T.P. O'Grady drove a LEWIS car in the 14 hp class.
- b. List of cars registered in South Australia, published March 1, 1907 (registration numbers introduced in Sept. 1906) contains six LEWIS cars, two of 8 hp, one 8/10, one 10/12 and two 12 hp.
- c. In a booklet entitled "The Motor Car in Western Australia" with photographs of well-known motorists in their cars, printed 1908/07, there is depicted the proud owners in their 8 hp LEWIS. So at least one car was sold interstate. A copy of this photograph is enclosed and if it can be reproduced satisfactorily, members can see that it was quite a sophisticated vehicle with tubular chassis and shaft drive. If it was an imported car sold under the LEWIS name, are there any suggestions as to what it might have been?

Unfortunately, in about 1911, the Lewis company, by then agents for such cars as NAPIER and TALBOT, got into serious legal trouble over customs irregularities and to succeeding members of the company this was a skeleton in the cupboard so that any talk of early LEWIS cars brought a quick clamming-up. In spite of this, some photographs taken about 1905 inside the factory have been borrowed and copied. They show foundry work, with cylinders being cast, as well as a good assortment of machine tools. The brazing of steel tubes was well understood as motor cycles were produced in quantity from imported parts from this period up to 1914. The prototype LEWIS of 1900, which in all the photographs I have seen of it in various stages of development, had wheel steering, and was last seen in 1928. The Lewis Cycle Co., although latterly mainly concerned with invalid chairs, went into voluntary liquidation during 1975.

Another point for Nick Georgano concerns CHIC cars which were also assembled in South Australia. Besides the four-cylinder Meadows-engined model, there was also a six-cylinder engine by the same maker. At least nine of these were sold and there is one known survivor. Furthermore, in an advertisement which appeared late in 1925, it was stated that CHIC cars were "...produced by Monarch Motor Co., Manchester, England, especially for Australian conditions".

Members of the Society may not know of the three James Flood Charity Trust, of Sunshine and Graingers Roads, West Footscray, Victoria 3012, Australia. These are high class and expensive books containing a wealth of historical photographs and data, mainly Australian, as well as colored prints of veteran and vintage cars now in Australia. No. I

Book is out of print and costs over \$100 on the second-hand market. No. II is still available from the Charity Trust for Aus. \$40 and is of special interest to the Society as it contains a list of cars known to have been made in Australia, with historical notes, photographs and reproductions of catalogs. No. III Book is due to be published about March 1976 and is expected to cost about Aus. \$35.

Another book of historical motoring pictures and data has recently been published in South Africa, viz R.H. Johnston's "Early Motoring in South Africa, A Pictorial History", which is available from C. Struik Booksellers, Shop 2, Norwich Union House, 91 Commissioner Street, Johannesburg 2001, South Africa (Post Office Box 6933) for \$20.05 (U.S.) for the ordinary edition, or \$54.25 for the deluxe. European cars predominated up to about 1914, but amongst them were such American cars as COLUMBIA ELECTRIC, DURYEA, DETROITER, GRANT, REGAL, RUGBY and as well as the better-known makes led by FORD, and excellent photographs of all appear in this book.

From **Harold Loutzenheiser, 8 Wellsford Street, Pittsburgh, Pa. 15213** I would like to bring up my own pet problem: how does one determine what constitutes a separate make or marque?

Since American Motors dropped the Rambler name in 1969, how many makes of cars have they built? Is the IMPERIAL a make - if so, when did it become one? How about the CLIPPER (1955-1956) and the OVERLAND of 1939? Remember when the Valiant was introduced as "nobody's kid brother?" We all know the ESSEX and we know the TERRA-PLANE, but what is an ESSEX TERRAPLANE?

At a local meet last summer, I asked a lady about her ROOSEVELT. She corrected me: it was a MARMON Roosevelt. Indeed, the nameplate confirmed that it was, although I am sure that some years ago I saw one which was simply a ROOSEVELT.

I could go on, but you get the idea. I would like to know how others list such automobiles as these.

From: **Max Gregory, Beltana, Korumburra Road, Drouin, South Victoria, 3818 Australia**; In Newsletter 43, I note some discussion on the RUGBY which was far better known here in Australia than in the U.S. Keith Marvin lists three basic types of RUGBY which would be correct except that the last type, the export model of DURANT, went on longer than the 1927 season. Here in Australia, we got a new model for 1929 called the Silent Four, which seems to me to have been identical, except for locally-made bodywork, to the DURANT Model 40. It had that quite distinctive pattern of brightwork on the face of the radiator (an embryo grille?) just like the larger DURANT sixes and was a popular model on this market. I have recollections of several which were known to me while they were in service.

The RUGBY Truck in 1929 came in three distinct versions, the half-ton which was mechanically the same as the car, the 1 1/4-tonner with a 124-inch wheelbase, and the 1 1/2-tonner with a six-cylinder engine and a four-speed gearbox on a 128-inch wheelbase.

The STAR-based RUGBY was sold in Australia right from the outset and it was made clear that the name RUGBY had replaced STAR because of the prior claim to the name by the old Star Co. of Wolverhampton, in British Commonwealth areas.

From: **Jeffrey I. Godshall, 406 Oakland - Apt. 5, Royal Oak, Mich. 48067**; I would like to take issue with my friend and colleague Dick Langworth's comments about the NADA Used Car Guide books as mentioned in his "Tools of the Trade: A Sequel" letter in the February, 1976 Newsletter.

Dick describes the NADA and Red Book manuals as having uncanny accuracy, yet I have found this is not true. While not diminishing the books' value as guides, they simply do not tell the whole story, at least for more recent years. They tend to fall apart regarding mid-year models.

For example, mid-year cars like the 1955 Dodge Custom Royal Lancer sedan, the 1958 Dodge Regal Lancer, 1963 Chrysler 300 Pacesetter, 1966 Plymouth VIP four-door hardtop, 1955 Chevrolet Nomad and Pontiac Safari are listed. Yet

the NADA books are just as likely to leave out mid-year cars as to put them in.

There is a listing for the 1970 Plymouth Superbird, but no listing for the 1969 Dodge Charger Daytona. There is no mention of the 1954-55 DeSoto Coronado, 1955-46 Dodge LaFemme, 1958 Chrysler Windsor Dartline, or 1957 Studebaker Golden Hawk 400. During the 1970 model year, Barracuda and Challenger added two cars each to their line - the 'AAR Cuda, the Challenger T/A, and Barracuda and Challenger two-door coupes (as opposed to hardtops). Yet Nary a mention of these cars in the NADA BOOKS. Where is the 1970 Tempest GT-37? Or the 1967-68 Camaro Z-28? Or the 1969 Firebird Trans Am? Or the '69 S/C Rambler? The 1970 Chrysler Cordoba is listed, but no listing for the 300-Hurst. And according to the NADA books, the Shelby Mustangs simply do not exist. Apparently to them, a Mustang is a Mustang.

Agreed, some of these cars (like the 1955 DeSoto Coronado) may be thought of more as trim options than as real models, yet there is no arguing the fact that the Challenger T/A and the Shelby Mustang were distinct and different models that were simply ignored by NADA. Certainly it would be unfair for a salesman to quote a trade-in price on a 1968 Shelby as the same as a regular Mustang. Yet NADA makes no distinction between the standard Mustang and the Shelys.

I think automotive historians are becoming aware that we have passed through recently a kind of Golden Age - the 1960s. It was a time when America's love affair with the car was unhampered by energy crisis and pollution concerns. True, the "Federal" era may have begun with Nader and the Corvair but it did not reach full flower until the 1970s. In those last golden days of the '60s, car manufacturers blossomed forth with a multitude of muscle cars which I'm sure will be regarded with great affection and attention from restorers in the next decade. Chargers, GTOs, Firebirds, Mustangs, Cougars, Corvettes, AMXs - dare I say classics of the future? Yet historians who attempt to chronicle the 1960s cannot rely on NADA and Red Book manuals, for many of the obscure yet interesting cars are left out. These manuals are extremely interesting and useful as guides, but they are not complete. I wish they were, but they're not.

Also, regarding serial numbers, recent NADA books no longer list beginning and ending serial numbers as they did years ago. Now all you get is a beginning VIN number. And even if you have beginning and ending numbers, all that tells you is the number of cars that **could** have been built. Manufacturers have been known to skip serial numbers - car No. 9 might have been followed by car No. 15.

Amassing an accurate reference library on today's cars is a task that requires extreme vigilance. First you have to go to the individual dealers and pick up the various catalogs and folders-often three or four times a year. Did you know that there are three editions of the 1976 Chevette catalog, three Vega catalogs, three Granada catalogs, and two Aspen Catalogs printed? Ditto for almost all the Chevy and Ford lines. Next you must pay attention to the ads, both in magazines and newspapers. Many models which are advertised there do not make it into the official literature. Example - a recent GM ad reveals that the Olds Starfire is now available with a Vega 4-cylinder engine. And, last, but equally important, you have to visit auto shows and dealer lots with camera in hand, for there are models and options which are not even advertised - cars like the 1975 2-tone Rivieras with sweep-spear-type painted body sides. And even this isn't enough - so far not **one** of the 1976 Vega catalogs shows the **correct** taillight! Still, we must make the effort. Automotive history is happening **now**, and we must record as much as possible **now** before it is lost. Can you imagine someone 20 years from now restoring a 1976 Cosworth Vega and trying to find the non-existent taillight pictured in the catalog?

How I wish automotive history could be neatly recorded in the handy little NADA books. It would be nice if all the models and body styles were listed there. But they ain't. So beware and be wary.

[**EDITOR:** So far as earlier yearly references are concerned, those of the 1920s and 1930s, historians beware! Branchams does not always agree with the annual tables published in **ATJ** or **MoToR** in any many technical respects, nor do these necessarily agree even on model designations. The much-vaunted **Hollander's Interchange Manual** cannot be relied on

to be completely accurate. It is likely in cases where there are inconsistencies, the only true source is the manufacturer's literature such as advertisements and catalogs. It is assumed that this latter type of data was more carefully scrutinized for accuracy than were the tables which were collected by various publishers. At the very minimum, at least two different sources should be used for this sort of information).

From R. A. Wawrzyniak, 589 Broadway, Berlin, Wisc. 54923. One of the most distressing things in various publications is the lack of identification of cars and trucks which appear in photos therein, especially so in those that deal specifically in those subjects. A particularly gross offender here is the book "20 Years of Progress in Commercial Motor Vehicles, 1921-1942" by Athel F. Denham (No copyright). It has well over 100 good photos including 79 trucks and 25 buses. Although my batting average is over 90% for the book, there are some stem-winders in there. This National Delivery Ass'n Inc. van is one.



This truck brings to mind, LeMoon, a Chicago maker who ended truck production on April first, 1939 and then became the Chicago distributor for Federal Motor Truck Co. of Detroit.

If it is a Le Moon, then this truck would have to be a 1938 or 1939. It has numerous similarities to a 1938 LeMoon 6x4 cab-over tractor once owned by Helder's Motor Service in Chicago. The front axle appears to have the same dip in the center, and the general style is quite close including the layout of the doors and front quarter windows. Fenders and bumper are quite different, however, and the grille is just enough different to make one wonder if the body builder took a few liberties with it. LeMoon used four vertical center bars, this van has only two, the grille ends a little higher and the headlights are higher.

LeMoon's market (like Available's) was almost entirely in the Chicago area, but who knows where they ALL went? A few 1950 Available's even showed up in Europe. The only other clues are from the van itself: NDA's address is 633 NY Ave NW, Washington, D.C., and the New York address lower on the side, 5 Columbus Circle. C. T. Schaub is the name on the door?

Can anyone confirm this as a LeMoon or accurately place it as another make?

ED. NOTE: A very thorny identification area. As Mr. Wawrzyniak suggests, body builders, especially of cab-over vans with integrated styling, took plenty of liberties with appearance details, and identification may depend on the discovery of Mr. Denham's source of photographs or on someone's personal knowledge of the truck.

Book Reviews

AUTOMOBILES OF NEW YORK by Charles W. Bishop, annotated by G. Marshall Naul. 8½" x 11", 95 pp. Copyright 1974 by Charles W. Bishop, P.O. Box 1996, New Haven, Conn. Available from G. Marshall Naul, c/o The Society of Automotive Historians, Route 2, Stublyn Road, Granville, Ohio, 43023. \$10.00 postpaid to SAH members.

It is a singular pleasure to review this monumental research work which initially began as a Bishop historical

project and in its finished form is a Bishop-Naul collaboration. It would, indeed, be almost unimaginable to find a more thorough and accurate pair of collaborators qualified to tackle this subject.

As noted in the foreword, Charlie Bishop explains that the first section of the listing (through Maxwell), appeared in installments in the BULB HORN, official publication of The Veteran Motor Club of America, starting in 1951. From the initial publication of these entries, as well as the remainder of them (from Maxwell on), have been added specific references to source. The same applies to Marshall Naul's annotations throughout.

Dr. Charles W. Bishop needs little introduction to serious automotive historians and is at once a scholar, research specialist, writer and historian extraordinary. This writer has known him for nearly 50 years when he was a college undergraduate and was building and driving a series of homemade cars of his own design. He subsequently wrote a good deal, especially in the BULB HORN, was a moving spirit in the organization of the Connecticut Historical Automobile Society, and, most important, wrote "La France et L'Automobile (Editions M. -Th. Genin, Paris, 1971), a treatise on the history of French motor car history in the fin de saecle days on which he received his doctorate from the University of Lyons.

AUTOMOBILES OF NEW YORK is not a publication for the average reader and perhaps in some cases it is not even for the specialist. What purpose it may serve may best be realized by those who are interested in basic automotive research, tracking down the basic histories of various automobiles and trucks and as a sort of Pandora's Box for those who would prefer the esoteric and arcane makes which were manufactured in New York State or had New York State connections at one time or another. Some of the entries are downright challenging, i.e. the listing for Allen-Kingston with accompanying description of the make and reference sources are nine additional 'citations' provided by Marshall Naul surrounding the make provided by numerous other sources from various periodicals.

Of course, part of this duplication in listing is understandable, when one remembers that in the earlier days, it was not an uncommon practice for a company to provide

periodic listings to a number of different automotive journals and quite as frequently companies excluded this or that publication with a result that in order to get a complete picture, one really has to check out all of them. Too, in the case of corporation changes, model changes or announcements of new models, too often, the information would be sent to only specific publications so that what an AUTOMOBILE REVIEW subscriber might find interesting surrounding a certain make, the HORSELESS AGE reader might find himself in blissful ignorance, and vice-versa!

What Bishop has done in this compilation has been to check out numerous other compilations, rosters--both old and recent--state motor vehicle registrations, various automobile directories such as Branham and Scudder, and automotive periodicals, and list the sources as they apply to given biographies.

This work is by no means complete as far as sources go--a work of this magnitude seldom is--but this factor has little or nothing to do with the overall coverage. From my own observations, it would appear that the cars and trucks built in the State of New York are virtually all here with ample references as to source plus the Naul annotations. The only material lacking is that which has appeared in periodicals or other publications not included in Bishop's basic references. This in itself can prove something of a drawback, but consider the credit side of things with as much material between two covers as Bishop has assembled in AUTOMOBILES OF NEW YORK, and it really seems relatively unimportant.

After all, all research has to begin somewhere and a master listing such as AUTOMOBILES OF NEW YORK is a godsend toward that purpose. In my own library, I intend to use AUTOMOBILES OF NEW YORK as a basic guide, adding reference material when and as it occurs and otherwise increasing the index of source material available as needed.

AUTOMOBILES OF NEW YORK will cut a good many corners for the serious researcher and countless hours which might better go into other pursuits.

(NOTE: Corrections, clarifications and additions to **Automobiles of New York**, will be published in the NEWSLETTER as they come in).

Golden Wheels by Richard Wager

320 pages; 8 x 11; 160 photos; \$19.45 postpaid.
Crawford Auto Museum, 10825 east Blvd., Cleveland, O. 44106

It is quite easy to be enthusiastic about this very outstanding book. Despite its un-descriptive title, the work covers all the known makes of passenger autos built in Cleveland and northeast Ohio. This area is known as the Western Reserve and includes Massillon, Ohio as well as Sandusky. Thus, the subject is geographically limited but certainly is not limited in the depth of coverage.

There are six sections, the first four of which cover, in chronological order, those gasoline and steam cars made in Cleveland. This is followed by a section devoted to Cleveland-built electric, while the last section treats the balance of the geographical area.

Richard Wager, a Cleveland reporter, has been gathering material for this well written book for more than 25 years, and the completeness of the coverage testifies to a

vast amount of research. The photographs are, in general, excellent, and a good many are ones which this reviewer has not seen before. There are a few reproduced ads which have been in lieu of better photographic material and the poor quality of these few are certainly understandable. Better a poor photo than none at all. The excellence of this book begins with the book jacket which carries a very striking color photograph of the well-known PEERLESS Sixteen, part of the Crawford Auto Museum Collection.

There seems to have been little which has been overlooked in this scholarly work. The typography is excellent and references are given to sources.

To sum the impressions of this book, this publication does for northeastern Ohio what **The Cars of Canada** has done for that country's passenger automobiles. The two books are equivalent in excellent and despite the high price, this book is worth every cent.

I hope Mr. Wager is now working on the rest of Ohio.

Classified Ads

HELP NEEDED

Griff Borgeson in France sends the following request: "Help! The business manager for the Wright Brothers from 1907 onward was Hart O'Berg, formerly of the Pope Mfg. Co. He was brought to the Wrights by one Charles Flint of New York City. I have urgent need to learn all possible about both O'Berg and Flint. Can any SAH member supply information, please?"

Griff's address: Campagne Mirail, La Motte d'Aigues, 84240 La Tour d'Aigues, France. Please write him via airmail.

PREMIER MOTOR CORP., Indianapolis, 1903-1927. Member Griffith Borgeson (Mirail/La Motte, 84240, La Tour d'Aigues, France) seeks all possible data on this marque and on engineer George Wiedele. The Speedway and Detroit Public Library archives have already been checked, with almost nil results.

WANTED: Prewar Magazines --**The Packard** (1909-1931); **Motor Sport** from 1924; **Autocar** and **Motor** from 1930. Also prewar TRIUMPH sales literature. (Researching for Books) - **Richard Langworth, Dragonwyck Publishing, Ltd., Hopewell, N.J. 08525. Phone 609-466-1866.**

Classified Ads

Want to Purchase: MoToR annual show issues for 1920-1924, 1930. Classic Car magazine (CCCA, Jan. 1953, Winter 1957, Summer 1958, Summer, Fall 1960. Also want any Franklin Dealers Bulletins and Franklin Camel News. **Walt Gosden, 197 Mayfair Ave., Floral Park, NY 11001**

New Members

Auburn Automotive Heritage, Inc.,

Frank R. Marketti, Dir.
1600 South Wayne St.,
PO Box 148,
Auburn, Ind. 46706

Mrs. Barbara Hildenbrand,
2851 Walmsley Circle,
Lake Orion, MI 48035

David L. Bell,
241 Orchard St.,
Dayton, Ohio 45419

Gerald M. McBean,
Detroit Testing Laboratory, Ind.
8720 Northend Ave.,
Oak Park, MI. 48237

Arthur L. Bragg,
Box 115,
Brucetown, Va. 22622

Ledyard H. Pfund,
48 Jefferson Ave.,
Tenafly, NJ 07670

Jeff S. Gillis,
2700 Timber Lane,
Green Bay, Wisc. 54303

Thomas J. Watson,
C/O Carter P.D. Inc.,
PO Box 277
Rincon
Puerto Rico 00743

George Hanley
1665 Northumberland
Rochester, MI 48063

E. L. Balderson
2640-A Forest Vale Dr.,
Norcross, GA. 30093
Early racing - mostly pre WWI, both US and European

Carl W. Burst III,
604 Hickory Hollow,
Kirkwood, MO 63122
Interest -- Moon Motor Car Co

Charles R. Cheney,
1527 E. Fourth St.,
Royal Oak, MI 48067
Chrysler Corp. vehicles.

Olan D. Chiles,
12308 Welling Lane
Bowie, MD 20715
Paige-Detroit Co and their cars (Paige & Jewett)

Frederick W. Crismon,
HHC Support Group N. I.,
APO New York 09221
US Military Vehicles 1900-present (wheel & track)
Mercedes-Benz passenger cars 1926 to present

Nicholas Fintzelberg
Box 2744,
La Mesa, CA 92041
American auto folklore and legends involving cars; Interpretation of aspects of automotive history

Bernard W. Garrett.
"Watergate", 15,
The Waldrons,
Hurst Green,
Oxted, Surrey RH8 9DY,
England
Early Motoring history, has 1896 Lutzmann, holds all known records on make AC.

Donat A. Gauthier,
7416 Poe Ave.,
Detroit, MI 48206
General history of the automobile in the US and in France

Owen R. Goodrich,
6971 Limerick Lane,
Troy, MI 48084
History of all automobiles, Packard in particular, from standpoint of their appearance, and the business side of their existence.

J. Hallin,
37 Beach Pk.,
Pewaukee, WI. 53072
Sports and Classic Cars.

Louie Horvath,
PO Box 2528,
South Bend,
Indiana 46680
Cars and trucks built in Elkhart Indiana 1906-32

Yoshihiro Inomoto,
2-22-6, A 1004 Tsukuda,
Tokyo 104,
Japan
No interest listed

Edward W. Johnson,
6944 Essex Ave.,
Springfield,
Va. 22150
Heavy duty trucks and wheels and crawler farm and construction type tractors

Lee Kollins,
4375 Pontiac Trail,
Orchard Lake, MI 48033
Preserving automotive film materials

Charles J. Mulhern,
7 Cambridge Road,
Bloomfield, N.J. 07003
European, Sports & American Classics

James C. Petersen,
1808 Harvey,
Kalamazoo, MI 49007
Local and state auto industry history, literature collecting

Paul A. Rhoads,
302 Division St., Apt. 1
Geneva, Ill., 60134
Lincoln and Classics

Roderick Leslie Richards,
28 Bradbury Crescent,
Etobicoke, Ont.
M9C 4B2
Canada

J. Dennis Riordan,
PO Box 1167,
Manhattan,
Kansas 66502
"Everything"

Edward D. Vosburgh
5054 Chain Bridge Road,
Bloomfield Hills, MI 48013
Chrysler Corp. passenger cars and trucks

Richard Wager,
3568 Atherstone Rd.
Cleveland Heights, OH 44121
Cars made in Ohio, personalities, corporate histories

James Zordich, Associate Curator,
Los Angeles County Museum,
900 Exposition Boulevard,
Los Angeles CA 90007
United States Economic and Technical Automotive History prior to 1920.

New Addresses

Dave Hermanson,
7759 Toland Ave.,
Los Angeles CA 90045

Automobile Quarterly,
221 Nassau St.,
Princeton, NJ 08540

Frank Enright,
964 Brown St.
Akron, Ohio 44311