



Editorial

Tom Bonsall wrote this letter to his customers in the latest edition of his literature newsletter. We reprint it here because he has presented some of our SAH points of view with wit and humor.

Well, the literature hobby has taken it on the chin once more. The other day we received in the mail a copy of the 1977 Pontiac catalogue, courtesy of the General Sales Manager of Pontiac Motor Division, J. G. Vorhes. We had just about recovered from the election, and now our family and friends have had to go around hiding all the knives and razor blades all over again. The past few years have been difficult ones for Republicans and Pontiac enthusiasts. It is almost too much to bear to be both. And now, THIS. (Our favorite baseball team is the Cleveland Indians, but let's not get into THAT.)

Mr. Vorhes' letter was upbeat. He touted the catalogue as "one of the best we've produced" and claimed that the historical pictures and data "capitalize on our fine Pontiac heritage and add a special feeling of nostalgia . . . I hope you find our 1977 Product Catalogue useful". Useful for what? Toilet training our pet baboon? The catalogue is a disgrace, and if Mr. Vorhes had anything to do with it he should be ashamed of himself. Having practically grown up in Pontiacs (our father was a dealer for fifteen years), and having passionately collected Pontiac literature for all these years (according to the Pontiac Oakland Club International our Pontiac sales literature collection is the largest in existence), we don't know whether to laugh, or cry, or buy a shotgun and catch the first bus for Michigan.

Basically, the catalogue tries to cash-in on the current trend toward nostalgia — in cars and everything else — by mixing facts and drawings of old Pontiacs with information on the 1977's. The catalogue is beautifully done. It is one of the nicest

they have put out in recent years, and they have issued some real beauties before. But their flat-footed attempts to be "historical" are so clumsy as to be insulting to any true car buff. They are so far out of their league, and at the same time so proud of their ineptitude, that we can't escape the mental image of a hopeless father trying to act "hip" with his bewildered and embarrassed teenagers. It is not much of an exaggeration to state that practically every historical reference they make is dead wrong. The list compiled thus far is as follows (new ones keep turning up, and also, in cases where errors are repeated this list only includes the first mention):

Pages 2 & 3. The "1926" emblem was first used around 1948. The "1926" car is a 1927 according to our 1926 and 1927 literature. The "1935" car is a 1936. The 1963 Grand Prix shown was NOT the first Grand Prix (that was in 1962). Pontiac did not "pioneer" variable ratio power steering; Cadillac, for one, had it as early as 1966. At least one, and possibly two, of the "1967" Firebirds depicted are 1968's. Since this is a celebration of famous Pontiac firsts, we cannot understand why they used a 1965 GTO, as 1964 was the first year for that line. Likewise, the Hurst Shifter was standard first on the 1964 GTO, not the 1965 as claimed. The "1968" Endura bumper shown is from a 1970 car. And, finally, Ram Air induction wasn't available until 1967 according to our best information.

Page 4. The "1971" Grand Prix pictured is, in reality, a 1972 (take a close look at the wheel covers).

Page 55. The first station wagon was available in 1937, not 1939. Also, mahogany panelling was not an option in 1939, as claimed, according to our in-

formation. Further, it is clearly implied that the "PONTIAC — CHIEF OF THE SIXES" key fob goes with the 1939 wagon pictured. Actually, that slogan was not issued after 1931, and neither was that key fob.

In addition, there is a major inconsistency. On page 2 they state that it was in 1959 that Pontiac won the NHRA, Darlington, etc., races. On page 17 they say it was in 1960. Which year was it? (We aren't sure, either, but we're inclined toward 1960.)

It is kind of appalling how ignorant these guys are of even the recent history of their marque. If they couldn't rattle the data off the tops of their heads, the least they could have done was to hire someone to research it properly. But the point is, they shouldn't have to research most of it; they should KNOW it. How can they understand the present without understanding the past? This is one of the big reasons Pontiac has been in trouble for the past few seasons; there isn't anyone around there anymore who understands what a Pontiac is supposed to be. (We really believe you could walk into Pontiac's executive offices and ask the first exec you meet, "Who is Bunkie Knudsen?" and he would reply, "Gee, I don't know. He doesn't work in THIS office!") The first requirement for employment at the executive level in any car company should be a sincere LOVE for cars in general, and for that marque in particular. Instead, we have a bunch of accountants who couldn't care less whether they are selling cars or orange juice squeezers. And the cars show it!

The real tragedy is that Pontiac actually does have a better line of cars in 1977 than they have offered in years. What they lack is a management team sensitive enough to realize what they've got, and market it properly, and build wisely upon this success for the future.

In the meantime, we get out our 1977 Pontiac catalogue from time to time, and look at the pretty pictures. But we don't read any of the text. That would be too painful!

OUR NEW FORMAT

In order to cut typesetting costs and to help speed up production of the NEWSLETTER, we are going to try to use typewritten copy, reduced to a reasonable size. While this style is not as neat and attractive as we might wish, it should serve our purposes nearly as well.

Your comments are welcome.

JMP

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The NEWSLETTER would appreciate hearing from the various committee chairmen. We will be glad to publish your reports, comments, suggestions and pleas. In addition, any member interested in areas covered by these committees is encouraged to contact the Chairman. Any and all help will be more than welcome.

The Mail Bag

From J.H. Valentine, P.O. Box 2596, Culver City, CA 90230: Just received SAH NEWSLETTER No. 50, and enjoyed the analysis of "Mystery Car" failures. I also believe the 'Odd-ball' section will encourage questions of the type seen (and often answered) in older issues of the NEWSLETTER. As my own "Questions In

Search of Answers", I have the names of some Los Angeles area firms which presented themselves as vehicle manufacturers, but I am unable to pin down the vehicle name used or intended. I have searched Georgano's Encyclopedia and commercial vehicle books, Doyle's (1962) and A-Q's 1775 book under all words in the firm name, and also under the last name of all company officers.

Autos:

Barker Front Drive Corporation - 1926
Electrical Construction Co., Inc. - 1905/06
Hydraulic Motor Company - 1915 (not same company name, officers or location as Hydraulic Motor Truck Co.)
Milton Manufacturing Co. - 1914
Morrow Mercury Motor Car Manufacturing Co. - 1912
Shepherd Auto-Engine Company - 1904, 1905
Western Imperial Electrics - 1915

Trucks/Coml

Centipede Motors, Ltd. - 1932, 1933
Curtis Manufacturing Company - 1932
Homer Motors Company - 1914, 1915

Race Cars?

Jack Landon - 1926, 1927
Cragar Corporation, Ltd. (Crane Gartz, Harlan Fengler) - 1932, 1933

I am presently working on references regarding such well-known California makes as the products of Rotary Products, Fouch Bros., Franco-American, Ful-Ton, Hydraulic Truck, Merlo & Boulanger, Mission, Smith Brothers, Stewart and Union. Also, I will attempt a sort of matrix of the persons involved in the various firms over the years to help clarify the beginnings or terminations of any particular endeavor.

Keep the NEWSLETTER coming, the info on vehicles of non-USA origin is a difficult item to find, or even know of. The book reviews are also more helpful than those in the usual hobby-related magazines.

From Owen R. Goodrich; Seeing the note in the December 1976 SAH NEWSLETTER brought back memories of 1912 to me. I worked for the Avery Co. at one time and have clear recollections of Avery trucks running around my home town, Peoria, Ill. The merchants in Peoria used them at that time to deliver their merchandise.

At that time the Avery Co. was one of Peoria's biggest industries and received a lot of attention when they built what was then a modern factory building out in Averyville, a suburb of Peoria.

The Avery Co. was well known in farming communities for their big "Bull Dog" steam tractors (before the time of modern tractors) and "Yellow Fellow" thrashers. It was a common sight to see these out on farms at harvest time.

I worked one summer school vacation time as a moulder in the Avery foundry making castings for the thrashers.

There is another interesting part of this story. J.B. Bartholomew was at one time President of the Avery Co. and the Bartholomew Co. that made Glide automobiles from 1903 to 1920 in Peoria. I drove my father's Glide for a year or more. At the end of



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World War I, the Avery Co. and the Bartholomew Co. merged.

J.B. Bartholomew's son was in high school when I was. I was always jealous of him because he drove a special built Glide sport car painted a wild purple color.

I lived a short distance from the first Glide factory. At that time they assembled the chassis and then road tested it down the street in front of our house. I can smell that castor oil they used in their crank cases yet. I can remember clearly going through the factory during an "Open House". That building now belongs to and is used by Bradley University. This building (the first Glide factory) is on Bradley Ave. in Peoria. Over the front door of this building, carved in marble, is the inscription "Duryea Hall". Charles Duryea lived a short distance from the building when he built what people in Peoria consider the "first practical automobile in America". I remember my father telling, at the time, about Mr. Duryea asking him to invest in a company to build his car. The newspapers in Peoria used to publish a full page story about Duryea once a year or more.

The Glide company moved their factory operations to buildings in Peoria Heights. I have visited this plant too. These buildings are now used by Pabst for their "Blue Ribbon Beer" operations. This activity has made Peoria Heights quite prosperous.

So you see the story of your Avery truck is tied in with the story of Avery steam tractors, thrashers, the Glide automobile and even Charles Duryea.

(The above letter was sent to Donald Lubitz, of Honolulu, who had requested some Avery information. Ed.)

From G. H. Brooks, 493 Magill Road, Tranmere, South Australia, 5073; With reference to the Myster Car in the NEWSLETTER No. 44, have you tried Studebaker?

The N.A.C.C. "Handbook of Automobiles, 1921", shows a Studebaker Light Six Touring, and the only difference I can see between this and your mystery car are the height of the scuttle and the rake of the steering column, both changes you would expect in re-designing a car for commercial use. And, of course, "S" for Studebaker on the hub-caps.

(Ed: I agree with Mr. Brooks for the most part, but did Studebaker use an "S" on their hub-caps, or did they use their emblem of a wheel with Studebaker across it? The fender line, both front and rear, seem to match the Studebakers of the 1916 to 1920 period. I doubt that it is on their 1000 lb. delivery truck chassis, since it had 3/4 elliptic rear springs, and this one has semi-elliptics. Nor are several other details the same as on the standard delivery truck. However, there is no reason that it could not be a passenger car chassis)

From Harry Pulfer, 2700 Mary St., La Crescenta, CA 91214: About the article in the SAH NEWSLETTER on the Tourist, this is a make I am familiar with, have been to the factory at 1th & Main St. And right in back and adjoining was the Duro or Durocar

as it was sometimes known. Matt Moreland was Superintendent of both makes at one time. Later he would build great trucks and send them all over the world, first at the factory on No. Main St. at the Los Angeles River Crossing, later in Burbank. This make lasted longer than any other vehicle made in California - 1912-1941.

There is a 2 cylinder Tourist running and going on tours with the Horseless Carriage Club of America. Dave Rice and his wife have attended many tours in the Tourist. His address is 1508 West 12th St., Los Angeles, CA 90015. Bill Kirk and I helped restore it from a basket case.

There was a car and truck called the Tourist made in Germany and it was a three wheeler - 1910-1914.

Then there was the Royal Tourist. My old friend Floyd Clymer drove one to many meets of the HCCA. Also, a model of the Century was called the Tourist in 1903. It's odd but it's a name that in the early days meant something, like the Overland-er, the Pathfinder, the Roder, the Pullman, etc.

I know for a fact it was a well built and sturdy car, not blessed with too much power, low on braking on hills, and it overheated like all the rest of its ilk. We never actually owned one, but had friends that did. We drove 2 1906 Queens for many years as touring cars and a week day truck in our sheet metal business.

I have the cast script for both the Durocar and the Tourist.

California produced many cars and trucks over the years; the Hall, Pageol, Scott, the Holt tractor, the Homer Laughlin V8, the Perfex, etc.

Members In Print

Members InPrint is a little different this time. First, we would like to let the SAH membership know that David Brownell is now the Editor of Cars & Parts magazine. His former position as Editor of Old Cars newspaper has been filled by another SAH member, Terry Boyce. We wish them both well.

Next, Henry Austin Clark, Jr., is in print in the March issue of Road & Track. In this case, however, he has been written about. Wade Hoyt did a great piece and almost everything he said is true.

Last, but far from least, Bill Jackson has become a fairly regular contributor to Motor Trend, doing "In Retrospect" articles. Besides doing the writing, Bill's excellent photographs are used to illustrate the cars he is talking about.

It would be appreciated if the members would inform the Editor of the publication of their works. The rest of the membership is always interested, and it gives you an opportunity to toot your own horn.

Miscellany

Dick Larowe, of Corbett, Oregon has sent photos of the new Freightliner nameplate. The company was started in 1939 in Salt Lake City, Utah and went out of business in 1942, only to be revived in 1946 and moved to

Portland, Oregon. In 1951, the company started to produce the White-Freightliner truck. Under settlement of a marketing dispute announced on Feb. 18, 1977, Freightliner will continue to provide White dealers with White-Freightliner nameplates until December 7th of this year. After that date, Freightliner has set up their own dealer network to market trucks bearing only that name. Another marque becomes history.



As many of us do, D.J. Kava, in doing research on one make, turned up a newspaper article on a totally different one. Since such articles take a lot of effort to find when you are looking for it, Mr. Kava felt that someone might be interested in the one he found. It appeared in the Automobile Section of the September 24, 1916, San Francisco Chronicle.

Ray Harroun to Build Cars; Company Formed

Former Speed King Organizes a Motor Car Concern

Negotiations which have been in progress for months have come to a focus in the filing of articles by the Harroun Motor Corporation, which has been formed to build and market a sensational new car designed by Ray Harroun, former international race champion, but more recently chief engineer of the Maxwell Motor Company.

The Harroun Motors is a Delaware corporation, with capital stock of \$10,000,000. Large financial interests in New York, Philadelphia and Chicago have underwritten the stock issue.

For nearly a year Harroun and his associates have been preparing for their entry into big quantity manufacturing. They have maintained a miniature automobile factory in the Dodge Power building in Detroit, and there manufactured the first models of the new car which has been for several months under test, and has developed remarkably high efficiency.

Automobiles of New York

It has taken 25 years, but at last it's done! Well, that's not quite right. It's nearly done. What am I talking about? Charlie Bishop's Automobiles of New York is what.

This is one of the most fascinating pieces done on automotive history. It is no Americans at Le Mans or Cars of Canada, but it is a book that will be of great interest, not only to those interested in vehicles built in New York State, but to those who find automotive history, in general, a fascinating subject.

Why should the Automobiles of New York be something for everybody? It's simple. Its scope covers the cars of the Empire State; the makes with import representatives in the state; companies who considered building cars or trucks in the state; those who were just passing through; and those who just had a dream.

For those across the Pond, Berliet, FIAT, Mercedes, Colthard, DeDion, Mors and Commer are a few of the overseas representatives whose names crop up.

Any number of other states can be tallied up with companies who started in New York State and moved to other states, or vice versa; thought about moving to or from New York; or, possibly, an officer slept in a New York hotel.

In other words, if it had anything to do with New York, it should be listed.

This 99 page book opens all sorts of new areas for research, and many members may already be able to clarify some of the fuzzy points on the more obscure makes. Any additions, corrections, clarifications or general comments will be welcome, and will be published in the NL as they come in.

Copies of Automobiles of New York may be had for \$10 (make checks payable to the Society of Automotive Historians) from G. Marshall Naul, Stublynn Rd., Rt. 2, Granville Ohio 43023

To start the ball rolling on additions, clarifications, etc., I submit the following items. These are primarily in the clarification and additional information category. While I have not listed my references, they usually consist of legal documents, contemporary articles and books, personal interviews and various forms of sales literature. This last item is often the least accurate of the bunch. JMP

A.B.C.

Arthur-Boynton Corp., 12 Pine St. Albany, NY 1921-1922. Incorporated in Delaware, July 21, 1921. George L. Boynton was Pres. and Lee Arthur was Secy./Treas. They may have built a prototype, but it is unlikely.

ALLEN-KINGSTON

(Additional note; see Peckham)

ALXO

Probably a typo for Alco (considering the placement of the letters X and C on the type-writer)

AMERICAN

There was an American Motors Corp. in Troy, NY. I think that Keith Marvin can fill in the gap on this one.

AMERICAN-LaFRANCE (fire apparatus and trucks)

American-LaFrance Fire Engine Co., Elmira, NY, 1904 to date. (See corporate name changes at end of article.)

Originally the name appeared as La France, with a space between the first and second parts

of the name, but was changed to the one word configuration, LaFrance, before the company started to build motor vehicles.

In January of 1902, the American Fire Engine Co., The LaFrance Fire Engine Co., and Thomas Manning Jr. & Co., combined to form the International Fire Engine Co., with headquarters in New York City. The LaFrance plant remained in Elmira. In 1903, the I.F.E Co. built its first steam propelled chemical/hose truck. About four were built in 1903/04 and should be listed under the name LaFrance, by which they were known. In January of 1904 the company was reorganized as the American-LaFrance Fire Engine Co. Headquarters were moved to Elmira.

About 1905 or 1906 the company constructed a small chemical truck on a greatly modified Packard, Model 'L' chassis. The only one built was sold to Boston, Mass. in 1907. In 1909, as many as five Simplex chassis were purchased and fitted with chemical and/or hose truck bodies. In 1910, American-LaFrance started production of their own gasoline propelled apparatus.

Automotive and early truck production is covered under LaFrance.

In 1920, after a brief hiatus in truck manufacturing, the company resumed production of commercial vehicles listed as 1921 American-LaFrance trucks. In 1923, however, truck building operations were moved to Bloomfield, NJ, and were no longer, strictly speaking, a concern of 'Automobiles of New York'.

In the late '20s, the company had some connection with Stewart trucks and Step-N-Drive delivery vans (probably as sales agents).

There is no corporate connection with Ward La France (there is a space in the last name in this case). Ward La France was a brother who left the company to go into the automobile sales and repair business, and later started to build trucks.

Corporate name changes are:

- International Fire Engine Co. - 1902
- American-LaFrance Fire Engine Co. - 1904
- American-LaFrance and Foamite Corp. - 1927
- American-LaFrance and Foamite Industries, Inc. - 1928 (Believed to be a sales organization)
- American-LaFrance-Foamite Corp. - 1936 (American LaFrance and Foamite Industries, Inc. merged with this corporation in 1938).
- American LaFrance Corp., Division of Sterling Precision Corporation - 1955 (note that the hyphen was dropped at this time)
- American LaFrance, Division of "Automatic" Sprinkler Corporation of America - 1966
- American LaFrance, Division of A-T-O Inc - 1969 (This was just a name change from "Automatic" Sprinkler to A-T-O)

The company has also built buses, armored vehicles, parking meters and playground equipment.

AMERICAN MERCEDES

Daimler Manufacturing Co., Long Island City, NY, 1904-1907. This company was founded in 1889 as the Daimler Motor Co., Steinway, LI (part of Long Island City). This company never built a road vehicle, but did import some. The corporation was not part of the Steinway Piano Co., although William Steinway was its founder. He died in 1896 and in April of 1897 the company was reorganized as the Daimler Mfg. Co. It started to build trucks in 1900, under the name Daimler, and continued through 1903. Production of the American Mercedes was started in October 1903, as 1904 models. The factory was burned in February 1907, and production ceased.

BELLAMORE

The Bellamore Armored Car & Equipment Co., 286 5th Ave., New York City, 1910. Built bodies only. These were actually mobile offices, rather than armored cars as we know them.

Boynton, Arthur, Corp.

(See A.B.C.)

CARHART

Racine, Wisconsin, 1873. John Wesley Carhart, a Methodist Minister, built his steam vehicle in Wisconsin. He had been a minister in Troy, NY, before moving to Waterford, NY, which is in Saratoga County. He had been tinkering with steam engines for years, and may have had a boiler built by the Button Fire Engine Co. or Harry Gaunt, both of Waterford. I believe, however, that his vehicle was built entirely in Wisconsin. He moved there in 1871.

The Racine Journal (5/7/1873) states that it was built during the winter of '72/'73 in a small workshop on the property of George Slauson. Other sources have stated that some of the castings were made by J.I. Case, the farm implement manufacturer.

CHRISTIE

Christie never built fire engines, just the tractors for them.

DAIMLER

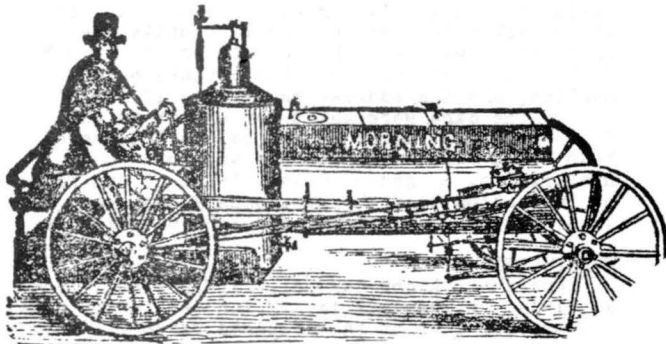
(See American Mercedes)

DE LA VERGNE

This company's early automobiles were modified Benz cars.

DUDGEON

The 1857 Dudgeon was considerably different from the 1860 version. The accompanying engraving shows the 1857 Dudgeon, named 'Morning'.



FISHER

The 234 E. Broadway, New York City address is a residence, although he undoubtedly used his home as an office, too. Actually, John Kenrick Fisher was a successful artist with an interest in steam carriages. His first vehicle was built in 1840, possibly with Paul Rapsey Hodge. Hodge built the first steam fire engine in the United States at that time, and it bears a great similarity to Fisher's vehicle. Could the Col. Hoe, mentioned by Bishop, be a continuation of a typographical error for Hodge?

Fisher's second vehicle was a hackney, started in 1852 and completed in 1853. It was built by his company, The American Steam Carriage Co. This was, apparently, the first company organized in New York State with the sole purpose of building what might be called an automobile. Only one was built.

His third steam carriage was built in 1859. He claimed that it would cover a measured mile, on loose gravel, at a speed of 22.5 mph. This was a very handsome, ten passenger vehicle.

There is an indication in an 1869 issue of the New York Times, that he built another vehicle in that year.

Fisher designed the chassis for three Lee & Larned, self-propelled fire engines, built in 1858 and '59 (see Lee & Larned).

FITCH

Sport and Utility Motors, Inc. 31 E. Post Rd., White Plains, NY, 1950. Ford V-8 engine, FIAT chassis, modified Crosley Hotshot body. Only one built. Ref: Personal interview with builder.

GAGGENAU

Just to correct a typo - it should read Made by Benzwerke-Gaggenau.

GASOLINE-HYDRAULIC

(See LaFrance [trucks])

GEM

Gem Auto Truck Corp., Watervliet, NY, 1920. Incorporated in Delaware, Dec. 9, 1919. A photo of a drawing of the plant exists, as does a blueprint of the engine and a stock certificate. A photo of the prototype was reported to be in an antique shop, but was gone before I got to it. The engine had been designed by Charles F. Herreshoff for his abortive Herreshoff Light Car.

G.V. MERCEDES

General Vehicle Co., Long Island City, NY, 1914-1917? This was a make, not a model. It was a normal Mercedes gasoline truck, not an electric or petrol/electric.

HARVARD

Pioneer Motor Car Co., 17 First St. Troy, NY, 1915; Harvard-Pioneer Motor Car Corp., 17 1st St. Troy, NY, 1916-1919; Harvard Motor Car Co., 17 1st St., Troy, NY, 1919; Harvard Motor Car Co., Hyattsville, MD, 1920-1921. Started out to be the Herreshoff Light Car (1914). Herreshoff left Troy in a hurry, leaving the prototype behind. Production of the Harvard was started in 1915 on Poplar Terrace in Troy, and five were built there. Production was moved to Hudson Falls, NY, in a building which also housed the Adirondack Motor Car Co., an automobile dealership, which was owned by an officer of the H-P. M. C. Co. There was no other corporate connection, and the address remained - 17 1st St., Troy. The cars were built for export to the South Pacific. About 25 are believed to have been built before the company was sold to a Hyattsville, MD group in late 1919. I can find no indication that the new company was ever incorporated in Maryland, New York or Delaware.

HERRESHOFF

Herreshoff Light Car Co., 17 First St., Troy, NY, 1914. Mechanicville, NY (no 's' in the name) address was that of the proposed factory. Only a prototype was built (see Harvard).

HODGE

Paul Rapsey Hodge built his steam fire engine in 1840/41. It had power supplied to the rear wheels, but had no steering mechanism and still had to be pulled by horses. J. K. Fisher may have had a connection with Hodge. Hodge, by the way, was an Englishman, and returned to England several years later.

JAMES

I have found no contemporary evidence that W. T. James ever built anything but railroad locomotives.

KINGSTON MFG. CO.

Probably trolley trucks. (see Peckham)

LaFRANCE (automobiles)

International Fire Engine Co., New York City, NY, 1903; American-LaFrance Fire Engine Co., Elmira, NY, 1906, 1910, 1916? The I.F.E. Co. built at least one, and possibly three, automobiles under the LaFrance name in 1903. It is reported that belt drive was experimented with, as was the five cylinder Rowe engine, but neither were adopted. In 1905/06 at least one roadster was built. A batch of three cars was built in 1910, one of which exists at A-T-O Inc., in Willoughby, Ohio. Finally, about 1916, the company built some Chief's cars based on a Buick roadster. However, it is not certain if the 1910 and 1916 cars were called LaFrance or American-LaFrance.

LaFRANCE (fire apparatus)

International Fire Engine Co., New York City, NY, 1903; American-LaFrance Fire Engine Co.,

Elmira, NY, 1904. Four combination chemical/hose trucks were built with the LaFrance name. They were steam propelled.

LaFRANCE (trucks)

American-LaFrance Fire Engine Co., Elmira, NY, 1910-1916? About the same time as the introduction of American-LaFrance fire engines in 1910, production was started on two types of commercial vehicles. One was a standard style truck, while the other used the Manly Hydraulic Drive. These were sold by the Gasoline-Hydraulic Sales Co., hence some confusion in the name. It is difficult to ascertain when either went out of production, but the former is not listed in 1912, and the latter appears as late as 1916.

Truck production was resumed in 1920 as American-LaFrance.

LEE & LARNED

Novelty Iron Works, New York City, NY. In 1858 and 1859, Lee & Larned built three self-propelled, steam fire engines. The boilers were designed by Wellington Lee; the engines by John A. Reed; the pumps by J.C. Cary; and the chassis by J.K. Fisher. Construction took place at the Novelty Iron Works. Two of the engines were used for several years by the N.Y.F.D., while the third was sold to Philadelphia, PA. Named 'Southwark', it was driven the last 20 miles over the road into Philadelphia. It was returned to L & L as unsatisfactory, and probably renamed 'Niagara', accounting for the belief that four engines were built.

LINN

Linn Manufacturing Co., Morris, NY, 1916-1950s? Linn Coach & Truck Corp., Oneonta, NY, circa 1950. Best known for their half-track trucks. Became part of LaFrance-Republic Corp.

MANHATTAN

532-540 Atlantic Ave., Brooklyn, NY, 1903. Actually, this should be John Montville's baby, but I have a catalog, date stamped Jan. 28, 1904, showing the completed bus, so it is obvious that the 1903 date is most likely.

MERCEDES

(See American Mercedes; Daimler; G.V. Mercedes)

NEW YORK

New York Car & Truck Co. (see Peckham)

PECKHAM

Peckham Truck Co.; Peckham Street Car Wheel & Axle Co.; Peckham Motor Truck & Wheel Co.; Peckham Mfg. Co.; New York Car & Truck Co., all built trolley trucks, not commercial vehicles. Allen-Kingston was built in the former Peckham factory.

PLASS

Plass was one of the biggest liars in the early automotive field, and tried to take credit for many things, most of which were not deserved. (See Fisher; and Lee & Larned). Also, the semi-self propelled steam fire engines built by Latta in Cincinnati, Ohio, had nothing to do with Plass or Fisher or Lee & Larned. Latta's first self-propelled apparatus was built in 1852, four years before Lee & Larned.

REED

John A. Reed (see Lee & Larned) designed and built three steam road wagons for Joseph Renshaw Brown of St. Paul, Minnesota. These were built in 1859, 1862 and 1870. The last one was never run, except for tests in Reed's shop yard.

STEINWAY

In conversations and correspondence with the Steinway family, there was never any indication that they built any other automobiles than the American Mercedes and Daimler trucks.

WARD LA FRANCE

Elmira, NY. Had no direct connection with American-LaFrance or LaFrance vehicles.

WEEBER

One car and parts of two others exist in the New York State Museum warehouse. Built only one-off cars.

IN ADDITION TO THE ABOVE:

FRYE

Overland Traction Engine Co., Brooklyn, NY, 1864. Jesse Frye completed and tested a four-wheel-drive traction engine. It was designed primarily for use on the common roads and for crossing the prairies. In 1866, a prospectus was published for the Fort Riley & Santa Fe Steam Traction Co., with the intention of operating Frye's machines in the west. Nothing ever came of it. John A. Reed built the pumps for Frye's traction engine.

MANN

Fulton Iron Works, River St. near Madison Ave. Troy, NY, 1859. Charles F. Mann built and operated a half-track type of steam vehicle, with one steering wheel and two tracks, in the city of Troy. Apparently, Mann died in 1860, and nothing more was done with the vehicle.

Walton Special

In issue # 50 (Dec. 1976) we ran a piece on the Walton Special, by D.J. Kava, and forgot to run the photograph with the article. We are very sorry for this bit of stupidity and will try to make up for it by reprinting the article and including the picture.

The Walton Special first came to light when a friend was given the enclosed photograph by the widow of an early Dallas Hudson dealer. It appeared in the national Hudson Club publication in January, 1971 and was identified by a reader from a full page ad displayed in Motor World's January 2, 1918 issue. The ad stated, "Progressive dealers will sell distinctive body styles this spring." They offered The Walton Special, patented on August 7, 1917 and built by the Walton Body Company, 155 Avenue D, New York City. An almost identical profile view was provided except the spare tire was not in place.

My inquiry to the patent office resulted in a form letter without information. The subject was dropped until the past year when I once again took up the subject with the help of John Thomas of Buffalo, New York. He provided two more items to the pool of information. First off, the body was indeed patented on August 7, 1917. The patent was filed by Wirt M. Walton of New York City on April 7, 1917. The patent, 160580, was considered an "ornamental design for an automobile body." From the New York Corporations Bureau came the information that the Walton Body Company, Inc. was filed on February 3, 1916 in New York County and was dissolved by proclamation published December 16, 1929.

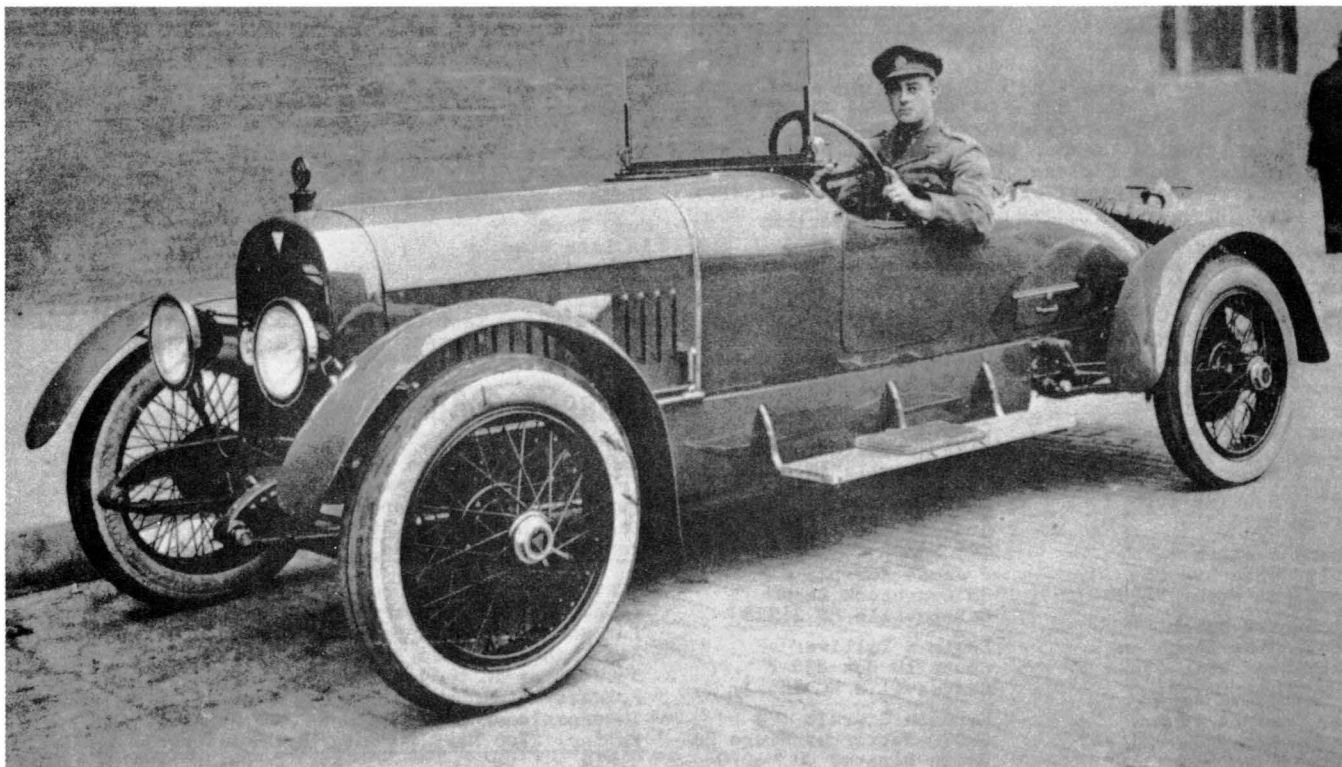
This effort was apparently the result of an independent concern to capitalize on Hudson's winning speedway image. The bulge on the hood most likely indicates that the car used the dual carburetion like the factory racers. The 1917 Hudson production consisted of an incredible variety of models including chauffeur driven town cars and landaulets and the Springfield built Touring Sedan. However a body number list only indicates two roadsters were built in 1917. (One went to the Swedish Royal Household along with 14 other Hudsons.) No roadsters were produced in 1918. There was perhaps a limited sporting market for a fast two seater Super Six. Can anyone shed more light on the subject?

Mystery Car

December's Mystery car seems to have been as easy to identify as the Corbin in issue #38. Dick Brigham was the first to nail it as a 1905 Elmore, Model II. Dick points out the verification may be found on page 115 of the Dover reprint of the Handbook of Automobiles, 1904, 1905, 1906 (or page 31 of the original 1905 HGA).

My brain must not have been in gear when I tried to identify it before the NEWS-LETTER was published, since I have the Dover reprint, too, and never looked in it.

Speaking of the Dover reprints, they have produced three volumes of reproductions of the Handbook of Gasoline Automobiles covering 1904, 1905, 1906; 1915, 1916; and 1925, 1926. These are very well done, and are well worth the \$5.00, \$4.00 and \$5.00, respectively. In addition,



Clymer Publications has done 1909; 1912; 1914; 1918; and 1927 in the \$3.00 to \$4.00 range, and Karl W. Barnes has reprinted 1908 at \$2.50. The Clymer volumes are not as well printed as the Dover books, but are still eminently satisfactory. Unfortunately, I have not seen the Barnes book.

In talking with Tom Warth of Classic Motorbooks, he informed me that the Clymer 1912 and 1927 are no longer in print, and the 1909 and 1914s are ify.

For the most part, it is foolish to pay the skyhigh prices being asked for the originals, when, for general reference, these reprints will serve just as well. For those interested in obtaining the volumes still available, SAH member Tom Warth should be able to supply them through his firm, Classic Motorbooks, P.O. Box 1, Osceola, Wisconsin 54020; or by calling 800-826-6600 at any time, day or night.

At this writing, Bill Lewis of Anaheim, California, Thomas J. Watson of Rincon, Puerto Rico, and Russel E. Stadt of Grand Rapids, Michigan, have also identified the Elmore.

When is a Mystery Car not a Mystery Car? In the next issue of the NL we'll show you. We've got three (or maybe four) automobiles and a truck, all of the same make, and we know the make and city of manufacture, but the usual lists just don't match anything with the name in question, at the time or place, or of the type of car.

Coming up, we have several other Mystery Cars and Trucks of considerable interest. I doubt that any will be as easy to identify as the Elmore.

Miscellany

Historians, restorers and trivia nuts will have one of those weird items to contend with in years to come. It's all those Oldsmobiles with Chevy engines.

A batch of 1977 Delta 88s were built with Chevrolet engines when Olds ran out of their own and substituted the lower priced spread. It's too early to predict what the legal outcome of this will be, but I'll bet that Olds wins. I don't know about their literature, but there usually is a note that states that the company may make changes and substitutions without notice.

Anyway, the Chevy/Olds becomes an instant collectors item, and the historian a hundred years from now gets a headache.

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New Members

NEW MEMBERS up to date, including some who were left out previously. With the publication of an up to date membership Directory expected next month in a new format, the new member list will be issued as a supplementary page for the directory, and this will be the last time that it will appear in the Newsletter.

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