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HENCEFORTH, ALL CORRESPONDENCE ADDRESSED TO THE NEWSLETTER SHOULD BE SENT TO - WALTER E. GOSDEN, 197 MAYFAIR AVE., FLORAL PARK, NY 11001

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## PRESIDENT'S REPORT

During the first half of 1978 the following progress has been made in the management of the affairs of the Society.

1. The Society continues to be a federal tax exempt organization (501c3) according to the United States Department of Internal Revenue. This means that friends can be encouraged to make contributions to the Society, whether money or gifts in kind, and be entitled to appropriate deductions from personal or corporate income tax. Receipt of gifts will enable the Society to retain this classification permanently.

2. Since January 1, 1978, forty-six persons have joined the Society as a result of a profile article in OLD CARS and seventy-six others have joined for a total of 122 new members. All members are encouraged to have a few copies of our membership brochure to pass out to friends and acquaintances as appropriate. For copies of the brochure, please contact Secretary Charles Betts.

3. Walter E. Gosden of Floral Park, New York has agreed to serve as the new editor of the newsletter, replacing John Peckham who has served the Society in a number of important assignments for the last several years. On behalf of all members of the Society, let me thank John for his yeoman work as newsletter editor. We hope he enjoys his sabbatical and will be back for different responsibilities in the year to come. Walt will be looking for both news and feature articles for the newsletter and members should contact him at 197 Mayfair Avenue, Floral Park, NY 11001.

4. A Professional Standards committee has been formed consisting of Mike Lamm, Dave Lewis, Tom Warth, Doug Bakken and Chairman Frank Robinson. The committee thus has members who are authors, editors, researchers, publishers, archivists/librarians, and lawyers in its composition. The first two assignments for the committee are to deal with allegations of plagiarism within the profession of automotive history research, writing and journalism. The second priority is to take steps to provide education to the membership on the educational guidelines for researchers and writers in the field through any appropriate means. In conjunction with the AACA, SAH will host a seminar on automotive historical research and writing at the AACA annual meeting at Philadelphia in February 1979. Austin Clark is responsible for arranging this joint seminar.

5. The Cugnot Awards Committee, chaired by Jim Bradley of the Detroit Public Library, has begun to receive nominations for the 1977 awards. All members are encouraged to send Jim their personal nominations for the best book and short subject (articles, etc.) for 1977 (see notice elsewhere in this issue) at their earliest convenience. Other members of this committee are John Conde and Don Butler.

6. Dick Brigham has suggested that SAH encourage the creation of chapters or regions. The Board of Directors has approved two new regions: Canada and

the Pioneer Region in northeastern United States. The Board has also tried to encourage the formation of chapters in the Detroit area and Northwest U.S. Any five members may petition the board for approval to form a chapter. Regional development is important because it will be the only personal contact that some members will have with each other, especially those who never make the annual meetings in Hershey.

7. The next annual meeting will be on Friday, October 6th in Hershey, PA. The Secretary will send out special notices for this meeting later in the summer.

8. A by-laws revision committee consisting of Dave Brownell, Fred Roe, Charles Betts and Howard Applegate will report to the Board of Directors at their next meeting on suggested changes in the Society's constitution and by-laws. Any members who have suggestion on this subject are encouraged to contact me as soon as possible.

9. A considerable amount of time has been spent this year on reviewing the work of the various SAH committees. Some have been abolished or their responsibility has been added to that of another committee. The Professional Standards Committee has been added. Fifteen committees remain on the approved list. Over the years, it appears that some have not functioned as anticipated, for a variety of reasons. The Board of Directors at its next meeting will review in detail SAH committees and their responsibilities. Of particular concern is the Roster of Makes Committee which has not really begun its important work. If any members have suggestions regarding committees, or have committee assignment preferences, please contact me as soon as possible.

10. The Society is pleased to announce that it is sponsoring a series of four limited edition silver etchings to be produced by the Franklin Mint. Society sponsorship was approved by the Board of Directors (with several dissents) in a mail ballot over the winter. The series will include the 1909 Cadillac Model 30 touring, the 1911 Oldsmobile Limited touring, the 1930 Packard 745 touring and the 1932 Ford V-8 touring. The role of the SAH was to select and authenticate these vehicles which will be sold to the general public, most of which has little or no understanding of the history of the American automotive industry. The project will provide a vehicle for educating and informing the public about the industry that particularly interests us. The first etching has been completed by the artist and the first promotional advertising has been mailed. The original etching is much more handsome than the smaller illustration in the mailer could capture. The Cadillac etching will be 14 inches high by 18 inches wide, and the Grand Union Hotel in Saratoga Springs, New York has been chosen as the background for the car. In conjunction with the project, the Franklin Mint has made a significant contribution to the Society and the Board of Directors will be debating various plans and ideas of what to do with this gift. The ideas have to date received the most support, include the creation of publications and awards endowment funds for support of these important functions.

Howard L. Applegate

## DR. FREUD, WHERE ARE YOU WHEN I NEED YOU?

It looks as if I'm getting out of this Editor's job none too soon. The printed version of the last SAH NEWSLETTER arrived today (June 12) and I immediately reread the whole thing, spotting typos that I had missed before. Even so, I missed still another, which I literally caught out of the corner of my eye, while reading something totally unrelated to the automobile world.

Please - the title of the third item on page one should read "Sackcloth and Ashes". JMP

## EDITOR'S NOTE

With the ever increasing prevalence of plagiarism and copyright infringement within the automotive writing fraternity, it has become apparent that, if the Society of Automotive Historians is going to be of service to its membership, it is the Society's obligation to inform and educate them on this serious subject. As Howard Applegate stated in paragraph 4 of his "President's Report", a Professional Standards Committee has been formed to work on the problem. At the same time, the NEWSLETTER will endeavor to keep the members aware and informed of what is going on. Any member with questions or comments on the subject is urged to write to the NEWSLETTER Editor and/or the Chairman of the Professional Standards Committee.

## PLAGIARISM AND OUR RUBBERY COPYRIGHT LAWS

by Harry Zehner

(The following article is reprinted from the June 24, 1978 issue of Saturday Review. Reprinted with permission. © 1978, Saturday Review.)

"Read Tasso, and you think of Virgil; read Virgil and you think of Homer; and Milton forces you to reflect how narrow are the limits of human invention," said Emerson. Of course, Virgil did not have to worry about infringing on Homer's copyright, but one look

## CHANGE OF ADDRESS NOTICES

Members who change their address should notify the Secretary, who will see that the change reaches all concerned.



The Society of  
Automotive  
Historians

## NEWSLETTER

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Society of Automotive Historians, Inc.

### SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS \* 1978

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at at recent accusations of literary "borrowing" - against Alex Haley's *Roots*, Gail Sheehy's *Passages*, Norman Mailer's *Marylin*, Lady Pamela Harlech's *Feast Without Fuss*, and Paul Bocuse's *French Cooking* - suggests that the limits of human invention have become even more narrow than Emerson might have expected.

In theory, it has always been relatively easy to prove a case of literary plagiarism. Essentially, three factors must be weighed; validity of the copyright, access of the borrower to the copyrighted work, and "substantial similarity" between the two works.

In practice, however, only the first of these principles can be demonstrated with facility. The flexible, protean character of the law makes the access and substantial similarity questions highly subjective criteria in court. Realizing the law's fuzziness in this area, many authors - some big, big names among them - sail awfully close to the wind. Their credo might be summed up thus:

1. If you plan to use a lot of material verbatim, make sure that the book is in the public domain. The new law sets the duration of a copyright as the life of the author plus fifty years.
2. When going verbatim, borrow a little from lots of sources.
3. Once you've plagiarized, you have three years to sweat out the possibility of prosecution for copyright infringement. After that, the statute of limitations expires, and you're home free.

It should be remembered that although the copyright law protects writers from the theft of their work, it does not protect readers from ripped-off or unoriginal writing.

Alas, the only effective defense against literary copycats is public exposure and embarrassment, which is why critics and the press must be constantly vigilant.

\* \* \* \* \*

( Mr. Zehner may well have the best idea, as far as a group like the SAH is concerned. Our membership is in just the right spot to put their collective finger on those within the automotive writing field who have a tendency to make free use of others' efforts. Mr. Zehner handled the job very nicely by simply taking a section of the offending author's work and what was, obviously, his source, and underlining the purloined passages in both copies. This graphic demonstration manages to make the case perfectly clear to all who see it, and leaves little doubt in anyone's mind as to the trick being played by the plagiarizer.

"Public exposure and embarrassment." This can be our most effective weapon against this ever increasing problem. Anyone who spots what appears to be a case of plagiarism should inform the Professional Standards Committee. They, then, can contact the author or, if they feel it is warranted, public notice can be published in the Newsletter. The address of the Chairman of the Professional Standards Committee appears elsewhere in this issue. )

plagiarism (plā'je riz'em, -jē e riz'), n. 1. the appropriation or imitation of the language, ideas, and the thoughts of another author, and representation of them as one's original work.

"Plagiarize, plagiarize, let nothing evade your eyes," sings musical satirist Tom Lehrer, but one wonders if too many writers haven't taken his song too much to heart.

With ever increasing numbers of automotive newspapers, magazines and books on the market, there are far more opportunities for authors to get their works into print and, of course, to plagiarize or be plagiarized. This problem is compounded when someone comes up with a subject that turns out to be a best-seller. The next thing you know, a dozen others have written on the same subject, and the predilection to "lift" material from those who have gone before, has

a tendency to become the rule rather than the exception.

For too long, the attitude has been, "Everybody else does it, why shouldn't I?" Then, of course, there is the other excuse, offered by those who have neither the intelligence nor the courtesy to do otherwise - "I didn't know I was doing anything wrong!"

To a degree, the publishers have been much to blame for the problem of plagiarism.

I'm not referring to the publisher whose author has done the plagiarizing, but to those who have failed to act, because it would not be "profitable". A case of this attitude cropped up a couple of years ago, when an author decided to use some material for his book on a particular model of Mercedes-Benz, and "liberated" what he needed from a book by an SAH member. The original author was infuriated when his publisher refused to prosecute because they felt they would not be able to recover their costs.

Things are changing, however, and we find that more and more publishers are coming equipped with a hair-trigger. One of these is Bill Fisher, owner of Fisher Publishing Inc. (H-P Books) of Tuscon, Arizona. Fisher has instituted suit against Albion-Scott Ltd., of England, for copyright infringement concerning Fisher's book Turbochargers by Hugh MacInnes, published in 1975, as a revised edition of MacInnes' book How To Select and Install Turbochargers, published by Fisher in 1972. Fisher alleges that the book published by Albion-Scott Ltd., Theory and Practice of Turbo-Charging and Supercharging by Robert Henderson, uses several illustrations that had been specifically prepared for, and used in, the MacInnes books. At present, there has been no decision as to the amount of damages to be asked, but it is relatively safe to estimate that they will be substantial.

In as much as we have new copyright laws which are more far reaching and all-inclusive, and there have been no precedent setting law suits, and because of the laxity of the laws in past plagiarism cases, publishers instituting suit under the new laws are expected to go for the severest compensation possible, not just for a slap on the wrist. Fisher is leading the way in this approach and may well be setting an industry-wide trend.

Another aspect of the new copyright laws that must be taken into consideration in such as the Fisher vs. Setright case is the fact that the copyright holder may call for the United States Customs to place an embargo on the offending book and prevent its entry into the United States. In addition, any merchant who willfully sells that book, and is aware of the suit for copyright infringement, may be enjoined in suit, also.

Publishers have a great deal of money tied up in the books they produce, and are no longer willing to let others profit at their expense. It is not an unreasonable attitude. Now, however, both big and small publishers are responding to the leadership of men like Fisher and what is, virtually, a call to arms.

If you are planning an excursion into "Plagiarism-land," and the above doesn't seem to deter you, it should be pointed out that you will be the one to pay, if the 3 year statute of limitations doesn't run its full course. Most contracts state that the author shall be liable for all cases of copyright infringement. That's not just the amount that the suit is for, but for his own publisher's expenses, too. Even if the contract does not contain such a clause, the author will, undoubtedly, end up being sued by his publisher to recover what he has had to shell out.

Unfortunately for the "author" who has never had an original thought in his life, things are getting a bit rough out there. On the other hand, for those who have spent so much of their time, money and skills in developing something really worthwhile, at last there are people willing to stick up for you.

\* \* \*

If the new Editor of the NL is willing to go along with it, in a forthcoming issue, I would like to get into such things as what constitutes a copyright; what is infringement and plagiarism; and how it affects the little guy who is writing for his club publication, or wants to get into the big time. Also, there is the subject of rights, permissions, courtesies and credits, and a host of other items

that can get an author into trouble or keep him out of it.

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PROFESSIONAL STANDARDS COMMITTEE CHAIRMAN:

Walter F. Robinson, Jr.  
14615 S.E. 55th Street  
Bellevue, WA 98006

\* 30 \*

Maybe it's not quite right to start out an article with - \* 30 \* - since that is the traditional symbol used by the Press to signify the end of a piece, but, in a sense, this article is an "end". This is my last issue of the NEWSLETTER as its Editor, although I hope it not my last as a contributor.

I really can't figure out why I ever took the job on, since I type with only two fingers and can't spell worth a darn. In spite of that, I've enjoyed most of the work I have put into it. It has put me into contact with a lot of really great people and I hope we will stay in touch, either through personal correspondence or by use of future issues of the NL.

Some people would say that the Editor's job is a thankless task. On occasion, they may be right, but for the most part it has been a very worthwhile and edifying job. In many ways, I know I'll miss it, but other projects (and that horrible thing called "work") have made me decide turn the whole thing over to a new Editor who, hopefully, types with more than two fingers and knows how to spell.

The gentleman who is about to take on the task of editing is Walt Gosden. I take this opportunity to offer him, and any future Editors, my assistance in any way possible. The NEWSLETTER has meant a lot to me and I hope, some way or other, I can be a part of its continued improvement. I only wish that more of our membership would feel the same way. Many have contributed articles, letters and time over the years since Dick Brigham was the first Editor and got us to stirring our stumps. Unfortunately, it has been a relatively small group of individuals who have bothered, in comparison to the overall number of members in the Society. It is the new Editor's responsibility to get the NL out to the membership, but the membership must give him the material to be published in it.

My last request as Editor is - PLEASE! Do your utmost to support your NEWSLETTER - CONTRIBUTE TO IT. Thanks. JMP

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## NORTHEASTERN REGION HAS NEW NAME

Members Dave Ficken, Hayden Shepley and Austin Clark, Jr. were appointed a committee to select a name for the Northeastern Region at the region's meeting at Clark's home in Glen Cove, Long Island, on May 14th.

After due deliberation, their decision was announced, and the members in attendance accepted their recommendation of the name - PIONEER REGION. The name was selected because of the pioneering efforts in the invention and development of the automobile and automotive industry in the Northeast part of United States.

At the same meeting, Howard Applegate suggested that, since the Pioneer Region has grown so rapidly, there should be a project started by the group for the Society. One area that was mentioned is the lack of written history of the physical plants of automotive manufacturing. Further discussion on the subject will be had at future meetings.



## PIONEER MEETING TO BE HELD AUG. 13

The next meeting of the Pioneer Region will be held on August 13th at Fred Roe's home at 837 Winter St., Holliston, Mass. Members and guests are welcome to arrive anytime after 9:30 am, although the actual meeting will not begin until about 11 am. For further information, call Fred Roe at 617-429-4360.

## OBITUARY

WILLIAM FISK HARRAH, possibly the best known individual in the antique automobile hobby, died on June 30, from complications following an operation to correct an aortal aneurism.

Bill Harrah had been elected an Honorary Member of the SAH in 1975, in recognition for his efforts in collecting and preserving historic motor vehicles to the extent of, variously reported, 1,100 to 1,400 automobiles, and for his support of meticulous research into the authenticity of the restorations carried out by his staff.

Above all other makes, Bill had a particular fondness for Franklins, and one of the few meets he made every year was the Franklin Trek in New York State. He also sponsored his own event, the annual Swap Meet in Reno, Nevada, and was generally seen wandering around the Flea Market at Hershey each year.

No immediate plans have been announced concerning his collection, but it is generally believed that it will remain intact, with few, if any, changes in the overall operation.

## SAH MEMBER BECOMES VP OF FIAT MOTORS OF NORTH AMERICA

Karl E. Ludvigsen was recently named to the post of Vice President of Fiat Motors of North America, Inc. The company's President, Claudio Ferrari, announced that Karl will be in charge of Corporate Relations, including Public and Press Relations, Dealer Relations, Government and Industry Relations, Customer Relations, and Legal and Employee Relations.

Karl joined the Fiat organization on May 1st after spending the last 11 years as an independent writer and consultant. In 1973 he won the Society's Cugnot Award for his outstanding book, The Mercedes-Benz Race Car. Karl has also served as technical editor of Sports Cars Illustrated and editor of its successor Car and Driver, before he was employed by General Motors in Public Relations and Overseas Operations.

More recently, Automobile Quarterly has published Karl's latest book, Porsche: Excellence Was Expected, which has met with rave reviews from the press and Porschephiles.

## INTERNATIONAL DIRECTORY OF AUTOMOTIVE LITERATURE COLLECTORS

The past three issues of the International Directory of Automotive Literature Collectors have been produced by Harold Angel but, with the forthcoming one, publication is being taken over by Ken Browning of Tillsonburg, Ontario. The booklet is a listing of literature collectors, with a brief description of each one's particular interests and wants. It's a handy item for any collector or historian, and is highly recommended. You may have your entry placed in the directory for the small fee of two dollars, which also gets you a copy upon publication. For those outside the United States and Canada, Ken will be glad to accept a suitable piece of literature in exchange for the listing and booklet, to alleviate the problem of currency exchange. Those interested should write to Ken Browning, P.O. Box 543, Tillsonburg, Ontario, Canada N4G 4J1.

## SLIM LEAD DEPARTMENT

Several years ago, a gentleman named Clark Aldrich, who had worked Atlantic-Richfield Oil Co. in

Providence, Rhode Island, told me that they had built trucks for the company's use. Is there anyone who is interested in tracking down this lead? I would guess that this truck building operation took place after WW II, but I'm not sure.

This reminds me of the Hart-Parr automobile, built by the Hart-Parr Co. of Charles City, Iowa in 1908 (HA 10/14/08 p540). This well known tractor company is said to have built 2 cylinder, 20 hp, highwheelers for the use of the company's traveling salesmen.

Can anyone confirm the fact that they actually did build such vehicles, and, if so, can they be justified by the Definitions Committee as a make, since they were not built for sale to the public? JMP

## MYSTERY CARS

Fred Roe was the first to come in with the identification of Harry Pulfer's query. The car is indeed a duPont. In fact, that particular car is now in Harrah's collection in Reno, Nevada. Robert B. Myers more fully identifies it as a 1930 Model G, Royal Town Car by Merrimac. David W. Glass and, of course, Ralph Dunwoodie came up with the right answer on that one, too. Messers Glass and Dunwoodie, along with George Risley and Walter MacIlvain nailed the second Mystery car as a 1913 Havers 6-44, built by the Havers Motor Car Co. of Port Huron, Michigan. Many thanks to all.

## PERFEX CORRECTION

Besides being one of the people who identified the 1912 Havers Six, George Risley spotted a typographical error in J.H. Valentine's "Los Angeles - The Late Teens" which should be corrected. In the third paragraph from the end of the article there is mention of the Prefex truck. That should read Perfex. Thank you George.

## MAIL BAG

From Elliott Kahn, 58 Verbena Street, Clearwater, Fla. 33515. One of the most interesting features in the NEWSLETTER for some time has been the coverage of the motor industry around the Los Angeles area by Mr. J. H. Valentine. But one must be wary of all these firms which were at one time listed in City Directories which he is sharing with us, as a listing in a publication does not a motor vehicle builder make. Some of these firms were no doubt paper ones, that had a desk or an office and maybe some hopes but not much else, and nothing ever came. Some were, no doubt, pure and simple stock promotion schemes designed to sell some stock, for which the promoter would be paid a "management" fee. If the firm made a go, he was in charge, and if not, he still had earned some money, hopefully. As he has pointed out, though all City Directories are some what in arrears in production, so while a firm may appear in a 1915 issue, it may in fact have appeared on the scene in 1914 or before, and may have also been gone by the time the book came out. Take a case in point, as listed in the last issue of the NEWSLETTER (#58).

He mentions the Bulkley-Rider Tractor Corp. A picture of the first Bulkley-Rider unit appears in Jan. 15, 1914 issue of Commercial Car Journal along with a brief description. Noting the date, the unit undoubtedly had to have been built in 1911-13. Now this is two years before Mr. Valentine dates the firm, and also two years before the firm was shown in another list of truck brands that appeared seven years ago, which dated it from 1915 to 1917. The Bulkley-Rider first unit at least was a rebuild of a Thomas automobile, and whether future units were also rebuilds of other automobiles or ground up production units seems unconfirmed. Mr. Valentine's item would seem to indicate that whatever units assembled were modifications of other vehicles rather than original creations. His list does not give any inkling of how long the venture was around, and I wonder if the 1917 date listed is not in fact true. The firm is, however, on a list published in a Feb. 1917 issue of MoToR magazine, so apparently it was still reported as in business at the end of 1916.

## MEMBERS IN PRINT

P. Fridenson and J.M. Laux are two of the four authors of LA REVOLUTION AUTOMOBILE (Paris: Albin Michel, 1977), along with non-members J. P. Bardou and J.J. Chanaron. The price is 59 francs. The book is a history of the industry from 1890 to the mid-1970s, with emphasis on the firms and on labor rather than on the cars themselves. The book will be reviewed in a forthcoming issue of the NL.

Another book on the market which involves SAH members is The Golden Years of Trucking published by the Ontario Trucking Association. This book is a history of trucking in Canada and is available in paper back at \$9.95 or hardbound at \$14.95. Member J.O. Goodman, who directed the project, is Vice President of the Association, and another well known and respected SAH member, Rolland Jerry, wrote the section on truck technology. This book will be reviewed shortly. It may be obtained from J.O. Goodman, 555 Dixon Rd., Rexdale, Ontario M9W 1H8, Canada.

Crestline Publishing Company has announced a book entitled Ford Trucks Since 1905, by James K. Wagner. Both the author and Crestline's owner, George Dammann are SAH members. The book contains over 2000 black and white photos and covers not only the company's commercial chassis vehicles, tractors and "woody" station wagons, but such items as various out-of-factory conversion. Ford Trucks Since 1905 sells for \$24.95. Since we understand that Crestline has moved, but have no new address for them, we suggest that copies may be had through Classic Motorbooks, Osceola, Wis. 54020.

## A SHORT SURVEY OF THE 1907 MASSACHUSETTS REGISTRATION LIST

by G. Marshall Naul

Some time ago I had the opportunity of studying in some detail the Registration List for Massachusetts for 1907. Numerically, the list began with 1 and ended with 17,900 so it was fairly long. A tally was kept of the various makes and the numbers of each. As in 1907, Detroit was not yet the dominant factor in automobile production, and a large portion of passenger car production was still in the New England area. For this reason it is not surprising that so large a percentage of the cars listed were more or less "local" products. A great many of those listed are not only obscure, but unreported, quite possibly of private manufacture. For example, the car registered to Henry W. Longfellow, Jr. is listed as a 6 hp Longfellow. Other notables were Elihu Thompson of Swampscott who owned a 24 hp Packard, George M. Hendee of Springfield who had a 20 hp Stevens-Duryea and Ernest Sturtevant of Halifax who had "Own make".

As 1907 was prior to reciprocity in licensing, not all those listed were residents of Mass., but had addresses as far south as North Carolina and as far west as Utah!

The "tail end" of this list consists of individual automobiles which are mentioned but once. There are examples of very obscure makes mixed with obvious errors and more than a few mysteries. Many names have been that of a dealer, or locality, or just clerical errors.

The listing by individual makes, in decreasing frequency is summarized:

|                |      |                  |    |
|----------------|------|------------------|----|
| Stanley        | 1724 | Royal            | 61 |
| Stevens-Duryea | 636  | Phelps           | 58 |
| Knox           | 591  | Stoddard-Dayton  | 41 |
| Ford           | 316  | Buffum           | 46 |
| Grout          | 208  | Wayne            | 39 |
| Crest          | 124  | St. Louis        | 34 |
| Mobile         | 110  | Yale             | 33 |
| Napier         | 72   | US Long Distance | 26 |
| Northern       | 71   | Berkshire        | 22 |

|            |    |                   |  |
|------------|----|-------------------|--|
| Corbin     | 21 | Detroit           |  |
| Rainier    | 21 | Seabury           |  |
| Acme       | 19 | Suburban          |  |
| American   | 18 | Shawmut           |  |
| Marlboro   | 18 | United Motor      |  |
| Cleveland  | 16 |                   |  |
| Searchmont | 16 | <u>2 Each:</u>    |  |
| Warwick    | 14 | Adams             |  |
| Welch      | 13 | Automotor         |  |
| General    | 13 | Avery             |  |
| Eisenhuth  | 13 | Boston & Amesbury |  |
| Walter     | 12 | Buckmobile        |  |
| Buckeye    | 12 | Bradford          |  |
| Ross       | 12 | Columbus          |  |

|                  |  |
|------------------|--|
| <u>10 Each:</u>  |  |
| American Bicycle |  |
| Conrad           |  |
| Eclipse          |  |
| Hotchkiss        |  |
| Lyman & Burnham  |  |
| Marion           |  |
| Prescott         |  |
| Stanton          |  |

|                      |  |
|----------------------|--|
| <u>9 Each:</u>       |  |
| Automobile Co. of A. |  |
| Watch City           |  |

|                      |  |
|----------------------|--|
| <u>8 Each:</u>       |  |
| Hill                 |  |
| Georges Richards (1) |  |

|                |  |
|----------------|--|
| <u>7 Each:</u> |  |
| Buffalo        |  |
| Mason          |  |
| Michigan       |  |
| Ohio           |  |
| United Motor   |  |

|                    |  |
|--------------------|--|
| <u>6 Each:</u>     |  |
| Binney & Burnham   |  |
| Knight & Kilbourne |  |
| Reliance           |  |
| Rochester          |  |
| Union              |  |
| Western            |  |

|                |  |
|----------------|--|
| <u>5 Each:</u> |  |
| Brennan        |  |
| Berlo. (?)     |  |
| Hub            |  |
| Moline         |  |
| Overman        |  |
| Pope-Robinson  |  |

|                       |  |
|-----------------------|--|
| <u>4 Each:</u>        |  |
| Aerocar               |  |
| Bridgeport            |  |
| Covert                |  |
| Dolson                |  |
| Holley                |  |
| Hoffman               |  |
| Lozier                |  |
| Kensington            |  |
| Malden                |  |
| Leland & Falconer (2) |  |
| Milwaukee             |  |
| Mitchell              |  |
| General Auto          |  |
| Steamobile            |  |
| Taunton               |  |
| Upton                 |  |
| Woods                 |  |

|                |  |
|----------------|--|
| <u>3 Each:</u> |  |
| Argus          |  |
| Austin         |  |
| Babcock        |  |
| Cameron        |  |
| Dow            |  |
| Kensington     |  |
| Kidder         |  |
| Loomis         |  |
| New England    |  |

|                    |  |
|--------------------|--|
| <u>One Each:</u>   |  |
| Ackerman           |  |
| American           |  |
| Anderson           |  |
| Ardsley            |  |
| Ardune             |  |
| Astor              |  |
| Bangs              |  |
| Batty & Crickler   |  |
| Barbour            |  |
| Benton             |  |
| Belger             |  |
| Bemis              |  |
| Berg               |  |
| Bailey & Perkins   |  |
| Black              |  |
| Black Diamond      |  |
| Beattie            |  |
| Blood              |  |
| Brecht             |  |
| Boston Safety      |  |
| Burrington *       |  |
| Bowker             |  |
| Boyer              |  |
| Brown              |  |
| Brochn (sic)       |  |
| Canda              |  |
| Candors (sic)      |  |
| Cement (sic)       |  |
| Church             |  |
| Clark **           |  |
| Clement            |  |
| Central            |  |
| Coleman            |  |
| Cook               |  |
| Continental        |  |
| Connstadt (3)      |  |
| Courtney           |  |
| Corbitt            |  |
| Coulthard **       |  |
| Delaney (sic)      |  |
| Dennis             |  |
| Dobbins            |  |
| Duchimillner       |  |
| Durant             |  |
| Dyke               |  |
| Eastern            |  |
| Fred Ellis         |  |
| Ellis              |  |
| Eldridge           |  |
| Emery              |  |
| Electromobile      |  |
| Electric Equipment |  |
| Electric Vehicle   |  |

|                        |                        |
|------------------------|------------------------|
| Embree                 | Macker                 |
| Entwisile              | Mckay                  |
| Falconer (4)           | Monroe                 |
| F.I.D.                 | Moyea                  |
| Field                  | Morse                  |
| Freidman               | Monarch                |
| Freedman               | Marsh                  |
| Forest                 | Milney                 |
| Forest City            | C.J.Moore              |
| Foster                 | McRitchie & Moore      |
| Force                  | Munro                  |
| Fredonia               | Mzan (sic)             |
| Fischer                | National Oil Heating   |
| French                 | Niagara                |
| Gasmobile              | Nolan                  |
| Grant                  | Norton & Fuller        |
| Garford                | Norris                 |
| Gaeth                  | Noyes                  |
| Casaulec               | Oakman                 |
| Gas & Engine Co.       | Peugeot                |
| Gas Engine & Power Co. | Pilion                 |
| Gardrian Knapp         | Pittsfield (5)         |
| Girardot et Voight     | Prescott               |
| Hansen                 | Pungs                  |
| Hansen-Cleveland       | Reading                |
| Harvard                | Reid                   |
| E.F.Hathaway           | Riker                  |
| Hall                   | Rossel (6)             |
| Henroid                | Rockett                |
| Hawkins                | Rough                  |
| Hanley                 | Rodgers                |
| Hartwell               | Rogers                 |
| Hodgkiss (sic)         | Rothschild             |
| Houghton               | Roy                    |
| Holtzappel & Malin     | Radford                |
| Howe                   | Rousseau               |
| Hunting & Darling      | Rotary Motor           |
| Hutchins & Berlo.      | Quinsler               |
| Huber                  | Spaulding              |
| Hughes                 | Skeene                 |
| Jackson                | Springfield            |
| Javil                  | Sawyer                 |
| Jenkins & Sheldon      | Shaw                   |
| Kansas                 | Smith                  |
| Keystone               | Springfield Metal Body |
| Kellogg                | Stanton                |
| Kingman                | Sultan                 |
| Knowlton               | Standard Wheel Co.     |
| Lackawana              | Sturtevant             |
| LaCost                 | Taft                   |
| LaBrique               | Trebert **             |
| LaFrance               | Tinker                 |
| Lansden                | Townsend               |
| Lewis                  | Guy Townsend           |
| Littlefield            | Tainclerk              |
| Longley                | U.S.                   |
| Locke-Moore            | Victor                 |
| Longfellow             | Warren                 |
| McFarlan               | Waddington-DeDion      |
| Mererve                | Wilkinson              |
| Meteor                 | Woodward               |
| Marr                   | Ward **                |
| Media                  | Wintergreen            |
| Milner & Killiam       | Worcester              |
| Martini Rifle (sic)    | Wyman                  |
| Marsh Gordon           | York                   |
| Mackay                 |                        |

# LOS ANGELES - A TOUR OF THE '20s

(Continued from Issue #58)

by J.H. Valentine

The Kleiber truck was a San Francisco product, but were also assembled in Los Angeles at 1938 S. Main Street from 1920 to 1924, then at 1100 S. San Pedro Street until 1928, along with autos from 1925 to 1928. Local managers through this period were John P. Schielein, then Louis A Lagomarsino and finally Julius Ernst.

As the Leach Motor Car Company, auto and truck retailer, was closing, Martin Andrew Leach and Leon G. Martin left to form Leach-Biltwell Motor Company in 1919, with Leach as president and Martin the vice-president. They had offices and sales at 1035 S. Grand Avenue and factory at 4800 S. Santa Fe Avenue. They built the high-priced Leach auto in 1923. With this venture failing, the office was moved to 112 W. 9th Street, where it and the factory location became shared with newly-formed California Motors, Incorporated, with Leach as president and Samuel G. Miles secretary. The Leach-Biltwell name soon disappeared, but the new firm built California autos until dropping from sight in 1925

Sherman T. Allen was president of Allen-Burbank Motor Company of 112 W. 9th Street, who offered trucks as well as tractors briefly in 1921.

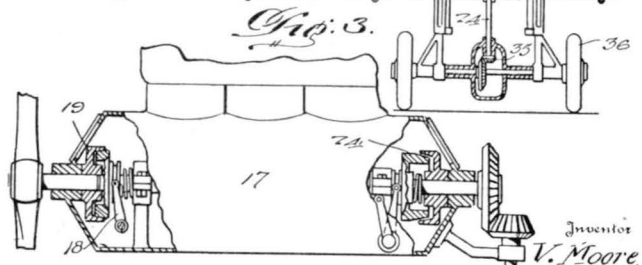
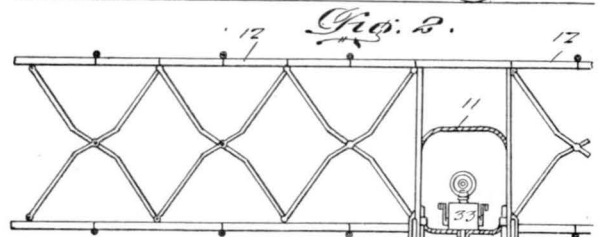
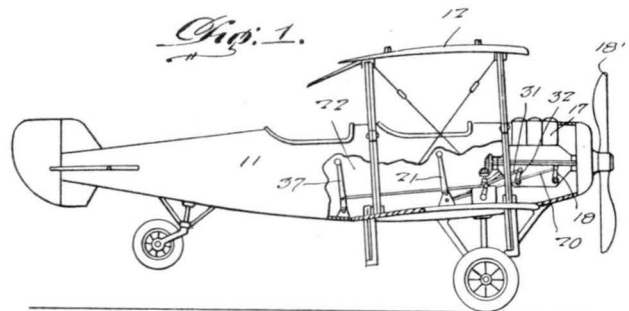
Moore Autoplane Company, Inc, of 411 S. Main Street attempted to develop and market the Moore Autoplane hybrid vehicle from about 1920 on. Virgil B. Moore was president, Allyn Rice vice-president and secretary. They soon moved to Glendale.

June 19, 1928.

V. MOORE  
AUTOPLANE

1,674,338

Original Filed June 17, 1925 2 Sheets-Sheet 1



Inventor  
V. Moore

By *Charles W. Dyer*  
Attorney

Notes: \* Indicates known dealer's name  
\*\* Commercial Vehicle

- (1) For Brazier
- (2) For Cadillac ?
- (3) For Daimler ?
- (4) For Leland & Falconer?
- (5) Early name for Stilson
- (6) For Simplex



Fred J. Fujioka, proprietor of the F & K Garage and manager of the Japanese Automobile Club of Southern California, both of 231 N. San Pedro Street appears to have assembled a few Fujioka autos for export to Japan in 1922 and 1923.

Truck dealer Harry G. Pendell was located at 1237 E. 8th Street when he and some employees took over Mechanics Manufacturing Company, Inc. of 739 S. Merchant Street, tool manufacturers, in 1924. Pendell was president and Charles Dansie treasurer. The H.G. Pendell sales outlet was continued, but the Mechanics factory was set up to produce Pendell trucks. After 1926 the Merchant Street location was abandoned and the factory and sales combined on 8th Street. In 1927 they became H.G. Pendell, Inc., a new car dealer only and Mechanics Manufacturing was soon closed.

Former engine builder Murray C. Tunison was designer of the Paramount auto produced by Paramount Motors, Inc., offices at 115 N. Broadway in late 1922 and 1923.

The Endurance steam car was produced by Pacific Steam Car Company and marketed by Endurance Steam Car Company, both of 1246-48 S. Flower Street during 1923 and 1924. Greyden P. Hickie was president and M. Vale Scouten secretary and treasurer of both firms.

Manager Oscar (Fred) Lundelius left the truck business when Pacific States Distributing Company closed in 1922. He went into the auto business then combined with Louis R. Eccleston in Lundelius & Eccleston Motors Corp., auto engineers and manufacturers. Lundelius designed a Franklin six engined auto at their 660 S. Vermont Avenue location, featuring a one-piece tilt-forward hood and modified engine cooling. The chassis had a unique four wheel independent suspension utilizing sets of four traverse leaf springs at each end of the car. In 1927 the L & E Floating Eight appeared, then more prototype autos into the 1930s. They tried to market their chassis and suspension to other manufacturers, but the depression made the times hard for all. They had moved to 3160 Wilshire Boulevard, then to 357 N. La Brea Avenue, and their last two years before closing down at the start of the war found them at nearby 307 S. Cloverdale Avenue. During the 1920s they also had branch facilities at 1957 S. Los Angeles Street and even Las Vegas, Nevada.

The Balboa Motor Corporation was founded in early 1923 by a group of young lawyers and some real estate men. Shortly it was reorganized and offices were at 355 S. Broadway. The new president was Otto William Heinz, Fred G. Mott, Jr. was secretary and treasurer and William H. Radford the production manager. The factory was in Pomona. In 1924 they relocated the office to 108 E. Ameridge in Fullerton. Prototypes were shown in 1924 with small, supercharged eights. The 1925s were rebuilt with proprietary power, but the firm died of the usual stock promotion fraud charges. The Barker Front Drive Corporation, offices at 112 W. 9th Street, advertised as auto manufacturers in 1926. President was John P. Barker, previously with Homer and Barker truck and tractor efforts. Secretary was Floyd E. Buell. The firm lasted perhaps a year.

Jack Landon was listed as an auto manufacturer at his 5250 W. Hollywood Boulevard location in 1926. After 1927 he was gone.

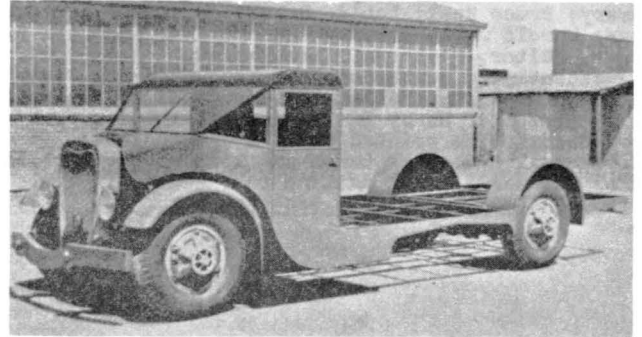
C & L Six Wheel Truck Company, West San Fernando Boulevard at Empire, Burbank was represented as a truck manufacturer in 1926. Arthur H. Lacey was their engineer and manager.

#### LOS ANGELES - IN THE DEPRESSED '30s

In 1929 both O.R. Fuller Company and the F & F Six Wheel Company were selling trucks at 220 E. Market. Oliver R. Fuller was president of both, as well as being involved in other truck and terminal activities. In 1930 F & F remained, with O.R. Fuller closed out.

In 1931 F & F was listed as a manufacturer of trucks and parts. 1932 found F & F replaced by Centipede Motors, Ltd. at 220-222 E. Market. President was C.A. Hawkins of San Francisco. They were represented as auto manufacturers through 1933, then were gone.

Curtis Manufacturing Company put in an appearance in 1931 and 1932 as truck manufacturers, probably experimental, at 902 E. 9th Street. Walter B. Hambly formerly with Sterling truck, was president and Harry E. Curtis vice-president. Mr. Curtis then took his ideas to the Oakland firm of Bill Motors Company, who built Curtis-Bill front wheel drive trucks and busses in 1933 and 1934.



Curtis-Bill frontwheel drive truck with a carrying capacity of 22,000 pounds.

In 1931, Harlan Fenger and Edmund R. Gibson's Super-charger Manufacturing Company was (presumably) turning out auto racing equipment at 1000 N. Orange Drive in the Hollywood district. This was soon replaced by Cragar Corporation, Ltd. at 940 N. Orange Drive. Crane Gartz was president and Fenger vice-president. They were listed as auto manufacturers in 1933 and 1934..

Advance Auto Body works existed at 1000 E. Macy Street for many years. In 1936 they built the unique Arrowhead three wheeled auto. President at this time was Joseph M. Morgagni, with Louis Accomazzi the vice-president.

The Ful-Ton Truck Company, Inc. produced the Ful-Ton unitized-structure delivery vans at 1584 E. 20th Street during 1937 and 1938. Joseph F. MacCaughtry was president and Carlisle J. Thorson vice president.

William L. Mossman of 4182 S. Vermont Avenue and Louis C. Wetterbth of 5275 S. Figueroa were listed as auto manufacturers in 1939.

Six Wheels, Incorporated, heavy duty truck equipment manufacturer, built large Maxi construction trucks from 1939 through 1942 at 1223-33 S. Santa Fe Avenue, later at 1572-84 E. 20th Street. At this time Wade H. Green was president and Gustave A. (Gus) Collender vice-president.

Thorne Engineering Corp. was building race cars at 5842 S. Inskip Avenue in 1939 and 1940. Joseph W. Thorne was president and James Skereitt vice-president, with Thorne's wife Johnsie as secretary.

The Trojan Truck Manufacturing Company of 214 S. Vermont Avenue was building heavy-duty trucks called Trojan during 1939 and 1940. Raymond Lewis was president and Stanley G. Mitchell the secretary.

#### CLEBURNE POSTSCRIPT AND ACKNOWLEDGEMENTS

by D.J. Kava

To satisfy both Stan Liszka and John Peckham a few additional words are in order to finish the Cleburne story appearing in *Automotive History Review* #6. Also, the article contained one typographical error, Texas state records indicate the company was incorporated on

September 24, 1912, not 1924. These records list the company as "Cleburne Motor Car Manufacturing Company The."

This was one of my first non-Hudson research efforts and it was conducted primarily by mail and phone. H.E. Luck's early movements were gleaned from the alumni records of Texas Christian University by Ann D. McDermott. The company's activities from newspaper accounts appeared in the History of Johnson County and Surrounding Areas by Viola Block, Texian Press, Waco, Texas, 1970. Production information, technical descriptions, utility and truck photos were furnished by Eugene Luck of Jacksonville, Florida. Mrs R.A. Kilpatrick, Cleburne, Texas was very helpful in finding Mr. Luck and furnished the delivery van photo. I would also like to acknowledge the help of Patricia A. Loucks, Austin-Travis Collection, The Austin (TX) Public Library; Bruce Neal, Public Relations, Six Flags Over Texas; Harold J. Luck, Phoenix, Arizona; and John S. Butner, Editor, Cleburne Times-Review.

Incidentally, a number of years ago when Six Flags contacted Mr. Luck, he had reproductions of two hand-bills, photos of Harry Luck and the Utilities plus a short description printed on a 19" x 23" sheet. I have a small number of these and will give one to any member who sends a 20" mailing tube and a bit for postage. D.J. Kava, 1755 Bandera, Beaumont, TX 77706.

**LITERATURE WANTED:** Catalogs, Parts Manuals, Advertising Brochures dealing with cars and trucks produced in York County, PA, including Pullman automobiles, Bell Motor Car, Sphinx Car, Hanover Automobile, Kline-Kar and Atlas, Acme and Martin Trucks. W.F.O Rosemiller, 37 West Market Street, York, PA 17401.

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RESEARCHER on automobile badges, nameplates, motors, selling, trading and restoring such items. For further information send SASE to: Harry Pulfer, 2700 Mary Street, LaCrescenta, CA 91214

INFORMATION WANTED on the whereabouts of any surviving Kline-Kars produced in York, PA by the BCK Company between 1909 and 1912 and the Kline-Kar Motor Company in Richmond, VA between 1912 and 1921, and also interested in Kline-Kar literature. W.F.O. Rosemiller, 37 West Market Street, York, PA 17401

WANTED: The Motor Year Book, 1949, London, Temple Press 1949; Auto-Parade, Vol. 1; Profile (automobile-first series) #41 and #74. John M. Peckham, 675 Pinewoods Avenue Road, Troy, NY 12180.

WANTED: Motor Trucks of America, The B.F. Goodrich Company, Volumes 1, 2, 3 and any succeeding volumes. John M. Peckham, 675 Pinewoods Avenue Rd., Troy, NY 12180

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The Cugnot Awards Committee of the SAH urges you to submit nominations for the best magazine article and book published in 1977 in the field of automotive history. As a reminder, the nominees need not be SAH members...non-members are eligible for the Cugnot Award. A rationale for your nomination will be appreciated but is not required. Please be assured that the Committee will conscientiously review and consider all nominations.

They should be directed to:

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