

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July-August 1984

Issue Number 91

EDITORIAL COMMENT

Beyond a doubt, the most rewarding part of the job as editor of the SAH publications is the daily trip to the mail box to see what kind of goodies the postman has left there. Just about everything you read in these pages has come by way of that box, the principal exception being the comments which make up this editorial column, and this time the inspiration for the following remarks also arrived by mail in a letter from SAH member Steve Richmond, of Arcadia, California, who says:

"I am enclosing the name of a possible prospective member, but I also want to put in my 'two cents' in favoring a larger publication. I think the dues should be raised to cover whatever the cost increase. I find the *Journal* fascinating to read and full of interesting facts, etc.

"In the very near future I will be sending along an interview conducted with Victor Christen, a 95-year-old gentleman, who recalls the automobile from its beginnings. He started in 1905, at the age of 15, working for the Yale Motor Car Company in Toledo. I hope that you will consider publishing it in the *Journal*. It will be complete with photographs and other related material. By the way, Victor is still selling Chevrolets at age 95."

Mr. Richmond's letter touches upon every subject I had hoped to include in this column. He has sent the name of a prospective member, to whom an application form, a copy of the most recent issue of the *Journal*, and a personal letter has been sent. He also favors a "larger publication," which could, I suppose, mean more pages per issue or more frequent issues. Either way, it is obvious that both printing and postage costs would increase, but increasing the cost of membership might be an ill-advised measure. In an era when the price of everything seems to be escalating almost capriciously, making SAH a better value than it already is seems to be the best idea.

Our publications are the glue that holds the group together. Larger or more frequent issues (or both) will encourage not only new memberships, but more annual renewals of the present ones, which will make improved publications easily affordable.

Surely most of us know at least one person who should be a member of SAH. If that one person could see what we have to offer, perhaps he or she would be more inclined to join. Send in the name of someone who might be interested, and a copy of our most current publication will be sent, along with an application form and a personal letter.

One hundred new memberships could make a 12-page *Journal* a possibility. And two hundred could provide four instead of two issues of *Automotive History Review* a year.

Shall we give it a try?

CHAPTER DOINGS

Southern California Chapter

A copy of the *SoCal Newsletter* (second quarter 1984) was received at this office a few weeks ago, and with it came an announcement of the Chapter's upcoming literature sale. This is the Second Annual Literature Fair and Exchange, and will be held on Sunday, September 24, 1984, at the Briggs Cunningham Museum, 250 East Baker Street, Costa Mesa, California, between the hours of 6:00 AM and 3:00 PM. The rain date for this event is September 30.

The Fair is restricted to automotive literature, memorabilia, and small collectibles—no parts or non-automotive items. Vendor spaces, 20' x 20', are \$15.00 each. For more information: Randy Ema, 120 W. Chestnut, P.O. Box 374, Anaheim, California, (714) 991-0440, or Bill Cannon, (818) 358-6255.

An article by Jim Valentine appearing in this newsletter, which concerns obscure and perhaps non-existent early attempts at auto manufacturing in California, is reprinted in this issue of the *Journal*.

Pioneer Chapter

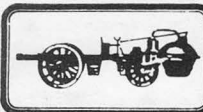
The Pioneer Chapter had two successful spring meetings in 1984. The first meeting was generously hosted by Walter Gosden, national vice president, at his home in Floral Park, New York, on Saturday, April 7th. Eighteen members and guests were present. After introductory remarks by chapter president Nathaniel Dawes, a short synopsis of Society priorities was given by Walt Gosden. Each member and guest were then allowed a self-introduction and presentation of their basic automotive interests. Personal observations of current and past automotive events were also discussed. The meeting was then adjourned for food and refreshments.

Another meeting was held at the Dawes residence on Sunday, May 6th, in connection with the H.V.R.A.A.A. annual spring meet at nearby Rhinebeck, New York. Hudson Valley members and Tom Huestis, from Buffalo, New York, enjoyed an afternoon of discussion.

A meeting is being planned for late October at the White Hart Inn in Salisbury, Connecticut. Members will be informed of final details in September.

Wisconsin Chapter

The annual meeting and election of officers of the Wisconsin Chapter, SAH, was held on Saturday, July 7, at Iola, Wisconsin, as one of the highlights of the Iola Annual Car Show and Swap Meet. The Board of Directors meeting preceded the general business meeting, at which Bill Cameron, of Minocqua, was elected as the new president of the Wisconsin Chapter.



THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Editor
Richard B. Brigham
Art Director
John M. Peckham

Editorial Office: SAH Journal
1616 Park Lane, N.E.
Marietta, Georgia 30066

Publications Committee
Beverly Rae Kimes, Chairperson
George B. P. Ward, Jr.

Richard B. Brigham
John A. Conde
Frederick D. Roe

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SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS, 1984

PRESIDENT

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

SECRETARY

Charles L. Betts, Jr.
2105 Stackhouse Dr.
Yardely, PA 19067

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197 Mayfair Avenue
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George B. P. Ward, Jr.
c/o Maryland National Bank
P. O. Box 987
Baltimore, MD 21203

Persons interested in joining the Society of Automotive Historians, write to Charles L. Betts, Jr., Secretary, 2105 Stackhouse Drive, Yardley, PA 19067.

If you have moved, forward your new address to Charles L. Betts, Jr., 2105 Stackhouse Drive, Yardley, PA 19067.

Material for publication in the Journal or Automotive History Review should be sent to Richard B. Brigham, Editor, 1616 Park Lane, N.E., Marietta, GA 30066.

BACK ISSUES OF SAH PUBLICATIONS FOR YOUR FILES

AUTOMOTIVE HISTORY REVIEW

With the exception of number two, all issues are available from one to fifteen. Price is \$3.00 per copy, plus \$1.00 postage per order in the USA.

NEWSLETTER AND JOURNAL

Out of print: 3, 4, 6, 7, 23, 26, 43.

Very limited supplies: 1, 2, 5, 8, 9, 12, 33, 34, 39.

These are priced at \$1.00 each, while they last, not to be included in quantity prices quoted below.

All other issues: The following price schedule applies;

Single copies, each. \$1.00

Any ten. \$8.00

Any twenty-five \$17.00

All available from #10 thru #75 \$33.00

Please add \$1.00 per order for postage in USA

For shipment outside the USA please make payment in US funds and add ten percent of the amount of your order for shipping.

Make checks payable to The Society of Automotive Historians, Inc., and mail to Fred Roe, 837 Winter Street, Holliston, MA 01746 USA.

Statement of Financial Position as of March 31, 1984 (Unaudited)

Assets

General Fund

Maryland National Bank—Commercial	
Growth Account	\$8,888.14
T. Rowe Price Prime Reserve Fund	408.62
Advance a/c Secretary's expenses	265.11
Deposit a/c 1984 banquet	250.00
	<u>\$ 9,811.87</u>

Awards Endowment Fund

T. Rowe Price Prime Reserve Fund	894.91
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Publications Endowment Fund:

T. Rowe Price Prime Reserve Fund	16,319.92
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James J. Bradley Memorial Fund:

T. Rowe Price Prime Reserve Fund	2,903.56
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<u>Total Assets</u>	<u>\$29,930.26</u>
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Liabilities and Net Worth

<u>Liabilities</u> (Unpaid Obligations)	\$ 118.25
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Net Worth (Fund Equities)

General Fund	9,693.62
Awards Endowment Fund	894.91
Publications Endowment Fund	16,319.92
Bradley Memorial Fund	2,903.56

<u>Total Liabilities and Net Worth</u>	<u>\$29,930.26</u>
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Statement of Income and Expense for the three months ended March 31, 1984 – (Unaudited)

General Fund

<u>Income</u>	
Dues	\$2,780.00
Interest	144.36
Contributions	103.76
	<u>\$ 3,028.12</u>

Expense

Printing	\$ 350.00
Typesetting & Layout	320.00
Postage	82.82
Mail Service	94.05
Telephone	8.39
Xerox	24.21
Office Supplies	138.28
Advance a/c Secretary's Expense	250.00
Directors' Meeting Expense,	
Philadelphia	50.00
Other	37.31
	<u>1,355.06</u>

<u>Excess of Income over Expense</u>	<u>\$ 1,673.06</u>
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DID THEY EVER BUILD A MORELAND AUTO?

by J. H. Valentine

The Moreland Company, with offices at 257 South Spring Street in Los Angeles, California, had Watt Moreland as president, B. Franklin Mansfield, vice president, and G. H. Townsend as secretary. In June of 1909 they showed a prototype Moreland roadster to the press. It had been undergoing testing "for several months." Its engine was a water-cooled four of L-head design, with its 4¼ by 5½-inch cylinders cast in pairs. Much of the intake manifolding was cast integrally, with passages between the cylinders and the exhaust manifold on the opposite side. Its transmission provided four speeds, with fourth an overdrive ratio. Front springs were semi-elliptics; the rear ones three-quarter elliptical. It had shaft drive with two universal joints, its wheelbase was 114 inches, and the 40 by 4-inch tires supported a weight of 2400 pounds. The 312-cubic-inch engine was said to move the car as fast as 60 miles per hour.

A new firm, the Moreland Motor Car Company, was being formed, with plans for five additional body styles. Construction of a new factory was to begin in July, but the \$300,000 corporation was slow to organize its efforts, due to the uncertainties of the Selden Patent litigation. In July 1911 the local newspaper reports indicated that only the one roadster had indeed been built.

The firm was finally reorganized into the Moreland Motor Truck Company, having built at least three experimental trucks during this period. Its factory opened near the end of 1911, and its first completed truck rolled off the line on January 1, 1912. This factory, located at 1701 North Main Street, next to the Los Angeles River, still stands. At its October 1912 model changeover time, the firm stated that production had included 203 distillate-burning Moreland trucks and six gasoline-engined touring cars produced for factory use.

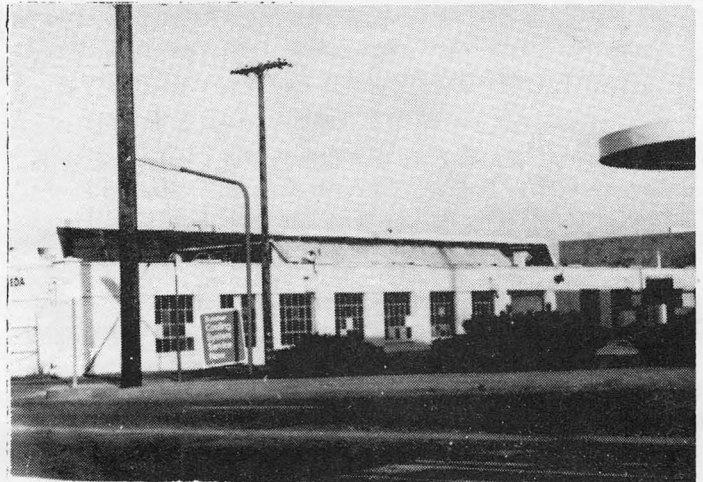
The Automobile magazine of April 1917 reported that the "Moreland Motor Company" would be manufacturing a moderately-priced passenger car designed to run on distillate fuel.

A local newspaper reported in November of 1919 that Watt Moreland had approved the final design of a popular-priced auto to be known as the Moreland, and expected the first two models to be on the road by the end of the year. He would have been on the market "with a car of suitable design for western use" earlier, had not the war prevented operation. He reported that he had built ten touring cars over

the past few years, to try out various features of design and construction.

These new automobiles were to be produced by an unnamed new company with a proposed capitalization of \$1,000,000, having facilities separate from those of the truck firm. The new cars would have six-cylinder engines, a 118-inch wheelbase, and disc wheels. Three body types would be available, all with permanent tops and sliding glass panels. SAH member Keith Marvin mentions an announcement in the automotive press in 1924 of a "DeLuxe Sedan" in the works by Moreland.

Perhaps other Moreland autos were built during the period described, or even later, as the Moreland truck firm lasted until World War II, and fragments of the firm even longer.



Moreland Truck Company, 923 East San Fernando Boulevard, Burbank, California. Moreland trucks were produced here from 1921 through 1942.

NEW CARS FOR OLD – A CORRECTION

In the previous issue of the *Journal* (No. 90) we reported on a series of items which had appeared in *Motor Age* beginning in June, 1916, which said that the Haynes Automobile Company of Kokomo, Indiana, was offering to trade a brand new 12-cylinder Haynes car for the oldest Haynes which could be found in running condition. In its July 13th issue, *Motor Age* announced that the winner of the new car appeared to be Walter E. Smith, of Bound Brook, New Jersey.

Apparently *Motor Age* had been a little previous with its announcement, for we have now received a copy of a page from *The Haynes Pioneer* (a Haynes factory publication) with the information that the presentation of the car was made on October 12, 1916, to ". . . Ed J. Howard [who] had brought his 1897 Haynes horseless carriage to Indianapolis where, as the oldest Haynes car in active service, it was exchanged by Governor Ralston of Indiana for the Haynes 'Light Twelve' offered as the prize in a nationwide contest to locate the oldest Haynes automobile."

This information was contributed by Wallace S. Huffman, historian of Indiana cars in general and Haynes-Apperson in particular. He writes:

"The old 1897 was around the plant for many years and it was loaned out to dealers for special showings or events. Some of the old Haynes employees have told me that they recall seeing the car stored in one of the factory buildings. It was sold before the company failed."



Moreland Truck Company, 1701 North Main Street, Los Angeles. This building housed the Moreland truck factory from 1912 until 1920.

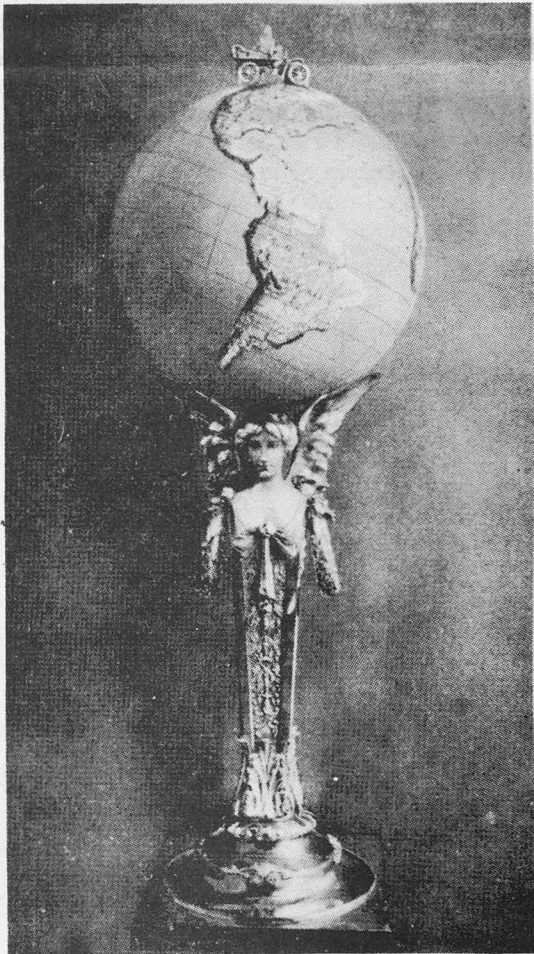
LETTERS

From Thomas Hesperheide, 410 Darby Road, Havertown, Pennsylvania 19083:— Received your most recent issue (No. 89) of *The Journal* recently. What a marvelous effort! Indeed, as a recently accepted new member, this is my first copy. Through my sponsoring member and close friend, Mr. George Beattie, I became aware of a previous issue, No. 88, in which you related some history and facts regarding the Pullman automobile, manufactured in York, Pennsylvania.

Having been born in York, and raised closely thereto on a farm, and more importantly now owning and having restored a 1910 Model K Pullman Touring Car, I am grossly interested in your editorial. My obvious question — would it be possible for me to receive a copy of *Journal* No. 88?

Editor's Note: Mr. Hesperheide's letter was at once referred to our "No Sooner Said Than Done" Department, and a copy of No. 88 was mailed to him immediately.

From Marc A. Ralston, 1628 Cottonwood Circle, Lafayette, Indiana 47904:— For years I have been interested in Pierce-Arrow history. While researching the two books on Pierce-Arrow just published by me (*Pierce-Arrow 1980* and *Pierce-Arrow—The Golden Age*) I've tried to uncover as much as possible about the original Glidden Tours and the large silver (400 oz. and 50" high) trophy. Pierce-Arrow won the trophy the first five years (1905-1909). A small award was given to Pierce-Arrow, but not the original. Does anyone know what became of the original valuable trophy? I'm curious regarding any information on the subject, and hope someone can help.



The Glidden Tour Trophy

From Harlan Appelquist, 6328 Rolf Ave., Edina, Minnesota 55435:— I found the Ruxton article by Walter Wray (Issue 90) to be well written and interesting. In the 1930's a fellow on North Main Street in Rockford, Illinois, owned a Ruxton roadster. I was told the car was built by Kissel. I saw Cameron Peck's Ruxton in Chicago in 1946.

Over the last 30 years or so I have heard several figures on Ruxton production. One historian said 550 cars, which probably included Windsors built during the months that New Era Motors controlled the Moon plant in 1930. The figure of 375 cars has also surfaced. That figure is too high. Two or three years ago Mr. Carl Burst III, grandson of the last president of the Moon company, wrote to me about the Ruxton. He owns a Moon and a Ruxton. In St. Louis, talking with old timers from the Moon plant, Mr. Burst said that he doubted that as many as 100 Ruxtons were assembled there.

An item in a 1929 edition of *Automotive Industries* says that the first Ruxton was shown in Los Angeles in April 1929. In June of that year four more Ruxtons were shown to the press in Long Island City, New York. Five Ruxtons were built in 1929, some of which were shown at the January 1930 New York Auto Show.

I estimate that about 80 Ruxtons were built in St. Louis, and possibly as many as 26 in Hartford, Wisconsin.

Editor's Note: Mr. Carl W. Burst III, mentioned in Harlan Appelquist's letter, is a member of long standing in SAH, with membership number 331. Our Society has many members with direct or family connections with the old auto companies, as well as quite a few presently employed in the industry, and we'd like to hear from any or all who have comments, anecdotes, or memories—current or otherwise—to share with the rest of us.

From William J. Lewis, 600 Kiama Street, Anaheim, California 92802 :— Who was George G. Laurence and what was his position with the Elgin Motor Car Company of Argo, Illinois, in 1920? Mr. Laurence, accompanied by another (unnamed) engineer also representing the Elgin company, were passengers aboard the Los Angeles-built prototype Hoskins front-drive touring car on its maiden voyage across country..

The car was driven by the two sons of its Australian inventor, George John Hoskins. Leslie P. (designer of the car featuring his father's patented front-drive system) along with brother Edwin J. and their passengers, left Los Angeles toward the end of August (or early September) of 1920, for Chicago via San Francisco, Ely, Nevada, and Omaha, Nebraska.

Twelve days and thirty minutes later they arrived at the Elgin plant in the Chicago suburb of Argo, Illinois. The trail of the handsome car, the Hoskins brothers, and their companions has thus far grown cold at that point. Someone must have photographed the car's arrival, for such a trek of a prototype front-wheel-drive passenger car was certainly newsworthy in 1920.

I plan to do the complete history for *Automotive History Review* later on, when some of the gaps have been closed. Hoskins began his automotive career about 1908 in his native Australia; built a car in 1915; then came to California where he built two more quite different cars in 1920. Leaving his sons there to promote the new cars, he continued on to England with the 1915 edition. It was road-tested by the British *Autocar* magazine in 1921, and rebodied from a touring car into a saloon by 1921/22.

The unusual circumstance of the California car's trip was that it appears to have been the first cross-country journey of

any front-wheel-drive car equipped with constant-velocity universal joints, which were the main feature of G. J. Hoskins' Australian, United States, and British patents of 1915, 1917, and 1920 respectively.

Any information or leads, however fragmented they may be, would be most appreciated, in order to complete my research of the Hoskins-Elgin episode as it relates to the entire Hoskins history, encompassing Australia, U.S.A., and England.

All letters will be answered. **William J. Lewis, 600 Kiama Street, Anaheim, California 92802, phone (714)776-8472.**

RESEARCH and CLASSIFIED ADS

Information Wanted on 1915 Packard 5-ton truck. Need any sales literature, owners manuals, parts books, photos of trucks or related information to help with restoration. Prefer originals, but reproductions OK.

Paul Dauer, Box 2670, Chicago, Illinois 60690.

Wanted: Pictures of the Vaughn automobile (Greensboro, N.C., 1921); the St. Louis (St. Louis, Mo., 1922-23); Commodore (New York City, 1921); Kenworthy Sedan (1921-22); also photo of the Premocar touring car used by President Harding on his visit to Birmingham, Alabama, in 1921. **Keith Marvin, P. O. Box 839, Troy, N.Y. 12181.**

Urgently requested: Any photographs or other illustrations (except the well-known ones), preferably with relevant captions (place, date) of the following World War II vehicles:

- (a) Willys MA ¼-ton 4x4, 1941 (early model Jeep with fender-mounted headlamps).
- (b) Bantam, Ford, and Willys Jeeps with hard-top enclosures (both professional and makeshift) and other bodywork conversions.
- (c) Twin-Ford V8-engined tractor trucks with 60 ft. semi-trailers used for hauling aircraft components and sub-assemblies; also any reliable information regarding their manufacture.

Bart Vanderveen, Lavastraat 13, 8084 CL 't Harde, the Netherlands.

Wanted: Cheetah GT Coupe material. Historian desires information and leads on original cars (10 of 16 found so far). Share pictures, articles, race results, etc. Especially interested in aluminum Supercheetah body sold by Don Edmonds in early 1970's to person in New Orleans or Atlanta. **David Ryall, 956 Calle Primavera, San Dumas, CA 91773. (714) 599-6034.**

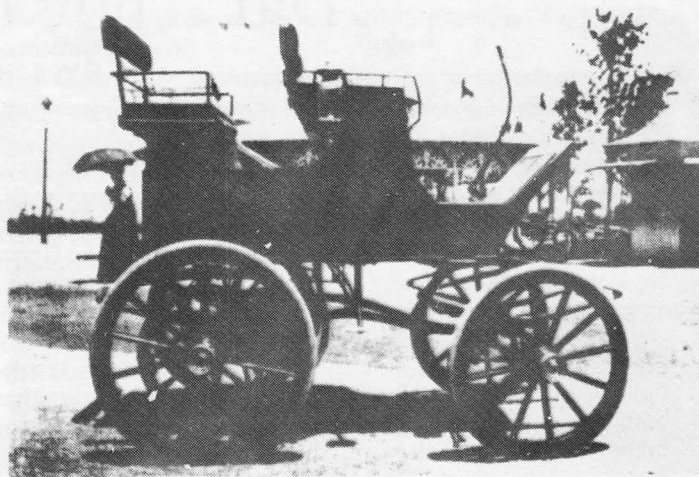
Desperately Needed: For Pedersen car, nameplate or photo, drawing, rubbing, etc. so that I can have one made. This is the only item missing from an otherwise complete car.

Joe Koller, P. O. Box 96, North Lake, Wisconsin 53064.

DEADLINES FOR LETTERS AND CLASSIFIEDS

For guaranteed publication in the next issue of the *Journal*, letters and classified ads must be received at this office by the following dates:

ISSUE	DEADLINE
January-February	January 10
March-April	March 10
May-June	May 10
July-August	July 10
September-October	September 10
November-December	November 10



MYSTERY CAR OF 1898—CAN YOU NAME IT?

This photo was published in *Motor Age*, July 4, 1918, accompanied by the following letter from Mr. A. G. Gary, of Walker, Iowa:

"It is just 20 years ago today that I drove the car shown in the photo to the Omaha exposition. I thought perhaps your readers would be interested in looking at a picture of what was then considered quite a good-looking car. Its lines are in direct contrast to the present streamline bodies."

The caption under the photo in *Motor Age* says that Mr. Gary drove the car from Walker to Omaha, but it seems more probable that he drove it to Omaha from a point somewhat closer. The distance from Walker to Omaha over present-day roads is nearly 300 miles. In 1898 most of the rural roads in the entire United States weren't much more than single-lane wagon tracks, difficult to navigate in dry weather, and just about impossible when wet.

The Omaha exposition referred to was the Trans-Mississippi and International Exposition, held in 1898.

Can anyone identify the make of Mr. Gary's car?. It looks quite like several—but not really like any—of the numerous makes usually depicted among the cars of that period.

Note the 1890's costume worn by the lady with the parasol, just to the left of the rear of the car.

THE LAST CALL FOR 1983 CUGNOT/BENZ NOMINATIONS

The deadline for submission of nominations for the 1983 Cugnot and Benz Awards is September 1, 1984. These awards recognize the best works in the field of automotive history. The works eligible for nomination for this year's awards are those published in calendar 1983.

Issue No. 89 of the *Journal* contains detailed information on the submission of nominations for the Cugnot (book) and Benz (periodical) awards. This information is also available from Matt Joseph, who chairs the Cugnot/Benz Committee. To request information or to submit a nomination, please get in touch with:

Matt Joseph
7728 Martinsville Road, Route 1
Cross Plains, Wisconsin 53528

Did They or Didn't They?

BY J. H. VALENTINE

The following commentary on the difficulty of producing an accurate roster of automobile makes is reprinted by permission from the newsletter of the Southern California Chapter of the Society of Automotive Historians. The author, J. H. Valentine, points out that this article was written for Southern California readers, and all of the cities and places mentioned are located in that area.

Most of us have seen lists of autos that have been (or may have been) built in this country. These lists seem to be tabulations of the names on all of the prior lists that the author has been able to find. Seldom do we see lists of *verified* makes or brands, and seldom also will the author mention the parameters of selection or the limitations of the list. Thus we find that some lists include only brands that were actually marketed, while others seem to include autos made for personal use, small cars built by adolescents, race cars, prototypes, and perhaps even a standard brand of auto having merely an engine or transmission transplant.

Did they or didn't they? Some that didn't include the Pacific, proposed by Arthur Hawes and Lee Chamberlain of the Pacific Automobile Company, a Los Angeles firm formed in 1900. There seems to be no indication of even a prototype having been shown. (Mr. Chamberlain's son, who had been very young at the time, recalled that they did rent autos, and had two in their possession when the firm failed.)

Another was the Western Iron Works of Los Angeles who, in 1901 and 1902, included automobiles in a list of products they manufactured. It turns out that they were, for a short time, agents for the Winton. Albert Maines of Los Angeles advertised as an auto manufacturer in 1902, but his firm produced only automobile accessories.

Another company that didn't was the Brown-Winstanley Manufacturing Company of Los Angeles, who used a standard make of automobile as a test bed for a series of three- and five-cylinder radial engines they were testing from 1902 and on for several years. They did propose building a car of their own in 1907, but chose instead to concentrate on the perfection and marketing of their engines.

Carriage and wagon builder Levi Hafer of Los Angeles adopted the name of Electric Carriage Works for his business in 1903, and did advertise as an auto manufacturer, but it seems it was business as usual, with nothing *unusual* ever reported.

George Hackley of Los Angeles is sometimes credited with building a car in 1905, but it was merely an old Winton in which he installed his own gearless transmission.

The Electrical Construction Company of Los Angeles represented itself as an auto manufacturer in 1906, but the vehicles they sold said "Baker" on them, and came from Cleveland.

The Great Western Motor Company was formed in National City in late 1907 to produce a Great Western car in a plant to be run by the Hunt brothers. The Hunts put up the capital to provide a factory, and an existing four-cylinder, two-cycle engine was to power the touring cars. The Los Angeles money promised by the other partners never appeared, and the venture was abandoned.

The name of Samuel Carter of Los Angeles is sometimes included in lists as having built autos from 1908 onwards, but all he ever did was modify existing ones to properly display the excellent clutches and transmissions he had designed.

Ralph Owen, a wandering automotive promoter, was reported to have set up a firm in 1910 in Los Angeles along with the Gilhousen brothers, Archie and Bert, to build the Owen automobile. Most of the other principals in the firm were citizens with ordinary incomes, and lack of cash ended this enterprise before actual production ever began. They did, however, sell the eastern-produced Owen for a very few months.

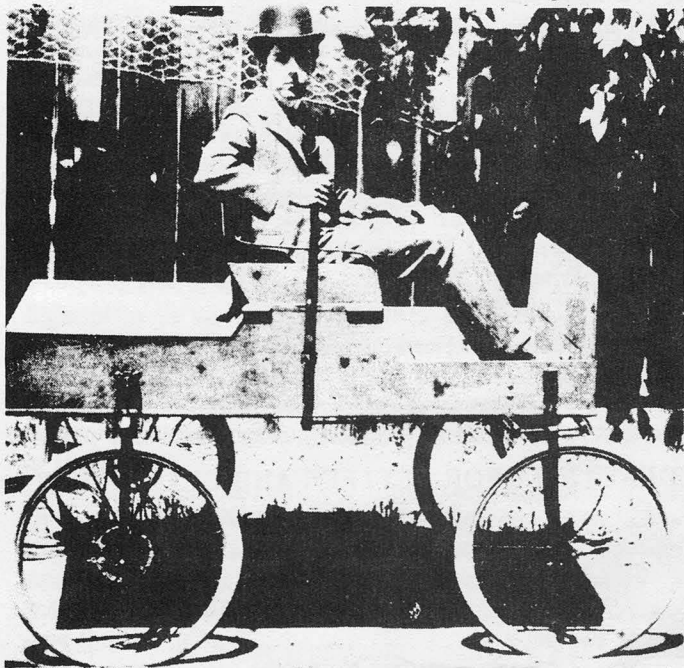
Many lists show a Californian credited to the year 1915. This was actually a thinly-disguised Mercer, campaigned during the racing season by Los Angeles Mercer dealer George Bentel. He wanted a four-man team, but racing rules restricted any one brand to three entries in a race. Mercer nameplates were removed, and the car was entered as a "Californian." Was this a valid brand?

The Burnett-Brunell was a standard Chevrolet except for the very unusual engine installed in it in 1921. They drove it from Los Angeles through the East to visit major automobile plants in the hope of finding a customer for their design. Did they or didn't they?

SOME THAT DID

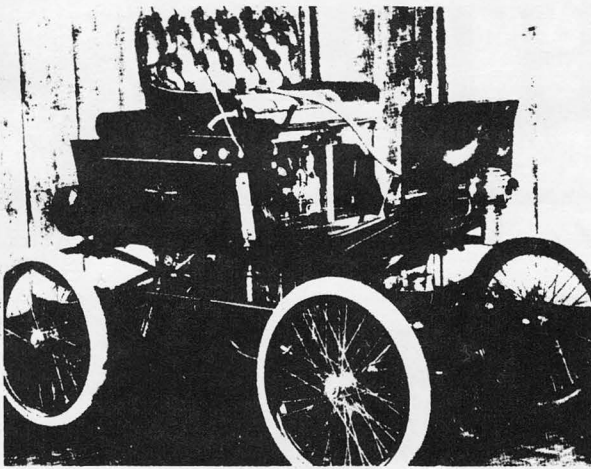
Some early ones that *did* include the auto built by J. Philip Erie and Samuel Sturgis, said to be the first auto built on the Pacific Coast (it wasn't). It was first driven on the night of May 30, 1897. Said to be the third design by the pair, it was their first success. Successful? Not really— it broke down on its first journey towards Pomona, and repeated repairs using improved alloys for parts were never adequate, nor was their knowledge of metallurgy, it seems. The first car built in Southern California may have been constructed by Charles Allen of Hueneme, later followed by a second used to tour the oilfields for installation and inspection of equipment.

Another that *did* was young Earle C. Anthony of Los Angeles who electrified an ordinary wooden wagon in 1897,



Earle C. Anthony, who, at 17 years of age, built this one-of-a-kind electric automobile in 1897. In later years he established Earle C. Anthony, Inc., Packard distributor for Southern California, and also founded *KFI*, a pioneer Los Angeles radio broadcasting station.

MEMBERSHIP DIRECTORY CHANGES AND CORRECTIONS THROUGH JUNE 1984



Carl Breer built this steam-driven vehicle in 1900. In the early 1920's, Breer was a member of the engineering team (Zeder, Breer, and Skelton) who designed the first Chrysler automobiles.

the same year that John Leck of Santa Ana put a stationary engine in one. Wilton Schuyler of Oceanside is said to have shown a wagon-like vehicle in 1898 with engine-assisted steering and a single front headlight that pivoted with the steering. George Taylor of Long Beach was said to have shown his home-built auto in 1899.

Alfred Stewart of Santa Paula built several autos beginning about 1898 and, after coming to Los Angeles, produced a series of two-cycle, three-cylinder racers from 1903 to at least 1906. He is generally credited only with his Stewart-Garbutt four-cylinder car of 1904.

Young Carl Breer built himself a steam-powered car which was finished enough to show in 1900. It was never sold, but was maintained by him for years. It is now in the Los Angeles County Museum collection.

Alonzo and R. Stanley Smith built a buggy-styled roadster which was found and restored by Ray Nelson of North Hollywood, now deceased. It was said to have been built in the brothers' Santa Fe Avenue shop about 1900, but the brothers do not seem to have been in Los Angeles then, and not in the shop until 1905. They did advertise as builders of both autos and trucks from 1906 to 1908, and photographs of one of their trucks appeared in *Antique Automobile* magazine a few years ago—apparently a well thought-out unit.

Another that *did* was a local motorcycle dealer, Ralph Hamlin, who made himself a small, light two-seater in 1901. later selling it and buying an Orient. Fred Stamm of Los Angeles made himself a one-cylinder chain-drive auto that same year, which he later sold.

A firm fronted by Watt Moreland produced the lone Magnolia in Riverside in 1902. It has been considered as unverified, but SAH member Bill Lewis has found photographs of it in histories of the area.

A Shepherd automobile was entered in the auto races at Agricultural Park in the fall of 1903. Built by Robert Shepherd of Los Angeles, it was the first of a group of cars and trucks produced by his firm. They were not successful, and the company's equipment was auctioned off in 1906. Fred Stamm's brother George also ran a car of his own at these races. His two-cycle car ran very erratically. In 1905 he showed a very nice touring car with a two-cycle engine. The Stamm family were early Ford dealers.

This material should be adequate to indicate the difficulty of attempting to generate a list of makes.

CHANGES OF ADDRESS

Old	New
Richard E. Thompson 968 30 Channing Road Burlingame, CA 94010	Richard E. Thompson 968 3723 Wildfire Place Sierra Vista, AZ 85635
E. Dean Butler 802 3751 Dogwood Lane Cincinnati, OH 45213	E. Dean Butler 802 4325 Drake Road Cincinnati, OH 45243
Vern M. Bethel 488 3267 West 8th Ave. Vancouver, B.C. V6K 2C6 Canada	Vern M. Bethel 488 3264 West 7th Ave. Vancouver, B.C. V6K 2A2 Canada

NEW MEMBERS ENROLLED

Kenneth E. Nimocks 1051 5326 Crawford Road Oconto, WI 54153	Roger M. Baker 1052 1609 Richmond Rd. Wharton, TX 77488
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Donald N. Chew 1053
6551 Oak Street
Arvada, CO 80004

MEMBERS RE-INSTATED

Warren E. Steele 632 5219 Ridgeview Dr. Harrisburg, PA 17112	Julian F. Coryell 416 P. O. Box 531 Gates Mills, OH 44040
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MEMBER DECEASED

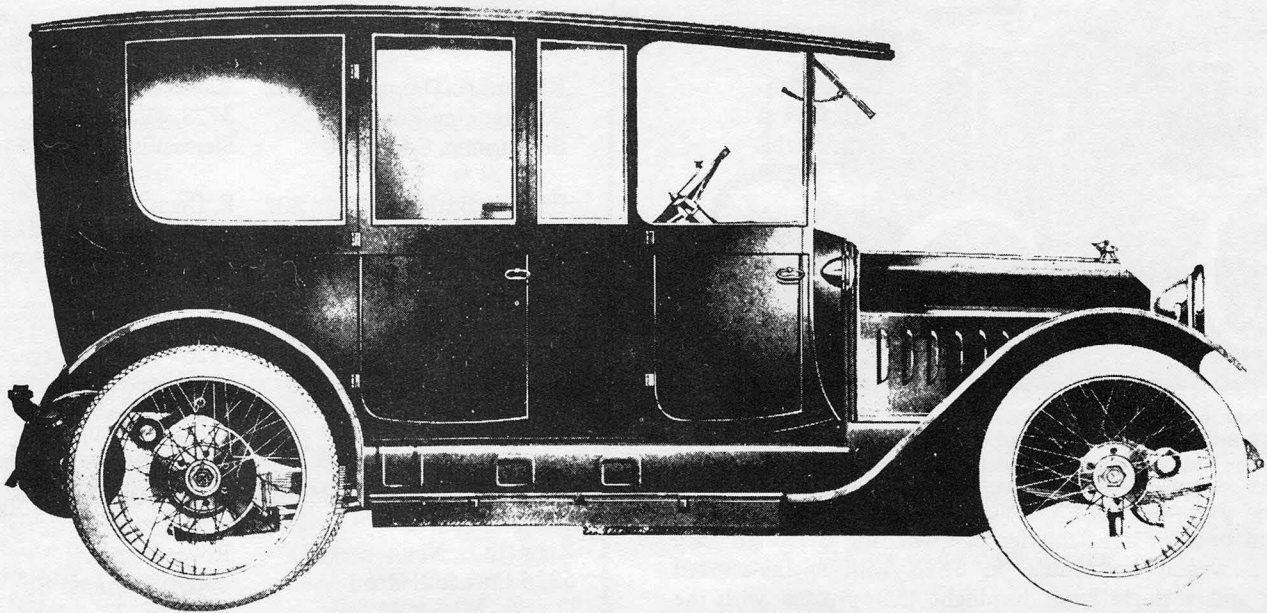
James L. Goulding, Jr. 1018
401 Snively Road
Duluth, MN 55803.

JAMES L. GOULDING, JR.

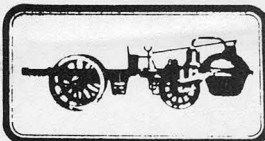
James L. Goulding, Jr., of Duluth, Minnesota, died suddenly in St. Charles, Illinois, on April 16, 1984.

Mr. Goulding was a member of the Society of Automotive Historians, with special interest in pre-1948 vehicles. He was also a member of the Antique Automobile Club of America, The Special Interest Car Club, Delta Nu Alpha transportation fraternity, and the Beta Gamma Sigma national honorary business fraternity. He was also a director of the Duluth Depot Museum.

A cryptside service was held in Mesa, Arizona, on April 27, 1984.



1913 Edwards-Knight Limousine, as pictured in an advertisement in *The Automobile*, February 6, 1913. The Edwards Motor Car Company, Long Island City, New York, was sold to the Willys-Overland Company, Toledo, Ohio, in October 1913, and the Edwards-Knight became the Willys-Knight, built in Toledo until November 1932.



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