

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January-February 1986

Issue Number 100

EDITORIAL COMMENT

CHANGED YOUR ADDRESS? MISSED AN ISSUE?

We don't want any SAH member to miss a single issue of the *Journal* or *Automotive History Review*. That is why, beginning with issue no. 88 of the *Journal* (January-February 1984) the notice with our return address was changed from "If undeliverable do not return" to "Return postage guaranteed."

Now, if a member has moved, and we have not been notified, his copy is sent back to us, along with the new address—and also "Postage Due 22c." And to make sure that this member receives a copy, we send a new one by first class mail—for another 22c. Third Class Bulk Rate mail cannot be forwarded.

If you have changed your address, or if you are about to do so, please notify SAH as early as possible by sending BOTH your new address and your old one to:

Charles L. Betts, Jr.,
2105 Stackhouse Drive
Yardley, Pennsylvania 19067

Each month he sends to this office a complete and up-to-date list of address changes (and corrections) plus the addresses of new members, and these changes are printed in the next issue of the *Journal*.

Please help us to save quite a bit of time, plus a little bit of money. Send your address change as early as possible.

THE HELEN JONES EARLEY LIBRARY

At the Annual Membership Meeting of the R. E. Olds Museum Association, Inc., January 15, 1986, the Board of Trustees announced the dedication of the proposed library in the name of SAH member and director Helen J. Earley. The library will be known as the "Helen Jones Earley Library of Transportation."

A special tribute to Helen's 43 years of service while with Oldsmobile was given by Phillip Workman, Director of Public Relations, Oldsmobile Division. Mr. Workman related Helen's personal endeavor to help many, many individuals in their quests for historical information on automobiles. Museum spokesperson Eugene Wagner told of Helen's service to the museum as executive secretary and board member since its inception eight years ago and as a reference volunteer. Since the doors opened in 1981 she has seldom missed a museum function and has become an outstanding ambassador for the museum.

A Certificate of Dedication, recognizing Helen Earley's "concern and interest in the history of the automobile, her personal devotion to the cause, and her loyal service to the R. E. Olds Museum" was presented.

ELECTION OF OFFICERS AND NEW DIRECTORS FOR 1986 ANNOUNCED AT ANNUAL MEETING

Pictured here are the SAH officers elected for the 1986 term, and the new directors who will serve through 1988. Election results were announced at the annual meeting and banquet at the Marriott Hotel, Harrisburg, Pennsylvania, October 11, 1985, with terms beginning January 1, 1986.



NEW OFFICERS AND DIRECTORS: Left to right, Keith Marvin, President; George Ward, Treasurer; John Conde, Director, Helen Earley, Director; Charles Betts, Vice President; Thomas Bonsall, Director, and Shelby Applegate, Secretary.

Photo by John Gunnell

NOTES and CLIPPINGS

from other publications, old and new

From the September 10, 1913, issue of *The Horseless Age* comes this commentary on the road conditions of that time.

WEED CHAINS TO BE REGULAR EQUIPMENT ON CASE CARS

Marking an innovation in equipment, the J. I. Case Threshing Machine Company has added Weed tire chains as standard equipment. This is the first manufacturer of gasoline cars to include chains in its list of extras.

CONCERNING THE BEAVER SIX

The following item was contributed by Richard Larowe, SAH member No. 84, of 40400 N. E. Larch Mountain Road, Corbett, Oregon 97019. It was published in the *Gresham Outlook*, Gresham, Oregon, on Saturday, November 23, 1985.

"An accident occurred in 1915 that would cause today's antique car collectors to wince in pain.

"The *Outlook* reported that a Gresham-made auto, the Beaver Six, one of only two ever manufactured, was involved in an accident on Powell Valley Road.

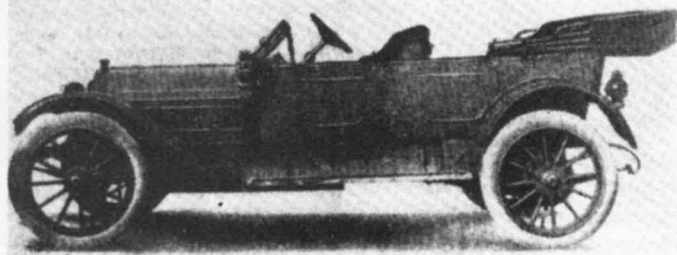
"P. S. Combs, president of the Beaver Automobile Company, was driving the new Beaver Six to Portland when he ran

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into a loaded wood wagon. There weren't many autos in those days and there was very little traffic at night so the wagon's owner was in the habit of leaving his wagon standing in the road, fully loaded and ready for an early morning trip to Portland.

"The irked constable reported that he had repeatedly warned the wagon's owner to display a light if he was going to park in the road.

"The Beaver Six and its occupants were only slightly injured."



Beaver Six, made in Gresham, Oregon

LETTERS

MORE FORD VS. CHEVROLET

From Dick Larrowe, SAH No. 84, 40400 N.E. Larch Mountain Road, Corbett, Oregon 97019:—On the Ford versus Chevrolet survival rate (*Journal No. 99*) I once had a conversation with the man who was in charge of replacement parts for the Chevrolet Division of G.M. for the State of Oregon and southern Washington. He said that from 1928 to 1932 Chevrolet did not use mechanical parts that were easily interchanged from year to year. On the other hand, Ford Model A parts did interchange for the entire production run of 1928 through 1931. This was of significance in the later years in which both makes had little or no value as used cars. In Oregon, this period ran from about 1945 to 1965. During these years cars were kept running by their owner's use of junkyard parts. It was possible to keep Chevrolets running on used parts—I can attest to that—but more thought was required; more mechanical skill and a knowledge of interchange manuals.

If a Ford part was required, chances were that a part from a '28 bolted right on to a '31.

In Oregon, the wood in the Fisher body of the Chevrolet was a survival factor. However, the Chevrolets survived in proportionately higher numbers than did the Pontiacs, small Oldsmobiles and small Buicks using the same bodies, perhaps because owners of the more expensive cars traded them in more often. I almost agree with Marshall Naul. I disagree on the point that the Ford was more rugged.

WHAT COMPANY PRODUCED THE FIRST AMERICAN SIX-CYLINDER MODEL?

From Steve Richmond (SAH No. 971), 445 West Walnut Avenue, Arcadia, California:

I am trying to research the six-cylinder engine introduction in American cars, and seem to have come up against some obstacles. I am trying, first, to find out which maker of automobiles first came out or sold a six-cylinder model in either 1905 or 1906. I have been able to learn that Ford, Franklin, Pierce, National, Stevens-Duryea and possibly Winton introduced sixes in 1905 for the 1906 model year. I am also trying to end an argument between two Horseless Carriage Club members as to which came out with a six first, the Stevens-Duryea or the Winton—and show proof. I think it was Stevens, but can't prove it.

I know of no one with more knowledge than yourself

regarding the automobile and its history (*but see "Editor's Comment" below*) so I thought I would write and see if you know the answer to this question. Even the very best of references evade the question by stating "one of the first" when mentioning the introduction of a given make's six-cylinder model.

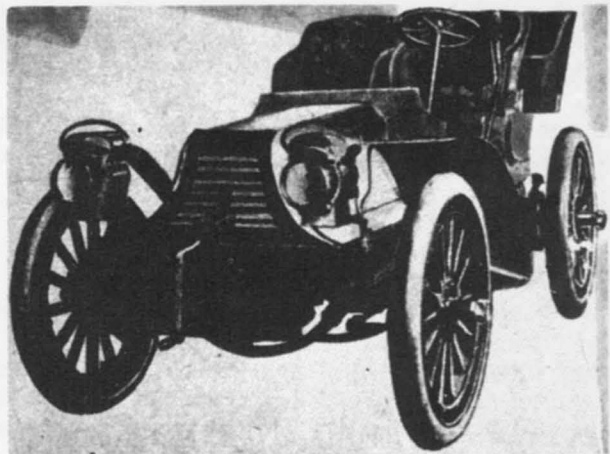
I have sent for more information as I would like to do a piece in the future regarding the Six in America and the automobiles that initiated its use.

Please accept my compliments on your photograph collection, not just recently with the street-cleaning scene but with all those that have appeared in the *Journal* or the *Review*. They really add much to their accompanying articles.

Editor's Comments:—Thanks for the kind words, but just off-hand I can name at least a couple of dozen automotive historians with vastly more knowledge of the subject as a whole, and I'm sure there are hundreds more whose interests lie in specialized fields which include certain makes, limited periods of years, or specific types such as trucks, racing cars, steam or electric cars, three-wheelers, high-wheelers, motorcycles and others, any of which can fill the the libraries (and the time) of most automotive historians.

As for responding to specific questions with evasive answers (such as "one of the first") there are a great many questions which can't be answered in any other way, and a conscientious historian soon learns to avoid such words as first, most, biggest, oldest, etc.

The earliest six-cylinder American automobile of which I have any knowledge (another evasion) is the six-cylinder Gasmobile, built by the Automobile Company of America at that company's plant in Marion, New Jersey, on special order for a Mr. C. V. Brokaw. (Three usually reliable references give the date as 1900, 1901, and 1902.) It is unlikely that more of this model were made.



This six-cylinder Gasmobile, although apparently a "one-of-a-kind," was produced by an established automobile manufacturer of three- and four-cylinder cars, and displayed at auto shows in New York and Philadelphia. Note the wheel steering and the left-hand drive—very advanced features for such an early date.

AN UNUSUAL AUTOMOBILE TIMEPIECE

From Irwin A. Pogue, 212 North William Drive, Chillicothe, Illinois 61523:—Some of the Society members may recall the "Automatic Car Watch" offered as an accessory by Oldsmobile circa 1952-1953. The movement of this timepiece was housed in a bullet-shaped case, and was mounted in the steering wheel. The dial measured approximately two inches in diameter, with the lettering "MAAR Oldsmobile Car Watch Automatic" on the upper portion, and the Oldsmobile encircled globe logo at the second bit location just above six o'clock. The "MAAR"

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lettering refers to the patent, the movement being Swiss made.

A unique system of weights made the watch self-winding, and the accompanying literature states that five miles of city driving or twenty miles of driving on straight pavement would actuate the weights and associated winding mechanism, thereby allowing the watch to be wound for two days operation. The watch could also be wound manually by turning the bezel counterclockwise; the hands could be set by depressing a small button and turning the bezel in either direction. When fully wound, the movement would run for nine days. A red arrow on the crystal could be set at departure time to account for total trip time.

An automobile dealer, who handled an Oldsmobile franchise for many years, told me that although the watch was very dependable, it never seemed to catch on with the buying public, and as a result was discontinued by Oldsmobile after the 1953 offering. The watch was also offered by the MAAR Automatic Car Watch Company, with extra features that would allow it to be mounted between the steering wheel center post and rim on any vehicle equipped with compatible features.

Evidently this facet of extra equipment didn't add to or enhance the popularity for everyday use, as both the Oldsmobile offering and the modified counterpart are seldom seen today. Since spring-powered timepieces for instrument panel use were being phased out in the late thirties, I think it somewhat out of the ordinary that such were again reintroduced in 1952 with the automatic wind feature that was usually associated with wristwatches of that era.

RESEARCH and CLASSIFIED

WANTED—CAR AND TRUCK MAGAZINES. Will buy outright or trade my duplicates.

(The) Automobile . Oct 1899; Jan-June 1900; Oct 1901; 1905
Accessory & Garage Journal 1911 and later
Automotive Industries . . Many 1917, 1921, 1932, 1933 issues
Automobile Journal 1911-1922
Automobile Review 1899-1905
Automobile Topics 1900-1933
Commercial Car Journal
Commercial Vehicle 1906 & later
Cycle & Automobile Journal Some pre-1908 issues
Horseless Age Many 1899-1903; some 1908-1918
MoToR 1904-1926
Motor Field 1903-1913
Motor Review 1901-1902
Motor Truck
Motor Vehicle Review 1899-1901
Motor Way 1905-1911
Motor West 1914 and later
Motor World 1900-1950
Automobile Trade Journal Late 1930's
Power Wagon

Also Bus and Taxicab magazines

Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89433. (702) 673-3811.

WANTED—Information, photos, references, anything pertaining to Chrysler's turbine cars, especially the 1963 test models ("Engelbirds"). Also seek pre-WW2 motorcycle literature and anecdotes. Fred Frederiksen, 1356 Cordova Street, Ottawa, Ontario, Canada K2G 1M5.

INFORMATION NEEDED on the following Michigan transportation companies: Northern, E.M.F., Havers, and Wills Sainte Claire automobiles; Buhl Aircraft; Gar Wood and Chris Craft boats; Port Huron Engine and Thresher, Upton Engine Works. Forming St. Clair County Transportation History Board, and need pictures, literature, anecdotes, etc. **Bill McKeand, 721 Jenkinson Street, Port Huron, Michigan 48060. Phone (313) 987-2425.**

EARLY EMISSION CONTROLS

From Stephen W. Nicksic, 1214 El Encanto Drive, Brea, California 92621:—I wish to obtain information on motor vehicle emission control devices used voluntarily by various manufacturers long before the age of mandatory controls (1961 or so). This includes items such as vacuum breakers, exhaust gas recirculation, crankcase vapor controls, evaporative loss systems and so forth. Could you or your readers help? Early measurements (methods and data) of motor vehicle emission would also be appreciated.

THE PECULIAR CARS OF THE BACKUS WATER MOTOR COMPANY

178 Pennsylvania Avenue, Newark, New Jersey, was the address given by the Backus Water Motor Company in December, 1902 when applying for space at the New York auto show at Madison Square Garden. The company was allotted space number 28 in Exhibition Hall, where it exhibited a one-cylinder air-cooled Stanhope vehicle weighing 1400 pounds.

Dimensions of the 10 horsepower engine were 5½ inch bore by 8-inch stroke (Another source says the bore was five inches.)

The Automobile states that cooling is by "a forge blower that sends a confined current of air through a system of winged flanges shrunk on the cylinder." *Horseless Age* says that "the working cylinder was surrounded by an outer sheet metal cylinder through which air was forced by a Roots blower." *Cycle and Automobile Trade Journal* states that cooling was by "16 bronze rings shrunk on the cylinder forming a spiral passage through which air is forced by a blower."

One reference noted that the engine had a 22-inch flywheel. The two speed and reverse transmission was of the company's own design. The car had lever steering and could be started from the seat. The 33-inch wheels were of the artillery type.

Three styles were offered for 1903—a runabout at \$1100, a runabout with detachable rear seat at \$1200, and a tonneau at \$1300.

The construction of this car seems to have been crude, even by the standards of this early period. Plain bearings were provided for all four wheels. Mudguards were of leather. A 15-gallon fuel tank was mounted up front, and the engine was placed in the middle of the frame, presumably under the seat. Top speed was said to have been 33 miles per hour.

For 1904, horsepower of the one-cylinder engine was increased to 12. Piston displacement was 190 cubic inches. An unusual specification was the number of engine revolutions required to travel 750 feet = 562 revolutions.

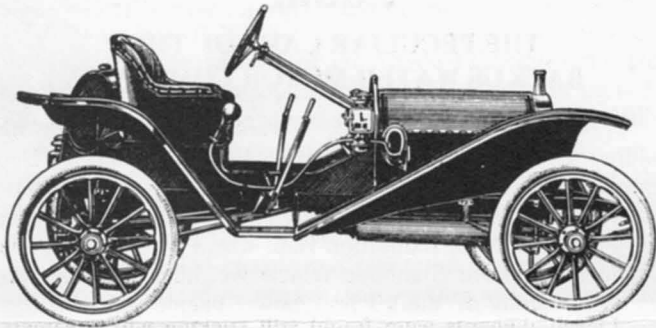
No picture of this vehicle has been located. A photo or drawing and any additional information will be welcomed.

*Ralph Dunwoodie
5935 Calico Drive
Sun Valley, NV 89433*

THE CARS OF ROBERT C. HUPP

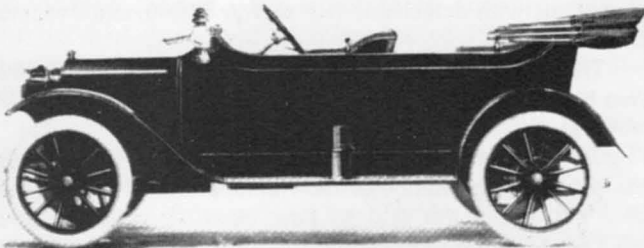
The electric car pictured on the back page of this issue of the *Journal* was designed by Robert Craig Hupp, and was one of the several makes of automobiles he established in his ten short but busy years as a manufacturer of motor cars.

Hupp was born in 1861, and entered the business of making automobiles, obscurely enough, as an employee of the Olds Motor Works during its early days in Detroit. By 1905 he had moved on to the young Ford Motor Company, leaving in 1908 to found his first automobile manufacturing company, the Hupp Motor Car Company, with the help of Charles D. Hastings, former office manager of Thomas-Detroit. The first Hupmobile was a small roadster which Hupp had designed in 1908, and which was put into production in March, 1909. The Hupp Motor Car Company prospered, and became one of the more successful auto makers of the pre-World War II era. Mr. Hupp, however, left the organization in 1911 and went on to found several more auto-making companies, none of which were particularly successful.



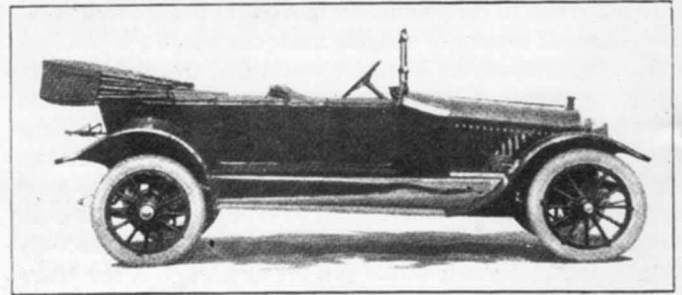
This is the Model 20 Hupmobile of 1909, the car that launched the long-lived Hupp Motor Car Company, and also the career of Robert C. Hupp as a designer of a variety of other makes.

The first of these was the Hupp Corporation, whose name was quickly changed to the R.C.H. Corporation as a result of legal action by Hupp's original company. The product was the R.C.H. car, soon followed by the Hupp-Yeats electric car (pictured on the back page), combining the names of Hupp and R. T. Yeats, who was export manager for the R.C.H. Corporation. Yeats left the organization in 1913, to join the Briggs-Detroit Company. The R.C.H. Corporation collapsed in 1915, but the Hupp-Yeats part of the business was reorganized as the Hupp-Yeats Electric Car Company, and as such limped into 1919, a victim of the declining market for electric automobiles.



This R.C.H. Model SS was advertised in the January 1912 issue of *Cycle and Automobile Trade Journal* as the "first touring car under \$1000 with Self-Starter." Inasmuch as the car has gas lamps and a Prest-O-Lite tank, the starter must have been operated by compressed air or gas. 1913 and later models had full electrical equipment.

After the failure of the R.C.H. Corporation, Mr. Hupp tried again with a new car called the Monarch, made by the Monarch Motor Car Company in four- and six-cylinder versions, followed by a V-8 in 1915. This venture ended in bankruptcy in the early part of 1916.

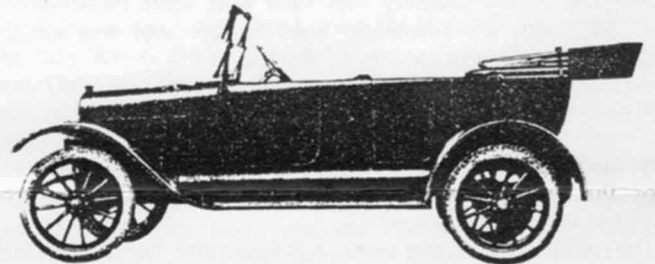


The Monarch, 1916 model, in which a six-cylinder Continental engine and a Herschell-Spillman V-8 were interchangeable.

Robert Hupp, as usual, was ready with another design, this time for a small car called the Emerson, named for its principal financial backer, Willis Emerson. In mid-1917, many of the officials of the Emerson Motors Company were indicted on mail fraud charges. Hupp and Emerson, who were not among those indicted, left the company, along with George and Theodore Campbell. The Campbells, who were original financial backers of the company (and not indicted) picked up the pieces, reorganized the company as the Campbell Motor Car Company, which failed in 1919.

The Emerson was Robert C. Hupp's last automobile manufacturing venture.

Motor Age, in its issue of June 13, 1918, reported that Mr. Hupp died in Cumberland, Maryland on May 24, 1918.



Although announced as a \$395 car, the price of this 1917 Emerson was quickly raised to \$545. The Emerson was the last car to be designed by Robert C. Hupp. Less than 100 cars were produced.

MEMBERSHIP DIRECTORY ADDITIONS, CHANGES AND CORRECTIONS

NEW MEMBERS ENROLLED

Christopher H. Poole Collectible Automobile 3841 West Oakton Street Skokie, IL 60076	1150	Rebecca Morales 473 Denslow Ave. Los Angeles, CA 90049	1154
Kurt Schulz 59 Rowson St. Boronia 3155 Australia	1151	Paul R. Wright 8108 Park Ave. South Bloomington, MN 55420	1155
Hank McCoy 132 Turner Street Marion, AR 72364	1152	James F. Johnson 18127 Fireside Drive Spring, TX 77379	1156
James D. Crank 1621 Palm Avenue Redwood City, CA 94061	1153	Dean A. Whitcomb 1120 N. Alpine Road Rockford, IL 61107	1149

ADDRESS CHANGES AND CORRECTIONS

OLD		NEW	
Edward W. Johnson 6944 Essex Avenue Springfield, VA 22150	334	Edward W. Johnson 4364 Lehigh Drive Troy, MI 48098	334
Kenneth F. Ruddock 523 King Street Stratford, CT 06497	1020	Kenneth F. Ruddock 79 Hobson St. Stamford, CT 06902	1020
William A. West 1699 Devonshire Court Westlake Village, CA 91361	1062	William A. West 8265 Lankershim Blvd. North Hollywood CA 91605	1062

Continued on page 7

FASCINATING TRIVIA

By William J. Lewis

This article was run in the Newsletter of the Southern California Chapter of the SAH, where it created quite a bit of interest and comment. It is reprinted here by permission.

There are many sources of statistics concerning the automobile, its production, and use. Many are projected from the industry itself, or from loosely-knit State and Federal Government charting. Reported in a proliferation of motoring journals over the decades, each source searched the scene for its own particular purpose. In this light, figures seldom, if ever, can be cross-referenced among the numerous sources with any degree of accuracy.

When automobile makes are listed for statistical purposes there is usually a column included to take up the slack between each survey's bottom line, and often the rarest, most exciting and unusual makes sink into unnamed oblivion beneath the column heading of "Miscellaneous."

There is, however, one accurate statistical data source which gives equal billing to the "one-of-its-kind" among the many thousands of other brands. I refer to the State Department of Motor Vehicle Annual Registration books. To be sure, not all such volumes are fully informative, as some merely list the license plate number and the vehicle owner to whom it was assigned.

The State of California's old automobile registration books are a prime example of the very best fully informative historical documents of their kind. These are extremely hard to find, as most were presumably unceremoniously scrapped by the Department of Motor Vehicles, rather than preserved for the use of interested persons such as we automotive historians.

I was indeed fortunate to find one at an old-car swap meet some years ago. This is Volume 7 (of an estimated eight volume set) of California automobile registrations for the year 1922. It is a soft-covered 7 by 10 inch book, about one inch thick. Each of its thin stock pages contains two columns, which show, in numerical order, license plate numbers from 648,000 to 753,000. Each plate number is followed by the car's engine number, year of manufacture, make of car, body style, owner's name and address, and a key code number representing the county in which the car was registered. With all of that information on a 3-inch single line, multiplied by 200 such lines to the page, the print is extremely fine, but surprisingly sharp and clear.

I wish that I could find other issues of this set, particularly those dealing with the lower two- to four-digit plate numbers. More of the exotic and costly domestic and foreign cars would be found among the lower plate numbers. Nonetheless, Volume 7 has its interesting offerings, such as a French Delage Coupe (plate number 735,156) registered to the darling of the silent screen, Mary Pickford.

I have scanned the entire volume of 104,999 registered cars, and would like to share this enlightenment with fellow members of the SAH.

Only 91 of the "Little Old Lady from Pasadena" types are found at the tillers of their rolling china cabinets. Detroit Electrics were most favored at 24 units, with Rauch & Lang a close second at 22. The local product by Volney Beardsley managed only an even dozen, and the rest of the count fell to Argo, Baker, Milburn, Waverley, and Woods.

Three Woods Dual-Power gasoline/electrics of 1917-18 were found, and I wonder if one of these might be the survi-



Woods Gasoline/Electric, made in Chicago, 1916-1918

ving example housed in storage by the Los Angeles County Museum.

Woods Dual-Power cars were few, and production of them ended with World War I. Following the war, an abortive attempt was made to rekindle the project in Midway City, Orange County, California. But that is another story which won't be found in any listing of American-made automobiles. Its factory still stood in 1975 and may still exist (I haven't been by to check). Two roadsters and three tourings made up the total production of three or four months. One of the roadsters survived until about 1926 when it was scrapped, new and unsold, by a Santa Ana garage owner who needed its space.

Eleven diehards were found still sticking with steamers, and all were Stanleys of 1912 to 1922 vintage. I was surprised not to find at least one White among the numerous makes of 1906 to 1913 cars still running in 1922, particularly since White played such a predominant role in rescue and clean-up work after the San Francisco earthquake, plus figuring prominently in early mountain-climbing road extension around the Los Angeles basin.

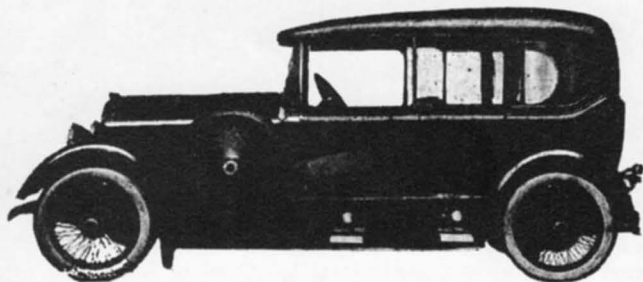
The manufacture of underslung chassis cars (among my favorites) was mostly ancient history by 1922. As long as one or two minor tire manufacturers were still making tires and tubes of 40 x 4 to 43 x 5 inch sizes, there was nothing to keep such sleek beauties from rolling on for a decade or two.

One southern Californian was proudly driving his eight-year-old Norwalk Underslung touring car. Eight were still piloting their American Underslugs, and 44 drove Regal Underslugs which used a "standard" tire size. Norwalk and American required 40 to 42 inch casings, while Regal used a common 32 x 3½ inch tire. We can bet that their owners spent a lot of time in junk yards and used tire stores in order to shoe their mounts. According to the *Tire Rate Book* of 1921, published by the Class Journal Co. of New York, not a single one of the 225 tire makers listed a 40 inch passenger car tire.

Information concerning the Los Angeles-built Leach automobile (1919-1923) is not easy to find, so the 57 examples extracted from this volume shed this interesting light on the subject. This car is often mistakenly called Leach-Biltwell, a name which never appeared on the car's radiator badge. The company's name was, for a time, Leach-Biltwell Motor Car Company, but even that was later changed to Leach Motor Car Company. The Velie Motor Company had used the model designation "Biltwel Six" (spelled with one "L") for its 1915

through 1917 lines. Leach models were 999, Biltwell, 6-20, 20-A, 20-B and 20-C.

Two of this 57-car sampling were 1919 models; 23 were 1920 models; 22 of 1921 vintage; and 10 were new 1922 editions. Contrary to the company's heavy advertising promotion of the Leach-Miller overhead cam engine, all but nine of these cars were Continental powered. Moreover, only four of the nine Miller-engined cars show registration to private ownership in 1922, the balance being registered to either the Leach Motor Company or its financial watchdog, Coast Securities Company of Los Angeles.



Leach Biltwell Six of 1920. Wheelbase was 126 inches. Sliding (up and down) side curtains were stored in the permanent top.

Numerical progression of the five-digit Continental engine numbers suggests annual "batch purchases" of the units by Leach. Three-digit identification numbers of the Leach-Miller engine appear to have begun at either No. 500 or No. 501 in model year 1921. The highest number showing in this sampling is a 1922 roadster (Miller engine No. 514) registered to one E. P. Richardson, of Los Angeles.

A two-year-old chassis was registered to the Leach Company in the factory showroom, and another was registered and on show at their primary agent's establishment, the Holly Motor Sales Company of 1525 South Figueroa Street, Los Angeles. Both of these chassis were Continental-powered.

Yet another interesting point—Coast Securities Company held registration of eight Continental-powered cars in addition to the five Millers, plus one odd-ball car listed as a Leach. This touring car wore license plate 716,110 but sported, out of context, engine number 8A110. One other Leach roadster, registered to Patterson & Company of 257 South Western Avenue, Los Angeles (suspected to have been a component supplier to the Leach Company), carried only the four-digit engine number 3221 and license plate 685,616. Both cars are listed as 1921 models.

One wonders if these two vehicles might have been the development/test stage of what would be renamed the California Six in an effort to revive the dying Leach Company. The elusive California Six is not to be confused with the already died-aborning Californian Six of 1920, whose two Beaver-engined prototypes failed to find backers despite their good looks.

The only Leach car whose full particulars are known is also the only known survivor of the marque. This is the car which this writer discovered, and assisted the Harrah Collection to acquire, a dozen years ago. The car was acquired new by the late C. M. Hollingshead, of Anaheim, in partial repayment for his losing capital investment in the Leach Company. It was registered to him as a 1922 Leach in that year, with plate No. 729,561. Its Continental engine carries engine number 51,291 and its chassis and body number is 75. One of the Coast Securities holdings, at the time, was a Leach sporting Continental engine No. 51,293, and I'll bet dollars to doughnuts that its chassis and body number made it the 77th of its vintage. I estimate that the total production for the life of the company was between 635 and 675 cars. Extracts such as this

from the other seven registration volumes of 1922 would be research which I'd like the opportunity to chart. If anyone has one or more of these volumes which they would be willing to sell, or even loan, to me for this project, it would be most appreciated.

Other interesting iron which Volume 7 lists on California's roads includes 64 McFarlans, 22 Cunninghams, and 17 Owen-Magnetics. Also, among the most obscure makes imaginable, we find a single 1921 Beaver touring built in Oregon, a Vermont-made Wasp and a Long Island-built Porter here in Los Angeles. The State of Oklahoma is represented by 19 Tulsa and two Geronimo cars, while four Ritz cyclecars (out of New York) tried to keep ahead of the big red cars without getting stuck in the tracks. Live wire dealers found customers for 21 Ace cars and 29 Holmes air cooled cars. The two oldest automobiles still in use in 1922 were a 1906 Dragon touring in Los Angeles and a 1906 Ford in San Diego.

Following several scannings of the book from cover to cover, extracting data onto separate sheets by make of car, it has become evident that a more complete and time-consuming examination is in order. As of this writing, 95 brands of cars have been charted from the first 11,599 registrations, most of which were issued in San Diego County. The following makes are yet to be extracted: Buick, Chevrolet, Dodge, Essex, Hudson, Hupmobile, Maxwell, Nash, Oldsmobile, Overland, Reo, Star, and Studebaker — but the overall picture is coming into focus.

New car sales were poor, even for Henry Ford, in spite of the fact that 5,759 of the 11,599 sets of plates hung on flivvers. Only 40 of the Fords were new 1922 cars. As a matter of fact, only 107 units of the 95 makes examined turned out to be new cars.

Proportions, in this light, are also interesting. For example: 220 Cadillacs, of which 11 were new; 153 Chandlers and 149 Franklins, none new; and 100 Willys-Knights—10 of them new cars.

General Motors quickly aborted Sheridan managed to find 10 buyers. Jordan was the family car with 56 owners. Marmon counted 45 and Kissel 32, but there wasn't a new car among any.

How about this? 81 Chalmers, 77 Packard, 54 Saxon and 52 Paige cars showed only two of each make as 1922 models. Chasing fascinating trivia may be a lot of work, but it does unearth engaging enlightenment in the pursuit of automotive history.

Now, does anyone know the person, or descendants thereof, of a Mr. R. Thomas of 2872 Franklin Avenue, San Diego? Moreover, what the devil was that car he was driving in 1922, and who made it? — 1922 California plate 651,711. A 1919 CLAY TOURING, with engine number E-33550.

Author's note:— I have been continuing to research the 1922 California registration book, and have, to date, extracted 142 makes among the first 13,600 registered cars in the book. This is 2000 more cars than had been checked when I did the accompanying article. The interesting point is that the proportion of NEW 1922 cars hasn't changed very much.

Out of 13,600 cars involving 142 makes, 6571 were Fords but only 54 were new Fords. In fact, only 309 units of the 13,600 cars show up as new in 1922.

I plan to do another summary of this volume, well down the road, when I have extracted all the makes in the first 25,000 registrations.

BOOK REVIEWS

THE MARMON HERITAGE, by George and Stacey Hanley. 608 pages. More than 600 black and white illustrations including photos, charts, maps and advertising plus eight color pages. Hardbound, 10¼" x 9". ISBN 0-9615817-0-0. Doyle Hyk Publishing Company, Rochester, Michigan 48308. \$60.00.

George and Stacey Hanley have created a masterpiece with this indepth study of one of America's finest and most prestigious cars. Marmon would be a formidable challenge to anyone, and happily the definitive history has been written by authorities of the make. It is tough going here and there, simply because of the sheer comprehensiveness and size of the volume, but, on the other side of the coin, virtually everything has been included in its pages.

The firm of Nordyke and Marmon was incorporated in 1876 in Indianapolis to manufacture flour-milling machinery, but added automobiles to its line of products in 1902. (In 1926, the flour-milling side of the business was sold to Allis-Chalmers, and the company name changed to The Marmon Motor Car Company.)

In Marmon we find both air- and water-cooled cars; fours, sixes, eights (one twelve prototype) and sixteens; custom coachwork and inhouse bodies, a companion car (the Roosevelt), a truck, and in its second coming as Marmon-Herrington, an impressive array of all-wheel-drive conversions to both standard chassis and its own, including half-track trucks, fore-runners of the Jeep, scout cars, armored cars, tanks, large trucks, trolley buses, ordinary buses and many other forms of vehicles. And the name Marmon is still extant, its huge trucks regarded as "the Cadillac of highway trucks."

The Marmon Heritage isn't intended or recommended for casual reading. This is a work which must be studied and picked at for full enjoyment and ultimate results. Two things are certain—the Marmon story will never have to be written again, and when you've finished reading it, you will have become an expert on the make and its colorful history.

Keith Marvin

MERCEDES-BENZ: THE SUPERCHARGED EIGHT. (Vol. I), by Jan Melin. 240 pages. 608 black and white illustrations. Hard covers, 6-7/8" x 12". ISBN 91-87036-00-2. Nordbok International Co-editions, Box 38016, S-400 63 Gothenburg, Sweden. 400 Swedish Crowns plus 50 Swedish Crowns air-mail postage.

This is the illustrated history of those cars which glorified the Third Reich of the 1930's. Essentially a picture book, it gives the reader a pretty good picture of what the various series of the big supercharged eights were all about.

Most of us are aware of the juggernauts which carried the top Nazi brass here and there—the big nine-passenger Grosser phaetons with the swastika banners adorning the front fender flagstuffs and the roofs which, in the down position, didn't really go all the way down because of over-padding. These and many more—closed models, coupes, roadsters and an array of the six-wheeled military phaetons are shown abundantly in these pages and will give the reader an excellent idea of the diversity in coachwork available on the big chassis.

Various sections of the book show the cars in formal portraits as well as spot shots complete with prominent (and not particularly prominent) personages in various settings. One section is geared to the singular history of the huge parade phaeton Hitler had built especially for Field Marshal Mannerheim of Finland. Production figures are included, and for the Mercedes-Benz lover, this book is really a must.

Not only that but a second (and concluding) volume is promised for the coming autumn. I'm not sure what the author left out of this one, but whatever it was, rest assured the material is on its way in the next one.

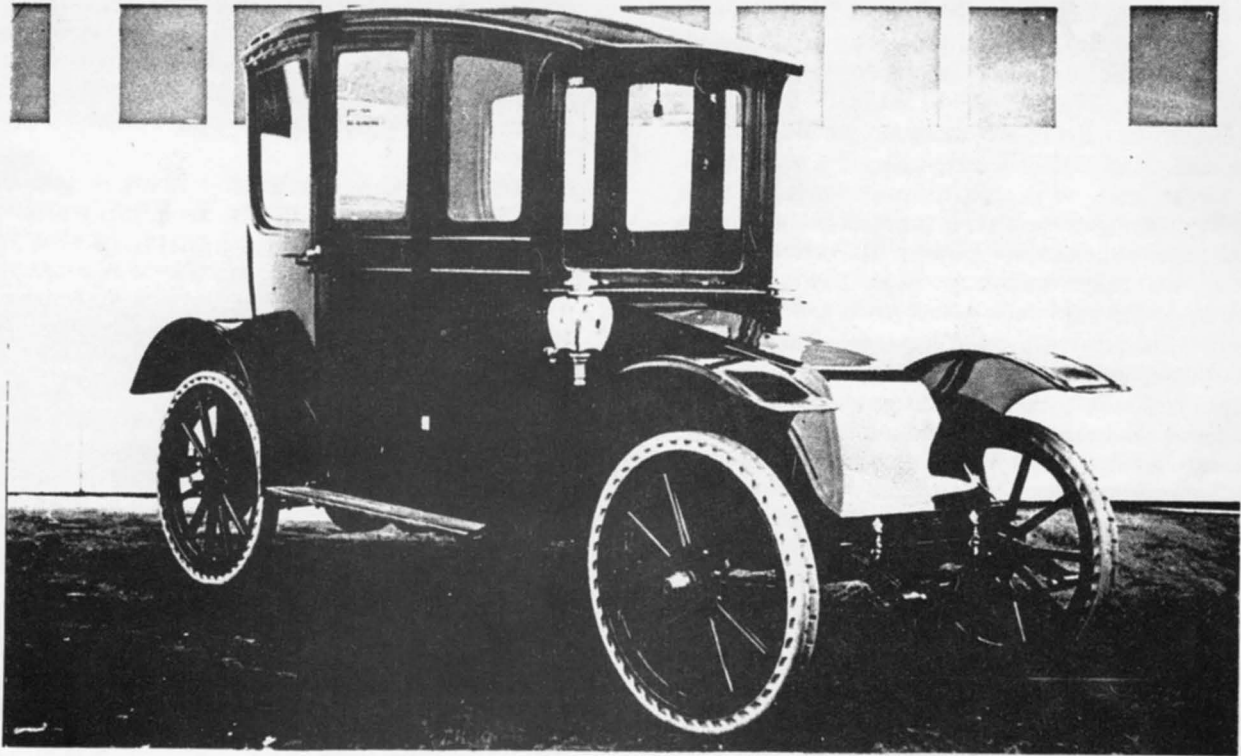
I have listed the price above in Swedish Crowns as requested by the publisher, but the book is also available from Motorbooks International, P.O. Box 2, Osceola, WI 54020, (1-800-826-6600) for \$49.95.

Keith Marvin

ADDRESS CHANGES AND CORRECTIONS

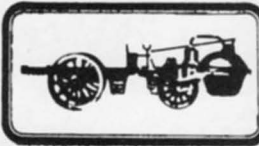
Continued from page 4

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1911 Hupp-Yeats Electric, named for Robert C. Hupp and R. T. Yeats. (See page 4)

Photo courtesy of Reynolds Museum, Wetaskiwin, Alberta, Canada



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