



# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September-October 1986

Issue Number 104

RAYMOND LOEWY

## COMING UP – THE ANNUAL DINNER MEETING

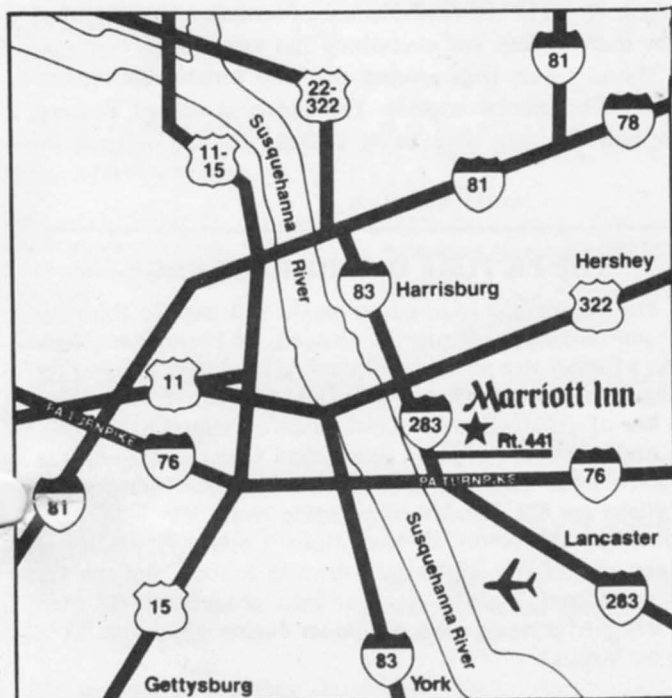
Well, it's almost that time again—time for the annual SAH meeting and banquet, held each year in October and timed to coincide with the Eastern Meet of the A.A.C.A at Hershey, Pennsylvania. The SAH meeting will be held, as it has been for the past several years, at the Marriott Hotel in nearby Harrisburg (See map below).

The date of the SAH meeting is Friday evening, October 10, 1986, at 7:30 p.m., with a social hour (with cash bar) beginning at 6:30.

Following the dinner hour there will be a short business meeting during which the newly elected officers for 1987 will be introduced. The auction of books and other automobilia, which has been a feature of previous meetings, will not be held this year, so as to permit new members to meet old members, and old members to talk about the past year—just like always.

As in previous years, registration forms for this annual fair have been prepared and mailed to all members. If for any reason your registration form has not yet been delivered to you, reservation may be made by sending your check in the amount of \$15.00 per person to: George B. P. Ward, Jr., Treasurer, c/o Maryland National Bank, P. O. Box 987, Baltimore, MD 21203.

These annual meetings are particularly enjoyable because they provide our members with an opportunity to meet "old friends they've never seen before."



Raymond Loewy, veteran of American industrial design and whose expertise was largely responsible for the postwar Studebakers, died on Monday, July 14, 1986, in Monte Carlo, Monaco, at the age of 92.

Loewy, a native of Paris and a veteran of the French Army in World War I, came to the United States in 1919 as a fashion illustrator. His first major automobile design was the cycle-fendered Hupmobile in 1932. He also designed the aerodynamic Hupmobiles of 1934 and 1935. Subsequently, Loewy and his associates designed the rakish postwar models of the Studebaker line, as well as the Avanti which was introduced in 1963.

His designs touched on almost every aspect of contemporary living from the white package for Lucky Strike cigarettes (remember 'Lucky Strike Green has gone to war?') to appliances, boats, trains, toothbrushes, ball-point pens, furniture, clocks, towels, combs, and office building interiors.

### A CORRECTION

The following letter has been received from Patrick Fridenson, SAH member No. 327:

*This letter is about a correction to the Membership Directory. My name is on the yellow page (renewals since 1986-1987 membership directory went to press).*

*Unfortunately, my street number was wrongly printed. It is 31, not 11. I do say thirty-one.*

*I hope it will be possible to make the relevant correction in the next SAH Journal.*

A new address label for Mr. Fridenson has been prepared, and an exact copy of it is printed herewith:

Patrick Fridenson 327  
31 rue Campagne Première  
75014 PARIS  
FRANCE

### AND ANOTHER CORRECTION

Ray I. Scroggins of Milwaukee (SAH member No. 574) writes:

*Please correct my listing in the SAH Directory. My office telephone should be 414/226-4014 . . . not 4074.*

*Also, next time, please list my interests as follows: Writer and photographer; general automotive history and vintage sports cars.*

Our apologies go to Mr. Scroggins, and we'll try to do better next time. Meanwhile, note the above corrections in your directory.



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The SAH Journal is published  
six times a year by the Society  
of Automotive Historians, Inc.

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**NOTES AND CLIPPINGS**

*Miscellaneous bits and pieces of automotive history  
from the editor's files*

From *Cycle and Automobile Trade Journal*, January 1912:

**STUDEBAKER TO SELL AUTOMOBILES ON TIME**

An innovation that is fraught with great significance and which may revolutionize selling in the automobile business, has just been announced by The Studebaker Corporation, manufacturers of E-M-F "30" and Flanders "20" automobiles. This is, in a word, that hereafter The Studebaker Corporation will sell automobiles on time—will accept notes from farmers and other responsible buyers for its product.

■+■+■+■+■

(From *Motor Age*, July 26, 1923)

**WANTS REBATE WHEN 1910 MODEL'S  
CARBURETOR GIVES OUT**

Detroit, July 21—The Hupp Motor Car Corporation reports an owner of a 1910 model enclosing an order for a new carburetor and pointing out that he believed himself entitled to a rebate on the one that had always been on the car, adding that it seemed to have worn out sooner than the car's other parts needed replacing. His car at that time had been run 165,000 miles.

Service orders indicate, the company said, that many of the 1618 cars built by it in 1909 are still in use.

■+■+■+■+■

**NAMES AND INITIALS**

By Bill Franson (SAH No. 393) in *Franson's Motor News*, October, 1961.

Want to win some bets? Try your friends, and possibly lose them, on this question: How many men have had more than one car named after them? Everybody knows that Henry J. Kaiser had two cars, the Henry J and the Kaiser, with his name. Who else? Ransom E. Olds, whose initials spell REO, also left his name as the first syllable of Oldsmobile. Harry C. Stutz designed the car that "Made Good in a Day" at Indian-

apolis, and later created the Stutz Bearcat. Stutz later broke away from his company and put out a sporty car called the HCS (his initials) in the 1920's. And Robert C. Hupp, who founded the Hupmobile, later built the RCH. Surely there must have been others. Can you name any?

■+■+■+■+■



THE REAR-ENGINE, FRONT-WHEEL DRIVEN 1949 GREGORY

**THE FRONT-WHEEL DRIVE GREGORY**

*From The Road to Yesterday, November 1962*

The Gregory, made by Ben Gregory in Kansas City, Missouri, in 1949 was a car of unusual construction. Its flat four-cylinder air-cooled engine was mounted at the rear of the car, and drove the front wheels through a propeller shaft—just the reverse of the conventional arrangement of the time.

Ben Gregory had made another car in Kansas City in 1920. This was also a front-wheel drive machine, but with the engine placed in front.

He tried again in 1952 with a Porsche-engined front-drive sports car, but none of his ventures ever reached the production stage.

■+■+■+■+■

**THE MOOSEJAW STANDARD**

*From G. N. Georgano's The Complete Encyclopedia of Motorcars, 1885-1968.*

In 1916 a firm was organized at Moosejaw, Saskatchewan, Canada, to build the Moosejaw Standard automobile. Five local shareholders hired an American engineer and ordered parts to build 25 cars, but production problems caused so much delay that the cars were outdated before they were finished. By 1918 the firm was out of business. The cars went to the shareholders, and everything else went to the engineer.

The cars were large touring cars with wire wheels and six-cylinder Continental engines. The radiators copied Packard style, and the cars were often referred to as Continentals.

**THE PICTURE ON THE BACK PAGE**

The photograph reproduced on the last page of this issue was contributed by Walter E. Gosden, of Floral Park, New York, a former vice president of the SAH and a previous editor of the *SAH Journal*. The car is a 1934 Citroen 7CV, the first of a line of front-wheel drive cars which continues to this day.

Andre Citroen, of Paris, established a gear-making firm in 1913. He made gears for the French automobile industry and munitions for the French army during World War I. In 1919 he founded the Andre Citroen Motor Company, which has become one of the largest such firms in Europe, and the 1.3 litre 4 cylinder Type A was put into production. (Citroen also designed a sleeve-valve 4-cylinder engine which was taken over by Voisin.)

*continued on next page ~>*

The Type A with 1327 cc engine was followed, in 1922, by the Type B of 1453 cc. The Type B10 of 1925 was the first French car to have an all-steel body. Next came the Type C series, produced in both four- and six-cylinder versions.

In 1934 Citroen introduced the 7CV, as shown in our picture. This was France's first front-wheel drive car. However, the development costs of the 7CV put the firm in bankruptcy. Citroen subsequently was taken over by Michelin and, in recent years, by Peugeot. Peugeot retained front-wheel drive construction, perhaps with a bit of smugness, as most of the rest of the world's automobile manufacturers began adopting this feature on some or all of their models.



## Letters from our readers

### INTRODUCING THE "CRYSLER"

From Walter E. Gosden (No. 210), 197 Mayfair Avenue, Floral Park, New York 11001:

I thought this page from a racing program of 1927 might be of interest if it could be reproduced from a Xerox.

The CRYSLER (?)—does this mean you can get watery eyes every time you ride in one?

Or has a new, rare make been discovered?

### SOME KIND WORDS ABOUT THE DIRECTORY AND THE GOLDEN GIRL FROM SOMEWHERE

From Steve Richmond (No. 971), 445 Walnut Ave., Arcadia, California 91006:

This is written the day after I received my copy of the *Journal*, and I'm especially enjoying the piece by Dean Whitcomb called "The Golden Girl From Somewhere." The advertising of the automobile is one of my interests and Dean did a super job. The series of Jordan ads in the twenties were exceptional, and I never get tired of looking through them.

We just had our (Southern California Chapter) 4th Annual Literature Fair. It was a super success, and I will be sending along some photos and a story about it

I must compliment your work on the SAH Directory. I especially like the index in the back and I understand that this was done by Beverly Rae Kimes. My only suggestion is that you make the cover bright red next time, as I keep losing my copy amidst all my "stuff."

*Editor:— An article on the successful 4th Annual Literature Fair will be most welcome. But the credit for most of the work on the directory goes to Charlie Betts, who compiled all of the names, addresses, phone numbers and special interests, and to Beverly Rae Kimes who typed every single word and number in the whole book and authored the index mentioned above. About all I had to do was deliver Beverly's work to the printer, and then deliver the finished product to our mailing service in Atlanta.*

*In addition to the Jordan ads described in Dean Whitcomb's article, which were designed to make you wish you owned a Jordan, there was a series of quite different ads run in the trade magazines, designed to make auto dealers wish they had a Jordan franchise. These were written in simple but compelling language from quarter-page size to full pages.*

PRICE 15 CENTS

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**OFFICIAL PROGRAM  
AUTO RACES**

Mineola, Saturday, September 17, 1927  
UNIVERSAL AUTO RACING ASSOCIATION

Director of Contests

E. L. THOMPSON	A. A. A. Representative
JOHN HANKINSON	Starter

Under the auspices and with the Sanction of the Contest Board of the American Automobile Association. Official Sanction No. 1829.

---

Another Triumph for the

CRYSLER

Drive a  
CRYSLER  
to prove a  
CRYSLER

Has been chosen Official A. A. A. Pace Car  
for the Auto Races this afternoon.

JORDAN  
MOTOR CARS

JORDAN CARS  
contain more of  
the complete standard  
specifications of the  
Society of Automotive  
Engineers than any  
other car in the world  
today.



### THE L-O-O-O-O-NG PACKARD MYSTERY CAR

From Paul T. Stimmler, (No. 962), 906 Thistle Lane, West Chester, Pennsylvania 19380:

I'm reasonably certain that the mystery car logo stands for "Philadelphia Rapid Transit Company." I've seen it before. It was the best trolley company here.

I'll hoof it over to the Automotive History Collection of the Philadelphia Library and see if I can positively verify it in the next couple of weeks.

Also, you no doubt know that Ned Jordan was writing ad copy long before he got into assembled cars. He wasn't an auto company president who just happened to be good at doing his own ads..

\* \* \*

From John W. Evermon (437), R. R. 2, Princeton, Illinois, 61356:

I look forward to each new issue of *The Journal*. It gets better all of the time.

In *Journal No. 103*, the mystery Packard with the unusual insignia on its door caught my eye. The letters in the insignia appear to be "IRT CO." Some years ago I read an article about the Indian River Transit (or Transportation) Company. This company used a fleet of sight-seeing buses. Unfortunately, I cannot recall any other information. I hope this clue will help someone else turn up more information on the subject.

I have been collecting old car ads from time to time. One of my recent finds was a Jordan ad for the Silhouette model. Dean Whitcomb's article on Ned Jordan and his ads made my hobby more interesting for my family and me.

### THE RESCUE AND RESTORATION OF A VERY SPECIAL CORVAIR SUPER MONZA

Some months ago the following letter was received from SAH member No. 554, Joe Collins, of Brownstown, Indiana. It refers to yet another letter which Joe received from a non-member, Wade Lanning, of Prince George, Virginia. Both letters, and the resulting story, are printed below.

Wade Lanning to Joe Collins:

I believe the last note I sent you about the "J. Sargent Reynolds" Corvaire told you that we had located the car but were unable to get the owner to answer letters or phone calls.

Well, we finally made contact, and it was a jackpot. It turned out the Reynolds Corvaire was an ex-Chevrolet show car. Attached is a short story on its history.

Thanks for the inquiry to CORSA about the car. If it hadn't been for you the car might never have been recovered.

And from Joe Collins to SAH:

I am enclosing a letter I received from Wade Lanning of "The Corvaire Society of America" (CORSA).

I am very proud to have helped CORSA find and recover this historic car, and thought you might like to have this information for the SAH records. Not all of us can write books, you know; some do the best we can otherwise to see that valuable cars are saved!

This is the second car that I have saved that can and was traced all the way back to the factory.

Just thought you ought to know.

In 1960, Chevrolet built two Corvaire Super Monza Sport Coupes as a styling exercise. The 700 series production model was used as a base for features used later on the regular Monzas. One was put in the New York Auto Show and the other in the Chicago Auto Show for public viewing and response to the Monza concept. After the auto shows one was given to Richard Reynolds III in appreciation for the development work that the Reynolds Metal Company did on the aluminum engine parts; block, heads, etc.

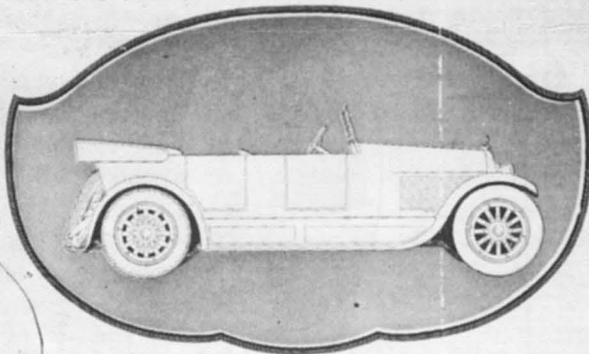
Richard Reynolds let his son, J. Sargent Reynolds and his wife Betsy Veeneman Reynolds, use the car for daily transportation. The car was often seen at the Reynolds plant, as it was driven on a regular basis by J. Sargent. Betsy Reynolds' teenage brother, Thomas Venneman, liked the car and was able to get his father to buy it from Richard Reynolds in 1964.

The car was shipped to the Veeneman's home in Louisville, Kentucky. By this time the weather had ruined the custom paint job which had many layers of clear lacquer. In Louisville the car was repainted a lighter shade of blue and driven regularly until 1970. The Veenemans wanted to restore the car but for various reasons this was not done. At one point the Veenemans may have started to work on the car, probably sanding and spraying primer on various areas. They did, however, have the engine rebuilt before discontinuing the use of the car on the street.

In 1980, Joe Collins (a member of both CORSA and SAH) who used to work for the Reynolds Metals Company, wrote to CORSA inquiring about the car. Ralph Ramsey, of the Central Virginia Corvaire Club, and a Reynolds employee, investigated and came up with Betsy Veeneman's name and phone number. She had remarried, but still lived in the Richmond area. She told Ralph her brother had the car in

continued on next page →

84 The Literary Digest for January 24, 1920



## The JORDAN Silhouette Five

**BALANCE** is the dominant characteristic of Jordan cars. This is due to the careful distribution of weight, the length and quality of the springs, the delicate point of their suspension, and the arrangement of the steering apparatus.

Jordan bodies are hammock swung between the axles with long springs of chrome vanadium steel. When a cheap carbon steel spring is overstressed, it reaches its elastic limit and rapidly goes to pieces.

The whole tendency of the Jordan is toward forward motion. No ruinous side-sway as in over-heavy cars. No jerky up and down motion so characteristic of extremely light cars of short wheelbase.

That explains Jordan service, even with abuse. Imagine a carlike the Silhouette Five. Picture it as it is—full of life—muscular and alert. It runs like a spirited horse. Men who are weary of big bulky cars will choose it with joy.

JORDAN MOTOR CAR CO., Inc., Cleveland, Ohio



Full page ad from *The Literary Digest*, January 24, 1920

Louisville. That same year letters and phone calls were made to Thomas Veeneman, but he could not be reached.

In December 1985 there was an ad in the *CORSA Communique* for a 1960 Corvair Show Car, and a Kentucky phone number was listed. A comparison of the phone number with the one for Thomas Veeneman showed that they were the same, and he was called. At this point we did not know that the Reynolds Corvair was the Super Monza which appeared in *Motor Trend* in August 1960. As he described the car and its features we began to realize that a very historic Corvair had been found. After several phone calls back and forth to Kentucky, Mr. Veeneman said he would donate the car to the CVCC on the basis that it would be restored and used only for display purposes. He did not want a private collector to get the car.

Arrangements were made to ship the car to Virginia, but they never materialized. So on February 13th, 1986, Ralph Ramsey and Wade Lanning left for Kentucky towing a flatbed trailer. Twenty-seven hours and 1200 miles later the car was in Petersburg, Virginia.

In going over the car with a fine-toothed comb, many features not listed in the *Motor Trend* article were revealed, such as the electric driver's seat, and chrome plated interior and engine parts. Although the paint and interior were worn, the car's odometer showed only 61,000 miles. The engine was not seized and the undercarriage's black paint was still in good condition. Unfortunately the original wire wheels were not on the car, even when Chevrolet gave it to Reynolds.

The next step is to restore the car back to its original condition. As for its twin, Pete Koehler, CORSA's president, has informed us that it was stripped out and is gone forever. There is only one Super Monza in existence.

## ELECTION BALLOTS ARE IN AND COUNTED!

*Editor:— This item would normally be placed on the first page of this issue, but it arrived just before press time—and conveniently, too, for we needed a little something to fill this space. The following paragraphs from John Conde are welcome, in more ways than one.*

If you thought about filling out your ballot in the SAH election and then forgot about it, you were in the minority. More than half the membership voted to elect officers and three new directors—and that's a new record of which all of us can be proud.

We received scores of ballots from Europe, Australia, New Zealand and South America, and it seems as though virtually every Canadian member voted, helping to underscore the fact that we are truly an international organization.

As chairman of the nominating committee, I want to thank all who were willing to run and, in particular, Dick Brigham for the way in which he organized and printed the ballots and envelopes.

The overall results of the 1986 election demonstrate an increasing and wider interest in the affairs of the Society. Thank you all.

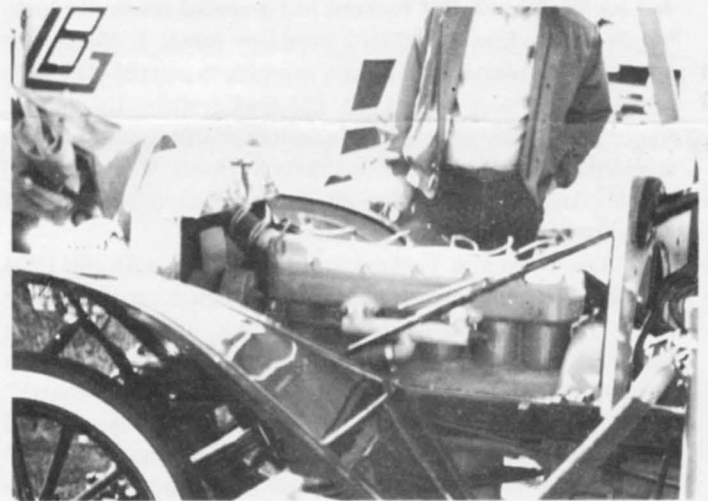
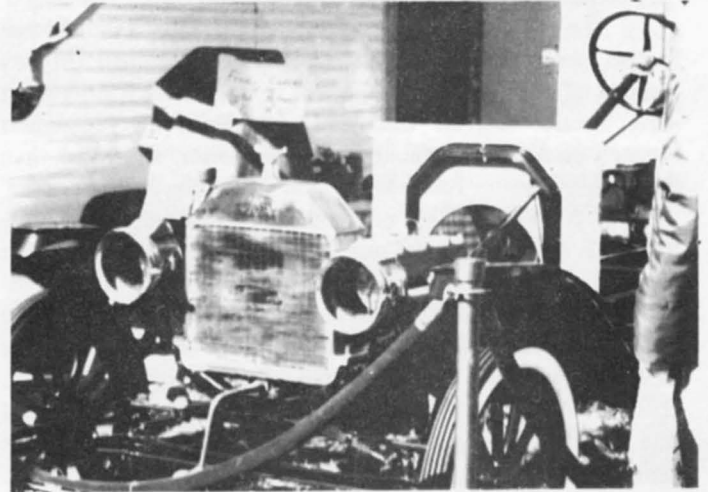
John Conde

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As a footnote to the above paragraphs, the new officers and directors for 1987 will be announced and introduced at the annual meeting and banquet at the Marriott in Harrisburg, Pennsylvania, October 10, 1986. See page 1.

## A SIX-CYLINDER MODEL T FORD?

From Marshall Naul, (10-H), 534 Stublyn Road, Granville, Ohio 43023:

These two photographs were taken last year at Hershey, and are of an experimental Ford, circa 1910, a six-cylinder model purportedly one of ten built—or is it a fake?



Similarities to the standard Model T Ford are apparent in these photos, except for the six-cylinder engine—and even that looks like a "stretched" version of the basic four-cylinder design.

*Editor's comment:— Edsel Ford had several special Model T Ford Speedsters built to his own design and specifications, at least one of which had six cylinders. Three of them are pictured in Philip Van Doren Stern's book *Tin Lizzie* (Simon and Schuster, New York, 1955). The partially restored car in Marshall Naul's photos may well be one of Edsel Ford's design. The engine surely has the appearance of a six-cylinder version of the well-known Model T power plant, including the familiar three-pedals for operating the transmission.*

*It seems unlikely that as many as ten such cars were made, considering Henry Ford's particular aversion to six-cylinder engines.*



## PACKARD'S "REQUEST"

### *The Revival of a Familiar Theme*

*This story appeared in the February, 1982, issue of The Klaxon, the newsletter of Contemporary Automobiles of Southern Oregon, a region of C.H.V.A. It was originally published in "Cars That Never Were," by the editors of Consumers Guide.*

Bringing back the classic radiator was a new idea back in 1954. That's when Packard Styling began the program that produced the "Request."

The 50's, of course, were the years of bold chrome smiles, sheetmetal sculptures, and spaceship motifs. Styling themes of that era were supposed to emphasize a car's sheer size, because Detroit was firmly convinced that customers wanted each new model to be longer, lower, and wider than the one before it. Today we've gone the other way; "classic" upright grille (preferably adorned with a stand-up hood ornament) is the fashion. Its use on American cars came about because of its association with prestige makes like Rolls-Royce and Mercedes-Benz, both of which have used the same basic grille theme for many years. Daimler-Benz recently let it be known that it might cease using its trademark front. The news generated such a howl of protest from dealers that the company changed its mind. Obviously, dealers feel that formal grille is a salesman—and they're probably right.

Back in 1954, putting an old-style radiator on an American car seemed precisely the wrong thing to do. Everybody was looking ahead. But Packard had a special reason for looking back. Studebaker-Packard president James J. Nance had swept into power in 1952 on a promise to rebuild Packard's squandered luxury image. He felt that reviving the make's traditional grille style would underline his intent. Nance said that he had received numerous letters from Packard owners urging such a change, and claimed this showed it would have the effect he hoped for.

The distinctive Packard grille originated with the 1904 Model L, probably inspired by a similar design on the French Mors. Though the radiator grew, shrank, and got wider or higher as the car itself changed, the basic shape had been maintained through 1950. With the 1951 "Twenty-fourth" Series, a more open design appeared, though the peaked "cusps" of the past could still be seen in the "ox-yoke" upper grille. This grille outline was continued through the 50's, and even the last Studebaker-based Packards of 1957-1958 retained it to some degree. But the shape was not as apparent as it once was, and Packard sales people agreed they had lost an important marketing tool. It was late 1953 when Nance asked his styling department to come up with a modern rendition of the prewar theme. "I was trying to resurrect the traditional grille," he said, "which I thought was the real Packard trademark."

Chief Designer Richard A. Teague began by reworking the hood and front bumper of a 1955 Packard, using 1954 headlamp rims and a short, modern adaptation of the classic grille shape. Several different motifs were tried. But the production '54s were rushed out with only a minor facelift of the '53 look, instead of the major restyle that had been planned that year. So, Teague went to work on an upright grille suitable for the 1955 line.

Nance continued to fire away at recapturing past glories, and even suggested a limited-production custom-bodied

model designed by someone like Howard A. "Dutch" Darrin. The famous designer actually prepared such a car—a four-seat stretch of his Kaiser Darrin, with sliding doors that moved in two directions to allow access to either front seat or rear seat. This prototype displayed one of the most beautiful modern interpretations of the classic Packard grille ever executed, but lack of funds prevented it from reaching production.

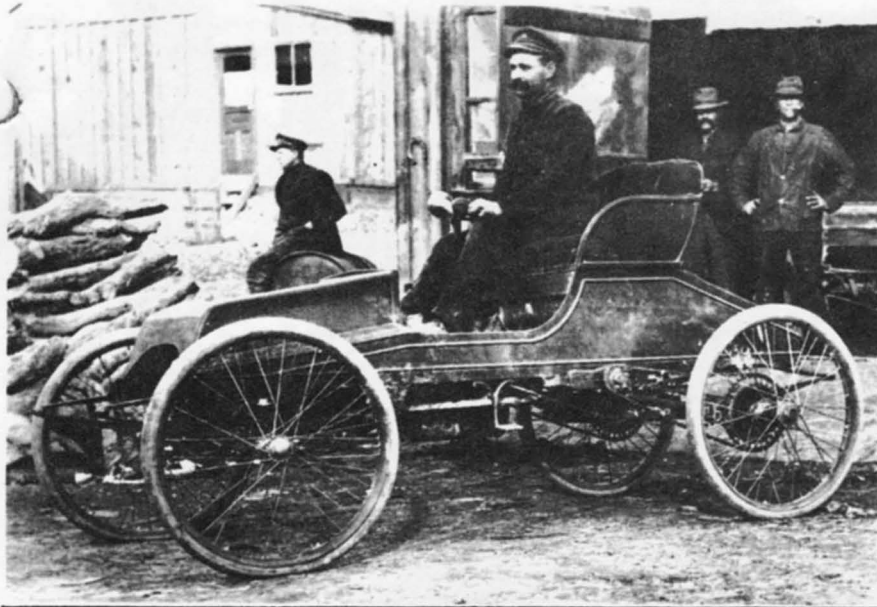
After Teague completed the '55 production styling, he turned again to a classic-grilled special. This was slated for the Chicago Automobile Show in early 1955. He chose a 400 hardtop, modified its hood, and installed large horizontal bumpers with the parking lights housed in chrome bombs at the inner ends. Between these, square in the center, was a magnificent, upright, classic radiator. In honor of all those Packard fanciers demanding just such a treatment, Teague named this car "The Request." Its serial number was 5587-1003.

Was the Request a prediction of production cars to come? Yes and no. It wasn't completed in time to influence 1955-56 styling (even as an optional alteration), but a narrower version of its traditional grille was to have been used on the all-new Packard scheduled for 1957. Drawings for these models invariably featured the trademark grille as the dominant frontal motif—tall, graceful, pronounced. As we know now, sagging finances after the closure of Packard's Detroit plant caused the "real" 1957 Packard to be scrapped, replaced by Studebakers in Packard dress.

The one-off Request survived, however. It left the company sometime in 1957, and then just disappeared. For years enthusiasts wondered about its fate. Most assumed it had gone to the scrap heap, a forgotten and unwanted Detroit dream with a significance that was lost on the man with the blowtorch. But it didn't turn out that way. The Request was found rotting away quietly in an Oregon field by a Pacific coast enthusiast in 1974. How it had come to the northwest was a mystery. But its new and sympathetic owner went right to work, evidently aware of its history.

The rebuild took considerable effort. The interior was stripped, and damaged body work repaired where needed. During the application of a new white-and-bronze paint job, three grille bars were recast and one bumper section was heli-arc'd. The chrome wire wheels with cloisonne Packard hubcap emblems were renewed along with all exterior hardware, including the unique trunk and fender script. New carpets were installed, the door panels were rebaked, new padding was fitted to the dash. In all, the project took some two years. The result: a unique one-off prototype that survives as a prized possession of its lucky owner.





**MYSTERY CAR**

This picture was contributed by Ralph Dunwoodie of Sun Valley, Nevada, who writes: "I wonder if you would run this photo in the *Journal* for identification?"

"The remains of this unidentified car exist. It originally came from Tonopah, Nevada, and a search of files by the Central Nevada Historical Society in Tonopah turned up this photo of the car taken in 1905."

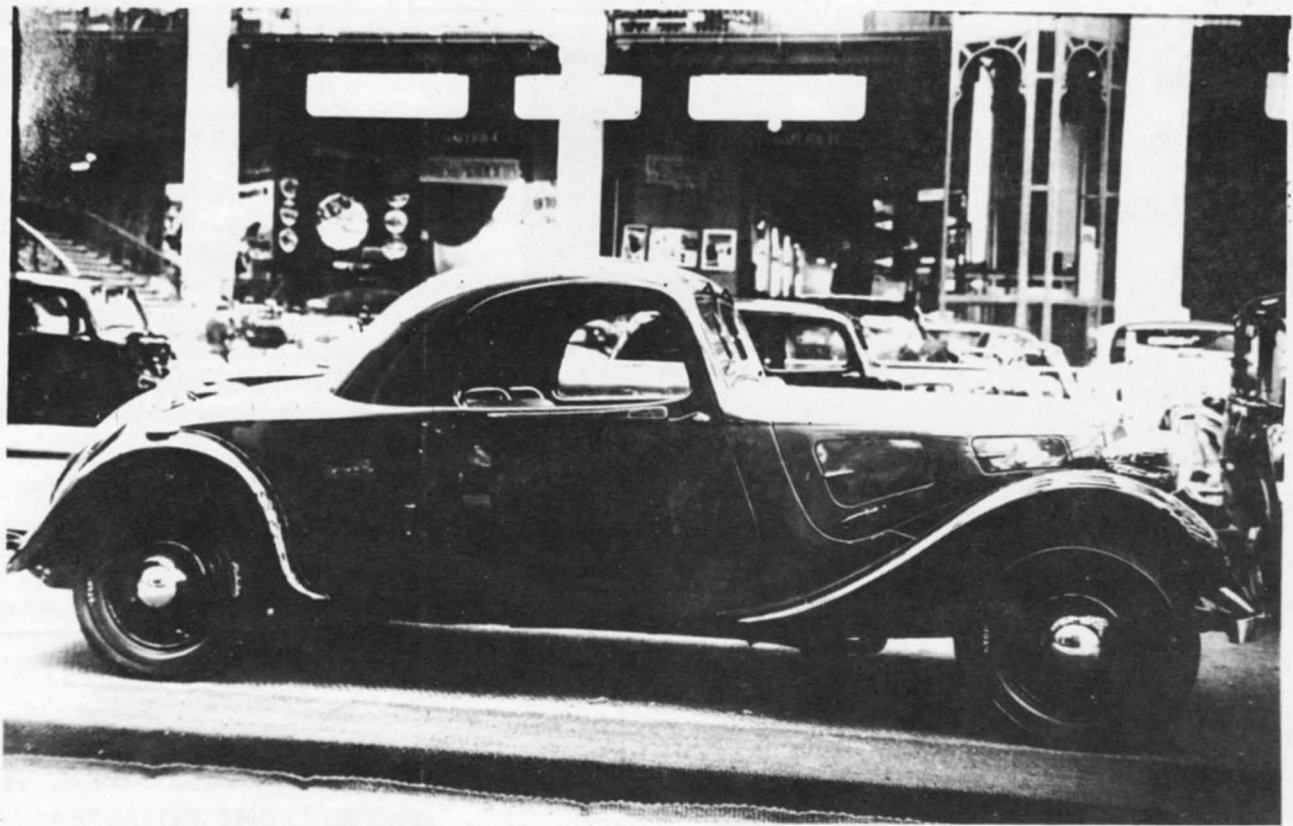
**ADDITIONS AND CORRECTIONS TO THE MAILING LIST AS OF SEPTEMBER 10, 1986**

Rosville Embry, Jr. 4138 Mahalia Drive Dallas, TX 75241	1195	Macdonald H. Leach 653 "A" Street S.E. Washington, DC 20003	1006
Burton R. Hall 616-C Grand Avenue Leonia, NJ 07605	1196	Robert E. Lee P. O. Box JJ Sun City, CA 92381	1165
Garry Stratton Route 1, Box 54 Andge, NH 03461	1197	Herbert Lozier 31 Fairmount Street Huntington, NY 11743	1175
J. Francis Werneth 9701 Oak Summit Baltimore, MD 21234	1198	William F. Murray Saab-Scania of America, Inc. P. O. Box 697 Orange, CT 06477	322
Michael MacSems P. O. Box 485 Eastsound, WA 98245	1199	William R. Osterhoudt R.D. 6, Box 483 Rome, NY 13440	1168
John B. Ziemer 561 Hillcrest Drive Camarillo, CA 93010	1200	Donald Richetti P. O. Box 1727 Midland, MI 48641	1170
Jerry A. McCurdy 108 Sargent Lane Liverpool, NY 13088	1201	Raymond M. Wood 39 Congress Street P. O. Box 873 St. Albans, VT 05478	422
G. Donald Adams 23657 Sterling Place Dearborn, MI 48124	1172	Jarvis Erickson 21421 Climax Road Alderwood Manor, WA 98036	602
Robert L. Coombes, Jr. 4733 Oakwood Avenue La Canada, CA 91011	1176	Philip M. Hanson 168 Twinbrooks Drive Holden, MA 01520	1189
George W. Fluegel 301 Florida Avenue Fort Pierce, FL 33450	1174	Gail L. Richer 4715 Walkup Road Crystal Lake, IL 60014	1190
Robert N. Hansen 9506 Cummings Road Durham, CA 95938	1089	Jon Hardgrove Route 1, Box 230-A Eldon, MO 65026	1191
William "Jake" Jakus 535 W33193 Honeysuckle Court Dousman, WI 53118	1167	Paul Benemelis 1380 Shakespeare Drive Concord, CA 94521	1192
Laurence F. Jonson P. O. Box 3285 Davenport, IA 52808	1164		

J.Creig Coogan Harco Minerals, Inc. Suite 312 13231 Champion Forest Rd. Houston, TX 77069	1193
Jeffery D. Francis 360 S. Corona Street Denver, CO 80209	1162
Roger C. Haynes 1176 Rocky River Road Concord, NC 28025	1170

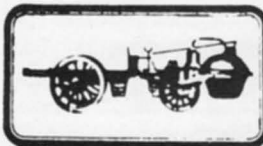
**ADDRESS CHANGES & CORRECTIONS**

OLD ADDRESS		NEW ADDRESS	
Richard Wager 3568 Atherstone Road Cleveland Heights, OH 44121	359	Richard Wager 120 Gristmill Lane Chapel Hill, NC 27514	359
Michael L. Berger Flat Iron Road Great Mills, MD 20634	823	Michael L. Berger 10 Esperanza Drive Lexington Park, MD 20653	823
Charles J. Collins P. O. Box C Brownstown, IN 47220	554	Charles J. Collins P. O. Box 27 Newberry, IN 47449	554
Richard E. Thompson 11919 Nene Drive Austin, TX 78750	968	Richard E. Thompson 1342 Camellia Drive Camden, AR 71701	968
G. Bridget Ryan Historic Flint Autoworld Found. 827 Mott Foundation Building Flint, MI 48502	998	G. Bridget Ryan Historic Flint Autoworld Found. One Autoworld Boulevard Flint, MI 48503	998
Robert G. Barnard 225 E. N. Street, Apt. 1700 Indianapolis, IN 46204	516	Robert G. Barnard 225 E. North Street, Apt 1700 Indianapolis, IN 46204	516
Andrew R. Blake 2146 Orange Grove Ave. La Crescenta, CA 91214	1177	Andrew R. Blake 2146 Orange Cove Ave. La Crescenta, CA 91214	1177
Rande Bellman P. O. Box 141 Somerville, MA 02143	199	Rande Bellman P. O. Box 141 Somerville, MA 02144	199
Nathaniel T. Dawes 15 Buckingham Ave. Poughkeepsie, NY 12701	178	Nathaniel T. Dawes 15 Buckingham Ave. Poughkeepsie, NY 12601	178



This photo of a Citroen Type 7C was taken at the 1934 Paris Salon. This was Citroen's first model with front-wheel drive—a feature which has been continued to the present day. (See page 2.)

*Picture contributed by Walter E. Gosden*



# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

**Richard B. Brigham, Editor**

**Editorial Office:  
1616 Park Lane, N.E.  
Marietta, Georgia 30066  
U.S.A.**

September-October 1986

Issue No. 104

Bulk Rate  
U.S. Postage  
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