

Old Cars

50¢

THE COMPLETE
ANTIQUE AUTO PUBLICATION

VOL. 1 NO. 1

IOLA, WISCONSIN 54945 OCTOBER, 1971

ONE YEAR \$4

Chappell Estate

18 Cars Bring \$29,070. At Auction

Cars ranging in age from 1905 to the early 1950's brought a total of nearly \$30,000 during the three-day Ronald Chappell estate auction held recently in LaValle, Wisconsin. The cars were only part of the story however, as the bulk of the sale consisted of more antique auto parts, engines, body sections, tops, hubcaps, wheels, and brass lamps than ordinarily seen at a large swap meet.

Buyers from as far away as California came to bid for the thousands of items and most everyone went away with something to add to his collection or trading stock.

The first day's offerings consisted mainly of tools, farm machinery, and some miscellaneous parts. The serious bidding for antique auto items began the next morning and lasted until after 9 p.m. that evening; a tribute to the scope of Mr. Chappell's collecting, the endurance of the auctioneers, and the determination of the buyers to go home with what they wanted. Imagine, if you will, a circle approximately 70 feet in diameter and ten feet deep literally heaped with old auto parts; some good, some rusty, some new old stock, and you'll have an idea of a portion of the job faced by the auctioneers. Add to this a 60-foot lineup of early radiators, dozens of sets of top bows, a pickup truck full of brass lamps, a half-acre of wheels, engines, partial cars, fenders, sheet metal, and other auto parts piled high and deep and you have an idea of the array of goodies available on the second day.

Parts prices bounced all over the map. A Baby Overland engine and frame brought \$5.00, an early White 4-speed transmission drew \$10. Tops bows ranged between \$25. and \$75 a set depending on the buyer's needs. A 2-cylinder Buick frame went to some lucky collector for \$22.50; by



Edsel Owners Club's new President Willard Jolley with one of his six 1960 Edsels.

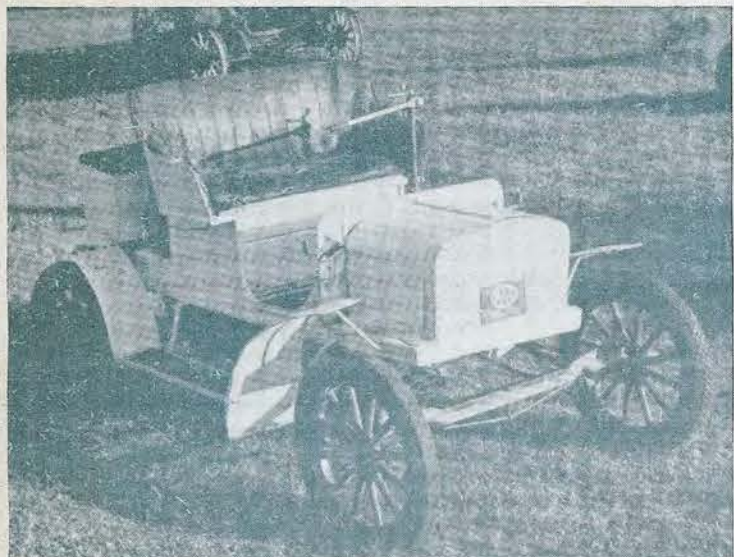
EDSEL OWNERS MEET IN KANSAS CITY

Edsel Owners from twenty three states met in Kansas City, Kansas August 6-7-8 for their 3rd Annual National Meet. Some 124 Edsels were on hand during the three day meet and more than eighty stood for judging with the best of the show going to George Caswell of Rhode Island with his 1958 beauty. The judging committee awarded the best 60 Edsel to Ed Fuller of Ohio in one of the most beautiful line up of 1960 Edsels ever. The winner of the 1959 cup went to Larry Gulley of Kansas and the best 58 was won by Ray Perrmann of Ohio. The improvement in the condition of the cars was most gratifying with the car that won Best of Show last year in Ontario and in even better condition this year was able to cop the fifth place cup in its class.

During the business meeting Willard Jolley of North Carolina was elected President of the 1600 member club with Edsel Henry Ford who had served as President since the club was started in 1966 being elevated to the Chairman of the Board of Governors. George Waterman of Washington was selected as First Vice President. Alan Payne of Illinois is the new Second Vice President and Perry E. Piper of Illinois was again elected Secretary.

Willard Jolley is a State Highway Foreman in North Carolina is 47 years old and married. He owns a complete set of 1960 Edsels having the only collection in the world of both hard tops, both sedans, the wagon and the very rare convertible. He has served the Edsel Owners Club as vice president and as zone governor since its inception.

Persons interested in joining the Edsel Owners Club should contact Mr. Perry Piper, West Liberty, Ill. 62475 for membership information.



The oldest car sold at the auction, a circa 1905 Knox was offered with a spare engine.

contrast a 1911 Buick 4 cylinder engine sold for \$460.00. Magnetos brought from \$1.25 to \$12.00 each, an Oakland parts car from the late teens sold for \$15.00, a Dort frame and rearend assembly brought the munificent sum of \$4.00, and an unusual Capitol 2-cylinder engine fetched \$30.00. Literature was a mixed bag of old Popular Science magazines, farm machinery catalogues, Automobile Trade Journals, and miscellaneous magazines — very few items to make the serious literature collector's heart beat faster. Yet good prices were paid for these items, too.

Brass Sold Well

Brass lamps brought good money during the sale, perhaps indicative of a trend that brass is coming back as a demand item in the hobby. Generally, brass prices at the sale were equal to retail for the same items about five years ago. On the assumption that some of the lamps were purchased by dealers, we can expect to see higher prices across the board for brass lamps and accessories at upcoming swap meets.

The last day of the auction was the big day. Cars were scheduled to go, along with more brass and early car bodies. The sale started with parts left over from the

(Continued on p. 13)

A-C-D Reunion a Real Doozie

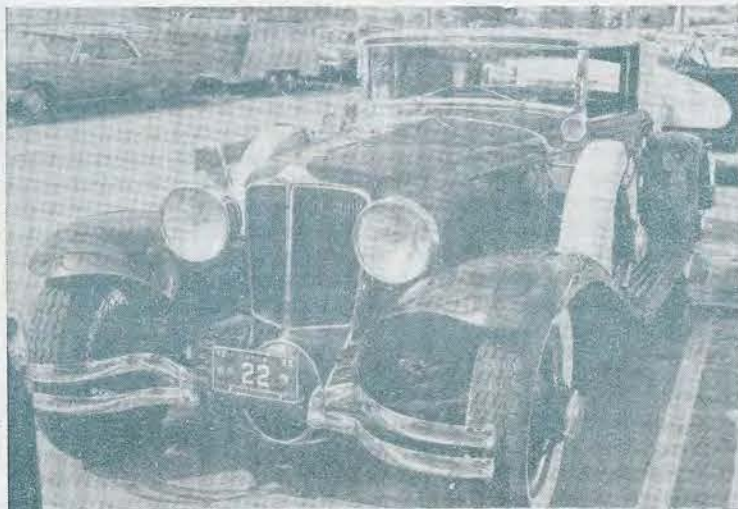
Auction adds to activities

One of the most valuable chunks of real estate in the country this Labor Day Weekend must have been Auburn, Indiana where well over a million dollar's worth of Auburns, Cords, and Duesenbergs gathered for their club's 16th annual reunion.

Although rain put somewhat of a damper on the traditional Saturday parade and car display, a final tally of 115 cars attended the meet. The gathering was further enhanced by the presence of Gordon Beuhrig, de-

the Duesies sported, they all looked marvelous. After years of Duesy-watching, we've come to the conclusion that even the most depraved alliance between coachbuilder and original purchaser could not make a botch of the Duesenberg's excellent basic proportions and superb front-end styling.

The new Duesenberg replica was on display and drew many favorable comments. Workmanship is first-cabin throughout and it looked quite at home among its orig-



An L-29 Cord Cabriolet gleams in the Indiana sun as 115 A-C-D cars come back home.

signer of the Cord 810 and 812, and Herb Newport, former Duesenberg designer and co-author of "The Duesenberg."

A baker's dozen of Duesenbergs showed, sporting coachwork by LaGrande, Willoughby, Murphy, LeBaron, Kellner and other luminaries of almost lost art. No matter what body style

inal bretheren. A good number of replica Auburn Speedsters and 8/10 Cords attended. The Auburns, especially, are real foolers. It takes a well-trained eye to distinguish an Auburn 866 replica speedster from the real thing and it's a real tribute to the enduring styling of A-C-D cars that all three are

(Cont'd p. 3)

THE NEWS

THIS MONTH

The first regular issue of Old Cars is an interesting blend of news, feature articles, and stories about auctions, antique, classic, and special interest cars, club activities, plus a few surprises. Happy reading!

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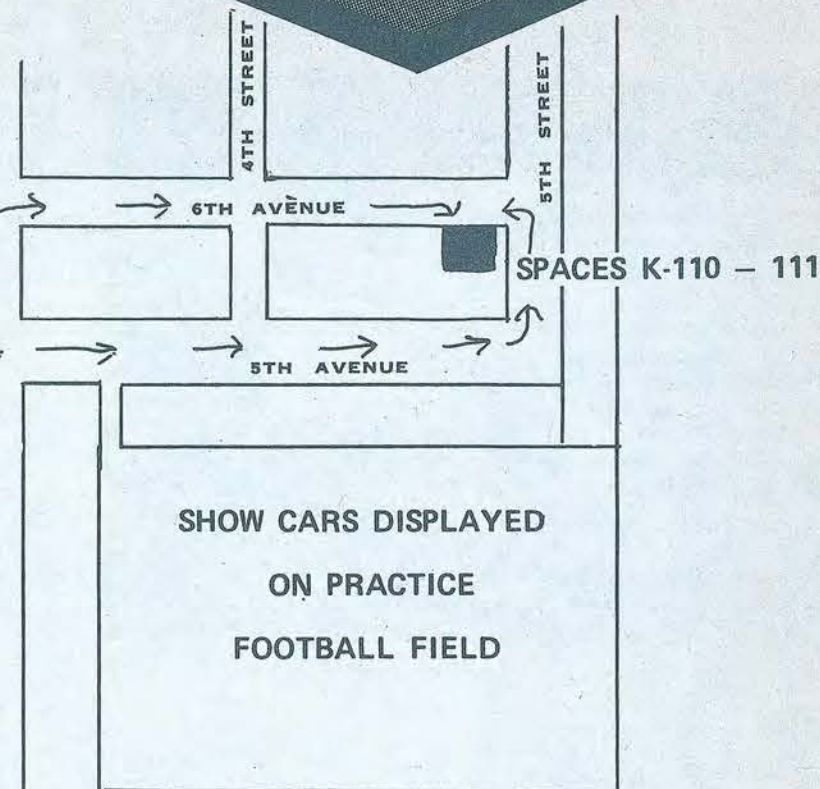
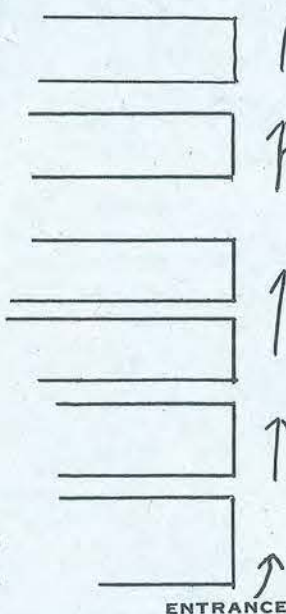
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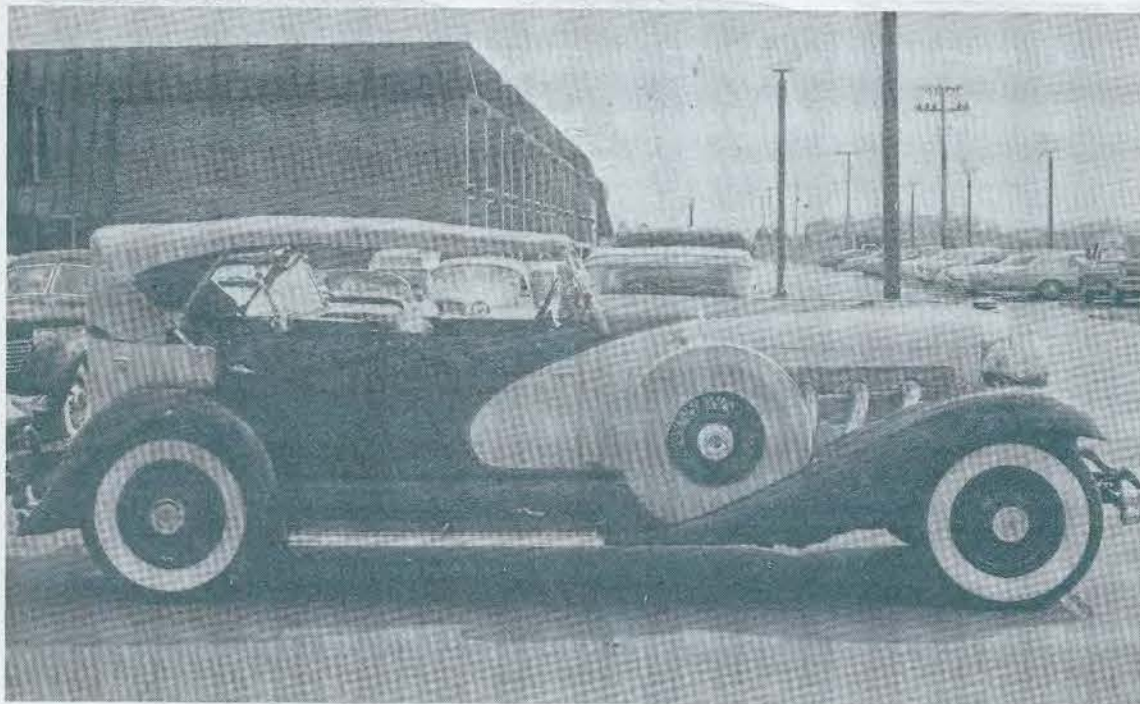
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\$70,000.00 was bid on this magnificent Duesenberg . . . and refused!

(Continued From Page 1)

being reproduced for an appreciative market today. In fact, there's a second company now reproducing Auburn Speedsters and one was on display at the meet. This one, however, is a little easier to spot than the Glenn Pray Auburn due to a front end that sits high off the chassis and a diamond-pleated interior complete with shag rug.

After a cavalcade from Auburn to Fort Wayne, Sunday's activities were capped

and classic car auction to be held in the midwest and it attracted an outstanding selection of cars. Again the rains came but this didn't prevent a huge attendance of spectators, buyers, and sellers, some of whom were entering their cars for sale only minutes before the auction started. The auctioneers were dressed in an odd combination of dinner jackets and stetson hats and it was obvious that this first effort at an annual antique and classic auction was having some or-

and the crowd in the tent soon swelled to such proportions that legitimate buyers couldn't even see the cars they were bidding on due to standees in front of the bleachers. We trust this will be corrected next year.

Leo Gephart, automotive consultant for the sale, had assembled cars from far and wide including an unprecedented trio of Duesenberg dual cowl phaetons; a sparkling 1911 Marion Bobcat that looked like a Mercer which had grown a foot taller; two Auburn boat-tails, — a '29 and a '36; Cadillac 12's and 16's; vintage and classic Packards ranging from good unrestored to national senior first winners; good old Model A's and T's; and a sprinkling of special interest cars including Jeepsters, Kaiser Darrins, early Ford V-8's, Edsels, sports cars, and the like — over 100 cars in all.

The auctioneers ran the cars from the display tent through the selling tent at a rapid pace and a buyer had to be on his toes to stay in the bidding. Occasionally the tent would take on the atmosphere of an old-time revival meeting as one auctioneer or another would exhort the crowd about what a tremendous buy they were missing, that the car is a museum piece and you can sell it tomorrow for three times this money, now get in there and BID! Not exactly big-city gallery style of selling, but it was effective. Highlights of the sale ranged from dramatic to amusing. A new high was established for Duesenbergs at auction when master Deusie restorer Joe Kaufmann's personal La-Grande phaeton was bid up to \$70,000.00. The auctioneer indicated that this was a bit short of reserve price and private negotiations com-

menced between the high bidder and Mr. Kaufmann.

Another superb Duesenberg dual cowl, this one by LeBaron, brought a top bid of \$61,000.00 from a determined collector. This gentleman's wife was even more determined, however, and he was served an ultimatum of the lady or the car. He opted for domestic tranquility, which prompted one spectator to say: "Let her go! There's more wives than Duesenbergs around!"

A 1931 Rolls-Royce sport saloon first sold for \$2600.00 but it was discovered that the high bidder was high in more ways than one. It was re-entered in the sale and finally sold for \$2200.00; but for one shining, reckless moment a fellow who had drunk one too many was the proud, albeit foggy-eyed owner of a vintage Rolls-Royce.

According to the auction-



An Auburn cabriolet bears a strong resemblance to Cords of the era.

Incredibly clean original car. \$2900.00

1931 Cadillac V-12 convertible, beautifully restored and sporting many factory accessories. \$25,000.00

1937 Cord 812 sedan. National first A-C-D winner. Beautiful in every respect. \$12,000.00

1927 Erskine phaeton. Only one in existence. New professional restoration. Very appealing car. \$7400.00

1913 Rolls-Royce Silver Ghost roadster. Very sporty body by Holbrook. Gold-plated lamps and brightwork.



A most unusual Cord Phaeton with dual sidemounts made the trip to the Reunion from New York.

off by an awards luncheon at the Marriott Motor Inn. While the Auburns, Cords, and Duesies gleamed in the sun and attracted the curious, A-C-D'ers dined and awaited the annual awards. It's good fun to eavesdrop on spectator comments at



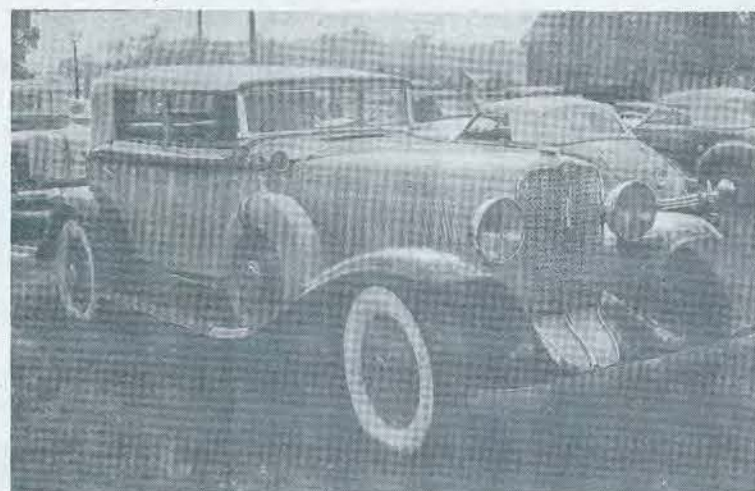
A stately Duesenberg Willoughby sedan.

any meet and especially rewarding when exotica such as A-C-D cars are on display. (Man showing Cord 810 to wife) "That's a 1932, no - '33, no - '34, yeah - it's a '34." (Woman looking at Duesy replicar) "I didn't know they had automatic transmissions back then." (Man looking at Auburn) "It's amazing what a paint job will do for these old cars." And so it goes.

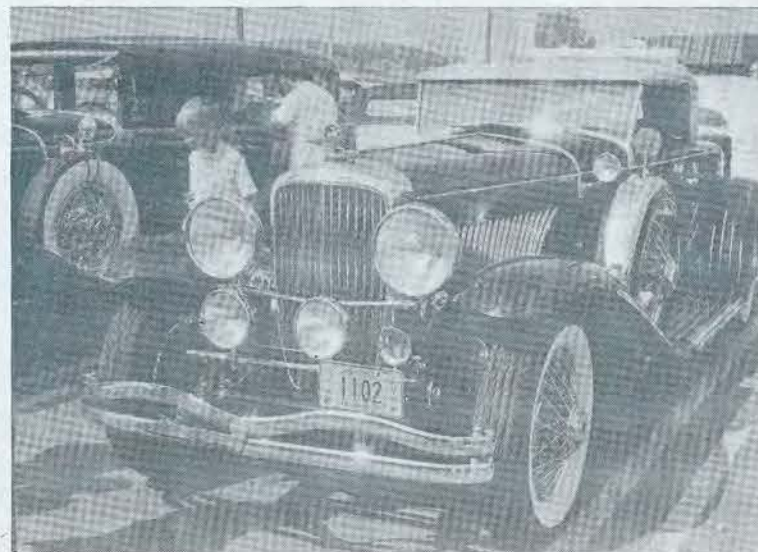
A number of participants stayed for the auction which took place Labor Day. This was the first major antique

ganizational teething pains.

Example: the first few buyers merely registered and received a buyer's number. However, the auctioneers suddenly decided to charge a \$1.00 registration fee for buyers in order to assure them seats in the sales tent when the bidding began. This was all well and good since the bleachers in the tent had a maximum capacity of 500 and things were going to get very cozy otherwise. So buyers dutifully paid their fee on the assurance that casual onlookers would be kept out. This was not to be, however,



This handsome Auburn V-12 was later offered at the auction.



A beautiful Murphy-bodied J convertible roadster sported polished aluminum hood louvers and a set of dual Pilot-Rays.

ers, the great majority of cars reached reserve and were sold. A representative cross-section of cars and prices included:

1937 Ford V8-60 coupe. Excellent original with 40,000 miles. \$1000.00

1941 Cadillac convertible. Many goodies, automatic transmission. \$2000.00

1941 Pontiac woody wagon.

Nicely restored. Did not reach reserve at \$17,000.00

1932 Auburn V-12 convertible sedan. Very sharp car. National first A-C-D for open Auburn. \$12,000.00

1953 Cadillac sedan. Extra clean, 19,000 original miles. \$1275.00

1929 Auburn boat-tail speedster, Gorgeous, flashy red (Continued p. 8)



Thank You

We suppose the first editorial of any publication should make great rumbling noises about what it's going to do for its readers and thoroughly convince them that they made one of the pinnacle decisions of their lives by becoming a subscriber.

We'll spare you all that except to say a sincere thank you to the many Charter Subscribers who have taken the time to wish us well. We'll always strive to live up to your expectations.

Safety and Old Cars

The auto collecting hobby keeps growing at a tremendous rate and consequently more and more old cars are on the road each year. This is fine and we wouldn't want it any other way. But more and more new cars also hit the road each year. The problem is rapidly becoming: how do the old cars and the new cars avoid hitting each other?

Historically, the antique auto's safety record has been exemplary. There have been a few dented fenders from time to time but overall our driving record is virtually unblemished and our favorable insurance rates reflect this fact.

To preserve the hobby's fine record, please remember:

You can't stop as fast as a modern car so set your speed and distance between vehicles accordingly.

Even if you've completely restored your car yourself and know every nut and bolt intimately, don't assume all is well all the time. Check your steering, brakes, and lamps before starting on a tour. Your car is going to attract the attention of other drivers, so be prepared for such endearing stunts from modern cars as tailgating, driving side of you for an alarmingly long time, and being suddenly cut off so the kids in the back seat can get a better view of your pride and joy.

Always use hand signals to show other drivers your intentions. There's safety in numbers. Three or four antique cars traveling together will usually receive much more courtesy than one old car traveling alone. Drive even more defensively than when you're in a modern car. Even police-escorted tours and parades are no deterrent to an impatient fellow who wants to get across an intersection in his modern car.

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READER SURVEY

We're attempting to bring you the best antique auto publication you can buy. But we need your help. Would you take a minute and tell us your impressions of this issue? Just use the form below and mail it to us. This survey is being conducted in an effort to make Old Cars the kind of publication YOU want.

What did you like most about this issue? _____

What did you like least about this issue? _____

I'd like to see articles and stories about _____

Ad classifications: Like them _____ Don't like them _____ Need more _____ Need less _____

Easier to shop _____ Hard to shop _____ Suggested additions _____

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Mail service: What date did this issue arrive? _____ Your zip code _____

Additional comments _____

Please mail to Old Cars, Iola, Wisc. 54945. Thank you!

Letters from the Editor's Mailbag

Opinions expressed are not necessarily those of the publisher, who reserves the right to edit letters as deemed necessary. Unsigned letters will not be used, but signatures and, or addresses will be omitted when requested. Short letters are preferred.

Cadillac Quandry

Enclosed is a photo of my 1937 Cadillac two-door sedan. According to the information I have, Cadillac didn't offer a two-door in 1937. Obviously there's at least one . . . mine. My main point of puzzlement is: how many of this body style did Cadillac produce in 1937?

David J. Kasny
Bellerose, N.Y.



We've got to toss this one open to our readers. Can anyone help Mr. Kasny with an accurate answer? Let us know and we'll print the info.

* * *

From a Museum

The Pilot Issue looks good. I like the ads best and am trying to find the sellers in my Zip Code directory. See you have my 1912 Simplex and Bill Donze's 1922 Packard in the photo montage on page 1. The picture was probably taken at the 1968 Glidden Tour in Vermont. Good luck to you!

Henry Austin Clark, Jr.
Long Island Automotive Museum
Southampton, N.Y.

Mr. Clark is the owner of the Long Island Automotive Museum, oldest continually operating auto museum in the country. It's well worth a visit.

* * *

Liked bogus ads

I have to admit that I approached your pilot copy with the thought in my mind as to just what you had to offer. I think what really sold me was in the sample classified section, Classification 130-1932 Terrorplane Sedan. I wonder if I might obtain permission to reprint this in our regional H-E-T Newsletter.

I rather enjoy your 105 classifications, but have some misgivings as to just how you plan to separate items. What about the fellow who has all kinds of parts from 1910 to 1940 for sale?

Alexander Burr III
Kennebunk, Me.
President, Northern N.E. Region
H-E-T Club, Inc.

Permission granted with pleasure. We had a lot of fun writing those sample ads and hope no one took them too seriously. The serious ads start with this issue. Regards your second question, an advertiser with a large mixed offering of parts, cars, etc. would probably be wise to use a low-cost display ad to sell these items. Classifieds lose their effectiveness when the ad is too long, because a reader just doesn't want to slog through column after column of print without a break for his eyes. Ergo our 105 classifications.

* * *

Seeks Austin Info

I am sending a copy of a picture taken of me in 1915 in my father's 1910 Austin Six speedster. I am now 73 and for a few years I have been trying to learn more about the motor in this car.

Advice on where I might get information on the 1910 Austin made in Grand Rapids, Michigan would be appreciated.

Floyd Cooley
McHenry, Ill.



Austin for 1910 had three models: the "45" with 45-60 h.p. 6 cylinder engine of 4 3/8" bore and 5 1/4" stroke; the "50" with 50-70 h.p. Six with 4 1/2 x 6" bore and stroke; and the Model "60" of 60-90 h.p. with a "square" 5 1/2" bore and stroke. Our research shows that only one Austin is in restored condition today although the company itself lasted until 1921.

License Plate Bill Introduced in Wisconsin

A special interest car license plate which would cover collector cars up to 1951 was recently introduced in the Wisconsin legislature.

Formulated through the efforts of Dick Dorsey and Karl Foss, leaders of Wisconsin Auto Clubs in Association, the bill "creates separate registration for special-

(License Plate P19)

☐ Check here if already a customer of ours. R10

NASH RETURNS TO KENOSHA

by

Vincent Ruffolo

Assoc. Editor The Nash Times

Fifty-four years worth of Nash autos were on display at the Lakefront Stadium in Kenosha, Wis. for the second annual meeting of the Nash Car Club of America on August 21.



NEXT MONTH in OLD CARS

The second installment of Indian motorcycle history by Harry Pulfer
An in-depth study of the early electric cars by Richard Brigham
More POST war SCRIPTS by R. Perry Zavitz
A full report on the Leopold Brown auto auction in Iowa
A new series on classic and custom-built Chrysler Imperials by R. Burns Carson
The Henry Ford patent suit you didn't know about by Frank T. Snyder, Jr.
A report on that wonderful madness called Hershey



Sixty-eight automobiles rebuilt and restored by NCCA members to like-new condition came from throughout the country. Trophies were provided by American Mo-

tors, who also had their 1972 cars on display.

1500 people saw the Best of Show Award go to Charles Giorno of Kenosha, the proud owner of a 1940 Nash roadster; one of eleven originally designed by Count Alexis de Sakhnoffsky of which there are two, or possibly three left in existence. The other Best of Show winner was Roy Schell of Milton, Pa., for his

Nash-Healy.

John Conde, a director of public relations at American Motors Corp. was the principal speaker at a dinner party at the Midway Motor Lodge following the showing and judging. The President, Jim Divorshak, Clinton, Iowa, made the acknowledgements and gave a brief history of the club.

BUGATTI 57SC SALE

by

Marilyn Estes Smith

The auction room at Sotheby Parke Bernet in Los Angeles crackled with excitement as about 200 Bugatti "Bugs" gathered from all over the world, awaited the sale of one of two experimental Bugatti 57SC's built in 1936 for Lord Rothschild.

In 1947 the car had been purchased by Robert Oliver of Rancho Santa Fe, California from a London firm owned by Rodney E. Clarke, for \$5,000. Mr. Oliver had had the car completely restored, shipped to the United States, and then, because of ill health was unable to use it. After his death, it was offered for sale by his estate.

The opening bid of \$26,500 by Bunny Phillips of Pasadena, president of the California Bugatti Club, immediately separated the men from the boys.

In about two minutes of tense bidding between Rodney Clarke of London and Dr. Peter Williamson of Greenwich, Connecticut, the car fell to Dr. Williamson with a final bid of \$59,000. This is the highest price ever paid for an auto at auction.

I was standing about three feet from Dr. Williamson and managed to get to him before he was overwhelmed by the TV cameramen and AP, UPI reporters. As president of the American Bugatti Club, Dr. Williamson had to own at least one Bugatti. When I asked him about this, he said, "Actually, this makes thirteen Bugattis for me, but believe me, I've never paid anywhere near this much for one before."

When I asked what kind of a doctor he is, he grinned, "A damned good one!" His wife told me that he is a neurologist. They flew to Los Angeles specifically for the sale.

"It's tempting to drive it back but I really want some work done on it first," Dr. Williamson said.



AUBURN SPEEDSTER - MODEL 866

The new Auburn automobile is a modernized version of the model 851 Auburn Speedster that was designed by Gordon Buehrig in 1935. This is a high performance car equipped with a 428-cubic-inch V-8 engine, capable of extremely fast acceleration and high speed. The body, from production tooling, is made of three (3) layers of hand lay-up reinforced polyester; the quality is as fine as any car produced. Body styling will remain unchanged from year to year. One body style is available; and all body parts will be removable for easy replacement. Assembly and delivery, F.O.B., Broken Arrow, Oklahoma. All speedsters will be sold on a contract basis.

Auburn Speedsters are available in kit form. The kits are made from production line bodies and frames; the body is mounted to the frame with doors fitted, all open-

ings finished and body in primer. All parts not furnished are readily available. Speedster kits are also available for converting 851 and 852 Auburns into authentic Speedsters. Kits will be available soon for 1931-1933 Auburns, including the 12 cylinder model.

We stock more than 500,000 pounds of parts for the 810 and 812 model Cords and 1931 to 1936 Auburns.

Duesenberg Derham Tourster bodies (dual cowl Phaetons) are being made. Body parts and hardware will interchange with the original Duesenberg.

I am interested in trading for classic cars and four cylinder Indian motorcycles.

The phone number listed also will reach me evenings and weekends, so please do not hesitate to call — Glenn Pray, President.



AUBURN-CORD-DUESENBERG CO.

122 South Elm Place
Broken Arrow, Okla. 74012

Area Code 918
Telephone 251-3181

(Ed. Note:) Many Old Cars readers are familiar with Harry Pulfer as an expert craftsman and authority on radiator mascots and emblems, but for those of you who haven't met Harry, a little biographical background is in order. Harry and the automobile industry are both 75 years old and Harry has spent most all his life in auto-related activities. He and his dad were in the auto body building business and Harry admits to doing a bit of stock car and motorcycle racing in his time. Harry worked for Packard and Franklin dealers, the famous Don Lee custom body firm, and "damn near everyone else around California" including famed racers Harry Hartz and Pete DePaolo, and the master race car designer, Harry A. Miller.

Harry is a veteran of flying service in WWI and has run several garages as well as serving as a Deputy Sheriff of Los Angeles County for 17 years.

Since 1945 he has been collecting radiator emblems and now has the world's largest collection of emblems and mascots. Still vigorous and active, and a familiar sight at swap meets throughout the country, Harry will be sharing reminiscences of the auto industry he knows so well with Old Cars readers. Sit back and enjoy Harry Pulfer's Scrapbook.



Gottlieb Daimler's 1884 motorcycle. Crude as it was, it ran well and can be considered the first known motorcycle with a gasoline engine.

Indians on the warpath again! The wigwam is throbbing with the drums of victory. The campfires burn late and the war dance goes on. Indian... the greatest of the pioneer motorcycles. This is the story of their early days.

The first practical motorcycle was built in Germany by Gottlieb Daimler in 1884 and was a crude but practical means of transportation. Besides being the first true motorcycle, the Daimler is noteworthy because it used the first high rpm engine. Prior to this, 800 rpm's was tops. Daimler's engine, however, could turn up to an astounding 1500 rpm! All this rpm with a compression ratio of 2 1/2 to 1.

Daimler's wooden frame bike has a belt drive with a gear reduction of 10 to 1 and a rudimentary clutch. The single cylinder engine uses a wick carburetor and flame ignition and probably gave old Gottlieb a few anxious moments since there was no spark or throttle control. To slow down, the rider had to

cut off the exhaust valve action for a few shots. Oiling was by drip feed. You pumped it up until the motor smoked and then you knew there was enough oil in the cylinder.

Daimler engines proved very successful and soon found use in boats and cars. Panhard, Levassor et Cie. was licensed to build them for the French market, and it was here that motorcycle building really came into its own both in terms of construction and popularity.

Enter Count Albert DeDion, heir of a rich and illustrious family. Besides engaging in harmless duels and chasing women, which was expected of a young nobleman, he liked to work with greasy machinery, which was not expected or really approved of in late 19th century French society. In partnership with master mechanic Georges Bouton, the firm first built a steam car, then some experimental cars using Daimler engines. DeDion-Bouton's success was to come in 1895 when they com-

national fame and here in the U.S. firms such as Pierce-Arrow, Autocar and Peerless bought and used DeDion-Bouton engines in their first cars.

DeDion's relationship with Indian came from bicycle racing. Huge engines built by the French company were installed in monstrous "pacer" motorcycles which were used at bicycle races to create a slipstream or draft for the racers. After pacing the track for a few laps behind the giant motorcycle, the bikes could attain speeds of up to 40 mph.



Georges Bouton astride one of his earliest motor tricycles.

Now come the two principals in our Indian story, Oscar Hedstrom and George Hendee. Hedstrom was quite familiar with the DeDion engine and with motorcycle construction in general, having built some pacers which had won quick fame for their speed and reliability. Hendee, a big man in both the bicycle business and physical girth, was building Indian bicycles in Springfield, Mass. During the 1880's he was national high wheel champion and competition was in his blood. Hedstrom had also been a bicycle racer before he took to building pacing machines. It was almost inevitable that these two talented men should meet. With a businessman's keen sense of his market, Hendee sensed the end of the bicycle boom and the meteoric rise of self-propelled vehicles and had, like many men, the vision of building a cheap means of personal self-propelled transport.

In the fall of 1900 Hendee persuaded Hedstrom to move to Springfield, Mass. and design an engine he could install in his existing bicycle frames. While borrowing liberally from the DeDion Bouton motor in areas such as the enclosed flywheels, detachable head, battery and high tension coil ignition, the primitive float feed carb, and the double reduction gearing, Hedstrom's design was a "natural" for the Indian bicycle's frame. The engine cranked out 1 3/4 h.p. at relatively high rpm, the



1901 Indian. The straightforward simplicity of its design helped make the early Indians an almost overnight success.

Photo Courtesy Smithsonian Institution.

"The entire machine weighed in at under 100 pounds"

entire machine weighed in at just under 100 lbs., and Hedstrom and Hendee agreed that Indian #1 was a complete success. Production began in 1901 with Hedstrom's name stamped on the crankcase, a practice that would continue until 1915.

The first Indians were the very model of simplicity. The gravity feed gas tank was placed over the rear wheel, the rider reached down under the saddle to open the throttle, the spark advance was up front and also acted as a compression release so riders could pedal or run and push to start the rig. Cork handle grips were used.

Performance was impressive by those early standards. The engine was flexible, and at 98 lbs. for the entire bike it was only obliged to move 55 lbs. per horsepower. It had foolproof ignition and most of the speed was controlled by spark advance, a feature which Indian would use for many years. But all was not perfection as the rider still had to remember to control the adjustable oil feed and be careful not to hang into corners at too fast a clip or else the skinny 28 X 1 1/2" tires would come unglued and roll right off the rim!

Commercial success came to Hendee and Hedstrom almost immediately. 3 Indians were built and sold in 1901.

"Three started, three finished, and Indian went home with three gold medals"

The next year 143 Indians were built and sold. The name and fame of the Springfield lightweight was spreading fast. The major factor in Indian's near-instant popularity was its success in racing, both on the road and the track. Hendee and Hedstrom knew, perhaps better than any other motorcycle manufacturer of the time, the value of racing victories. The young factory entered teams in hill climbs, endurance runs, and speed contests held on rough, primitive horse racing tracks.

In 1902 Indian entered 3 machines in the New York to Boston Endurance Contest and received the only perfect scores. Three started, three finished, and Indian went home with three gold medals. The riders just happened to be George Hendee, Oscar

Hedstrom, and George Holden, the Springfield, Mass. Indian dealer.

Most early Indians were painted blue with the Indian name in gold decals on the gasoline tank. The engines were supplied by the Aurora Automatic Machinery Co. of Aurora, Illinois, later producers of the Thor motorcycle. Aurora also produced the first engines used in the Reading-Standard and the Denver-built Apache motorcycles.



Indian's first twin-cylinder cycle appeared in 1907.

Riding control of the early motorcycles was difficult at best and downright hair-raising most of the time due to the rigid frames transferring a great deal of road vibration through the handlebars. Again, it was Indian to the rescue with spring forks on their 1905 models. This was a cartridge spring which allowed the fork to flex a bit and was enthusiastically welcomed by experienced riders. Other 1905 Indian improvements included: spark control by the right handgrip, and throttle control by the left handgrip. The left hand throttle didn't happen by accident. It was dictated by the fact that most folks, including policemen, are right handed and Indian was actively seeking police department business. With their left hand throttle control, they could now include in their sales pitch the advantage of leaving the officer's right hand free for hailing, signaling, and, if need be, shooting. No doubt this feature contributed to Indian's wide acceptance and use by police departments throughout the country early in the century.

Not content to let demand



1908 Indian. Ad modestly states "Wins Everything, Everywhere."

outstrip supply in 1903 and 1904 with production of 377 and 546 machines respectively. Indian went after a bigger chunk of the market in 1905 by further improving their engines. The chain drive got a compensating sprocket which took a lot of the jolt out of its operation and engine cylinders began to be turned from steel. This year also saw an experimental Indian twin of 3.0 cubic inches running in hill climbs — a glimpse of things to come.

For 1906 cylinder capacity was enlarged and now the engine was pumping out 2 1/4 h.p. Meanwhile, Indian had been watching the progress and results of cross-country record runs by autos and motorcycles closely ever since George Weyman of San Francisco crossed the nation in 1903 on a 1 1/2 h.p. Yale

(continued page 13)

Questions 'N Answers

Old Cars' Questions 'N Answers column is open to any legitimate question about antique cars, trucks, parts, or accessories. Due to limitations of time, your questions can only be answered through this column. Column editors will not appraise cars and, in fairness to our advertisers, will not publish specifically-named sources of supply for cars, parts, services, etc. in the Question 'N Answers column.

- Q. At a show recently I saw a car called a DeVaux. The owner wasn't around when I was there so I couldn't find out much about it except that it was a 1931 according to the windshield card. Can you tell me anything about it?
- A. Glad to. The DeVaux was short-lived (1931-32) 6 cylinder car built in Grand Rapids, Mich. by the DeVaux-Hall Motor Corp. They did not sell well and went into receivership in 14 months. At that time, they were taken over by the Continental Motor Co. of Detroit. During the remainder of 1932 the cars were produced as the DeVaux Model 80 or the DeVaux Continental. In 1933-34 they were sold as Continentals.
- Q. A friend of mine who's a Model T Ford fan claims that Ford experimented with putting a 6 cylinder engine into the Model T about 1911. I think he's pulling my leg since Henry made it clear that he thought 6 cylinder engines were no good.
- A. At least two 6 cylinder overhead valve engines were built in the Ford shops. Whether it was with Henry's blessings or not, we don't know. We're told that the Henry Ford Museum in Dearborn has a 6 cylinder T on display and we've seen one other restored T 6 engine on display at Harrah's Automobile Collection in Reno. So your friend is right, but you did have good reason to question him.
- Q. My 1940 Chevrolet has a broken front vent window and I'd like to replace it myself. Any hints on how this can be done without a lot of problems and expense?
- A. Our Chevrolet maven says: 1) Squirt both sides of the filler with gasoline to loosen the old seal, then remove the broken glass carefully. Remove the rubber channel filler and clean the channel with sandpaper so that it is rust free. 2) Get some flat rubber stripping of either .032 or .047 thickness, depending on the thickness of the new glass. Brush the inside of the metal channel with ordinary SAE #10 engine oil. Cut the rubber stripping 2" longer than necessary and pinch the ends together with the fingers to hold the ends while you push the glass into the frame. Once glass is secure, trim off excess rubber stripping. 3) The oil takes about 24 hours to set up its seal, so do not test for water leaks until then.
- Q. I have a radiator nameplate from a "Stephens

Salient Six" that I bought in a junk shop a few years ago. Was this a car or a truck, and could you tell me when they were made?

- A. The Stephens was a medium price car built from 1916 to 1921 in Moline, Ill. and from 1922 to 1924 in Freeport, Ill. They were fairly ordinary-looking cars of good reputation and total production over the years was around 25,000 units.
- Q. What year did Plymouth first start producing six cylinder cars?
- A. According to our referenc-

es, Plymouth's first production six came out in the 1933 models.

- Q. I have a license plate marked "Mass. Auto Register." It is made out of porcelain and colored blue and white. Can you tell me what year this plate was used?
- A. The Massachusetts Auto Register plate was issued in that state from 1903 through 1907. You didn't mention the number on the plate, but anything below four digits would have to be considered very, very early.
- Q. My question is about a hubcap I have that is made of brass, has inside threads, and shows a checkered flag motif with "JR-8" in a circle. I hope you people have an answer as I have been trying to get one for quite a while.
- A. Your hubcap is from a Locomobile Junior Eight, a companion car to the big Locomobile. The Junior Eight was one of Locomobile's last efforts and was produced from 1925 to 1929.

- Q. Why did Hupmobile and Graham both acquire the Cord body for their Hupmobile and Skylark models? Were these two companies separate from each other? If so, was this not the first time two different auto companies used an identical body style. Also could you explain the reasoning behind such a venture?

A. This question is a real head-scratcher and some of this answer is based on opinion rather than fact. Back in the late '30's, times were tough for all the auto companies and any cost saving move was welcome, especially to small independents like Hupp and Graham. Our information tells us the dies were owned by the Connersville Body Co. and that Graham and Hupp bought them on an independent basis. This was not the first time two different makes shared the same body. A few years earlier, the smaller Franklin used Reo bodies as a cost-saving device.

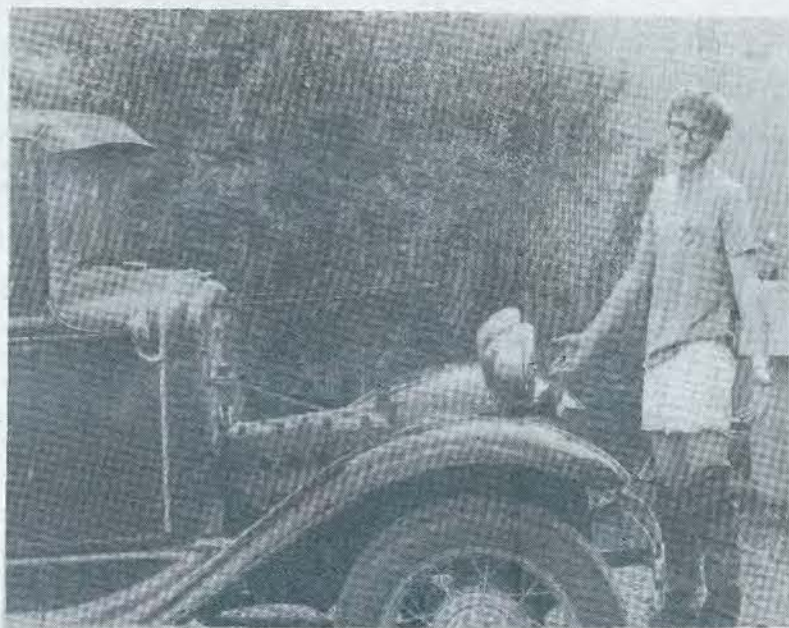
Hupp and Graham were separate, distinct companies. If any reader has further information on the Cord-bodied Hupps and Grahams and how they came about, we'd like to hear from you.

(Con'd from p. 5)

and black, many accessories, a prize winner and eye-catcher. \$15,500.00
1938 V-16 Cadillac Formal Sedan formerly owned by Mae West. Excellent condition. \$7500.00
1911 Marion Bobcat. Designed by Harry C. Stutz. Newly and professionally restored. \$21,000.00
1919 Ford touring. Good restored appearance, noisy engine. \$2300.00
1931 Packard 845 LeBaron convertible roadster. 1 of 2 built. Superb in every way, and probably the bargain of the day at \$16,500.00
Mr. Gephart announced that another auction would be held again on Labor Day 1972, in conjunction with the Auburn-Cord-Duesenberg Club reunion.

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The Princeton---Bill Durant's Paper Tiger

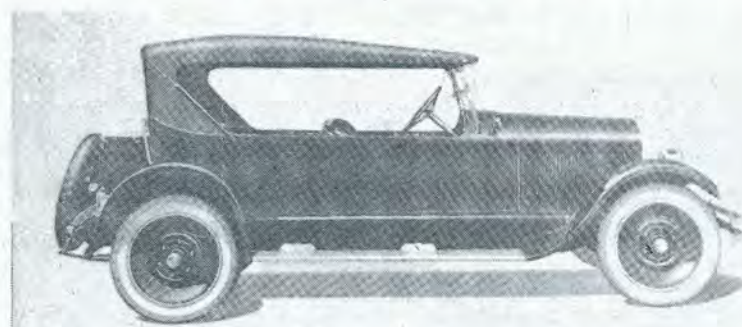
By
Frank T.
Snyder, Jr.

On December 1, 1920 William C. Durant was ousted from the Presidency of General Motors. Not the type of man to let little defeats like that bother him, in early 1921 he announced the formation of Durant Motors and issued stock in the new firm to over 250,000 subscribers. In May of that year he purchased the Sheridan Motor

his luxury line to offer in competition to Cadillac, McFarlan, Rolls-Royce, et al. Just before the opening of the 1923 New York Auto Show Durant dropped one of his characteristic publicity bombs. He was going to offer yet another car! Its name was Princeton and would be built to compete with the Single-Six Packard. Six body styles were scheduled to be offered: a 7-passenger touring and 3 passenger roadster @ \$2485, a 4 passenger sport touring @ \$2585, a 5 passenger 4-door coupe @ \$3350, and a 7 passenger sedan @ \$3550. The sixth model,

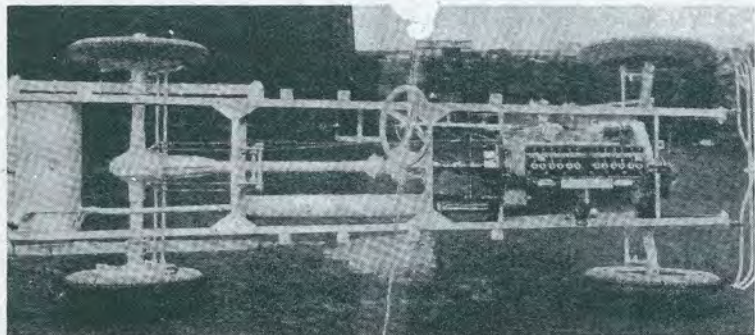
and external contracting brakes on the rear wheels. 32 x 4½" cord tires were to be standard equipment. In all, the Princeton did not differ radically from other cars of the early and mid-twenties in its use of proprietary components. Most smaller manufacturers during that time used this construction technique; buying an engine here, transmission there, rearend from another, and wrapping these components in their own body design. This practice of "assembling" rather than making their own components gave early companies a two-way advantage: they could buy the mechanicals for the car on credit from various suppliers and sell the finished cars to their dealers for cash, thereby guaranteeing a strong cash flow as long as sales went well.

All Princetons were to sport cowl ventilators, automatic windshield wipers, aluminum step plates, special radiator cap with motometer, transmission lock, and double bar bumpers both front and rear. The 7 passenger touring was technically not a touring at all. It was to carry a permanently fixed top with non-rust steel in place of fabric in the triangular space between the bow and the side



PRINCETON FOUR PASSENGER SPORT TOURING

The Princeton Sport Touring used a number of existing Durant parts such as step plates, cowl and headlight shells, and door handles.



Princeton show chassis. The question is: was the picture taken in Muncie or Bridgeport?

Car Corporation of Muncie, Indiana from his old friends at G.M. with the intention of making it the home of Durant cars. His marketing proposition was simple and proven by his former years at General Motors: he planned to build a car for each price range.

By January 1923 Durant was well on his way to realizing this goal. His low-priced Star was enjoying moderately good sales among low-price buyers who wanted to step up from their Flivvers to a car with a selective transmission. His Durant Four was making a dent in the market; he had announced the Flint as competition for the medium price field; and had purchased venerable old Locomobile during 1922 so had

a sedan limousine was to be built on a 132" wheelbase and offered for \$3675.

The Ansted engine was to supply plenty of power for the Princeton. A 6-cylinder overhead valve unit with 3-3/8" bore by 5-1/4" stroke, it boasted forced-feed lubrication by spiral gear pump to all moving parts, cooling by impeller-type water pump, and 1-1/2" Rayfield "MR" carburetor with a gasifier in the center of the exhaust manifold. Starting, lighting, and ignition units were to be supplied by Auto-Lite and a multiple-disc clutch was to be used in conjunction with a Warner transmission, who was also to supply the steering unit. Specifications called for a semi-floating rear axle and both internal expanding

curtains. The top would be lined and side curtains would open with the doors. The 3 passenger roadster and 4 passenger sport touring, however, would carry regular folding tops.

Was the Princeton ever actually built? Articles and illustrations concerning the Princeton appeared in the automotive press from January to May, 1923. A well-produced 8 page catalogue was issued by Durant. But a thorough search of data produced after May, 1923 makes no mention of Princeton. Supposedly two models

— a roadster and a touring car — were exhibited at the Lexington showroom in the Fisk Building at 57th St. and Broadway during the 1923 New York Automobile Show.

Additional evidence that at least a show chassis was built are found in a series of photographs by Nicholas A. Lazarnick. These photos are on file in the Automobile Reference Collection at the Free Library of Philadelphia.

If a Princeton was built it still cannot be said with certainty just where it was built. The Lazarnick photos appear to have been taken at the Locomobile Plant in Bridgeport, Connecticut which was, of course, a Durant property at the time. Magazine articles of the period state its assembly point was the old Inter-State Auto plant in Muncie, Indiana. The catalogue uses only the Durant Motors New York address.

It is this writer's opinion that one Princeton chassis and two cars were hand-built at the Locomobile plant. He further believes that these three units became the prototype for the Flint which was introduced in late 1923. In support of this, note the similarity between the catalogue picture of the Princeton 4 passenger sport touring and later Flint.

Maybe the Princeton was, after all, never meant to be produced in the first place.



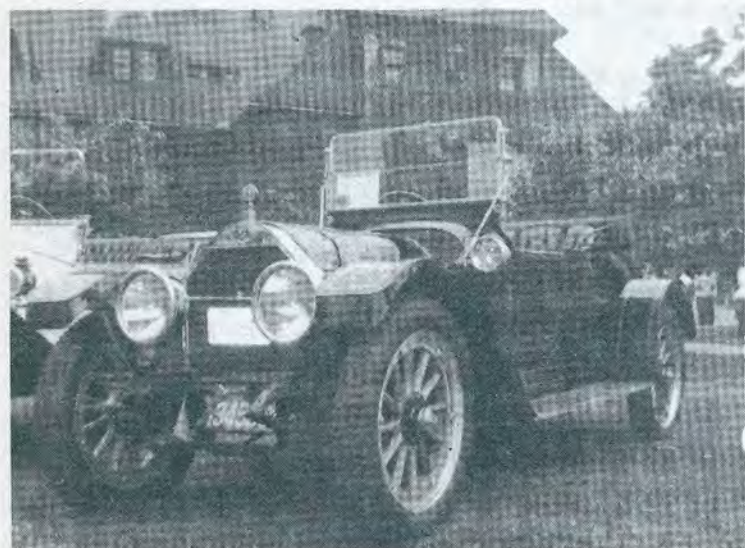
1924 Flint Touring. Any resemblance between Flint and Princeton is more than coincidental.

Highlights of VMCCA Duster's Meet

story and photos by Wallace S. Phinney, Sr.

The New England Region of VMCCA's Duster's Meet is held annually in August and attracted well over 200 antique and classic cars this year. The Larz Anderson Museum of Transportation

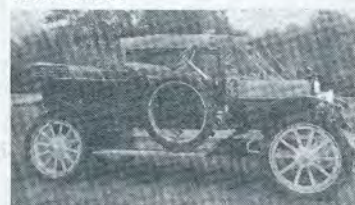
grounds in Brookline, Mass. has been the traditional gathering spot for this meet and the park-like setting is ideal for the hundreds of finely restored cars like the ones pictured here.



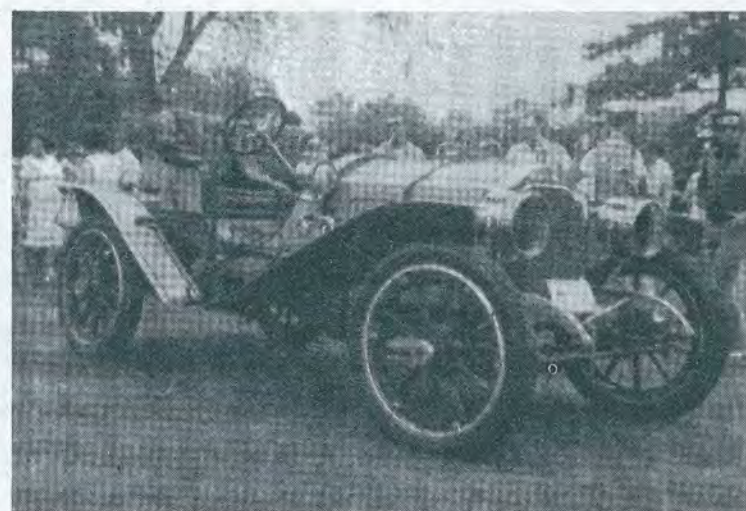
1913 Cole roadster owned by Len Colpitts of Andover, Mass. He says it needs restoring again. He's got to be kidding!



George Hewin of Taunton, Mass. brought this little 1905 Autocar roadster to the Duster's Meet.



Bill Rennie's 1912 Hudson. This car is perhaps one of the best, most authentically restored early Hudsons in the country.



An incredible machine. Robert Petrarca of West Warwick, R.I. owns this completely original 1907 Packard "30" roadster. Nothing except the tires have been changed on this remarkable car since new. It still cruises nicely at 50 m.p.h. This Packard belonged to the late Rod Blood, famous Packard enthusiast from Newton, Mass.

VISIT

Old Cars

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Antique Transportation Meet: Something for Everyone



Jim Ash takes his T-Ford based Galivan through the LaRue Hill Climb in classic dirt track style.

Photos by Philip Weibler, Shawnee Mission, Kansas

LaRue, Wisconsin is such a small town that it's not even listed on most maps, but for one weekend last month it had to be the busiest antique auto town in the mid-west. The Antique Transportation Committee was holding its third annual meet and participants showed up from as far away as Harrisburg, Pennsylvania.



If he looks a bit weary, he is. You would be too after a race at full-tilt in 90° weather!

Antique autos included a nearly endless line of Model A Fords in every imaginable condition from national prize winning restorations to down at the heels original. Brass cars shown were of exceptional quality: a 1903 Cadillac rear entrance touring, an immaculate 1910 Hupmobile roadster fresh from first prize honors at Greenfield Village, and a number of other excellent early machines.

Two-wheeled transport was well represented by a number of vintage motorcycles, high wheel bicycles and a "bone shaker" bike which dated back to 1866.

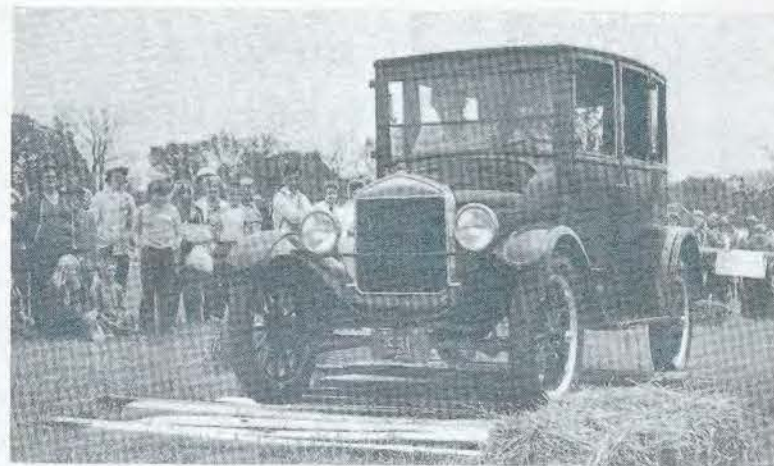
Shades of the Red Baron in the sky as Ryans, Standards, and Wacos buzzed overhead and approached the airfield located adjacent to the meet. 747's may be nice and big and fast, but for sheer good looks and honest design, it's still hard to beat an open-cockpit biplane.

Horse-drawn vehicles got their share of attention at the meet. An elegant 1860 landau was busy carrying delighted passengers all weekend. Other interesting vehicles in this group included a conestoga wagon complete with tin bathtub and flour barrel hanging on its flanks, and an 1866 John

transportation class, a display of working stationary engines added to the scope of activities.

A 19th century steam train carried delighted passengers on round trip rides from LaRue to North Freedom and back. The train, operated by the Mid-Continent Railway Historical Society, worked overtime in providing spectators and participants with a delightful trip back through the years.

There was activity aplenty on both days no matter what sort of transport you brought. One of the most popular events was the Great LaRue Hill Climb. Held on a long, winding hill with a particularly nasty left turn, most every vehicle entered in the climb gave a good account of itself and the excellent communications and safety



A Model T makes its way over the obstacle course.

facilities manned by the Madison Sports Car Club lent an air of professionalism to the contest. As expected, the vintage sports cars were the fastest hill-climbers and also the most exciting. You haven't lived until you've heard the banshee wail of a Mercedes supercharger combine with the authoritative rumble of its powerful engine and scream toward you out of the woods. Best time for the climb was held by a BMW 328 until Sunday when two actual racing cars

showed up.

The first, a 1924 Falls 8 Indianapolis single seat machine promised rough competition until its ignition failed. The second, a Model T Ford based Galivan dohc 16 valve sprint car made ominous noises and charged up the hill with a vengeance. However, no one had told the driver about that left turn. On his first run he overcooked it spectacularly and did a crowd-pleasing, car

(Continued Page 12)

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1932 Rolls Royce PII Henley Roadster body by Brewster. Flawless condition—black with red trim and red interior. One of three all original examples extant.

Partial Auto Inventory

1910 Renault
1910 Hispano Suiza
1932 Packard
1929 Cadillac Roadster
1929 Chrysler
1937 Jaguar SS 100
1970 Ferrari 512 M
1971 Ferrari 365 GTB/4
1957 Ferrari Testa Rosa
1966 Ferrari 330 GT
1964 Ferrari Lusso
1967 Ferrari 330 GTC & GTS

Partial Cycle Inventory

Indians: 1906, '10, '14, '37, '40, '41, '48 Chief
1919 Harley Davidson Cygnet Car
1937 Velocette KSS
1953 BSA 500 Gold Star
Vincents: '52 Rapide, '53 "C" Black Shadow, '55 Black Prince with sidecar, '55 "D" Black Shadow, '70 Egli-Vincents Black Shadow

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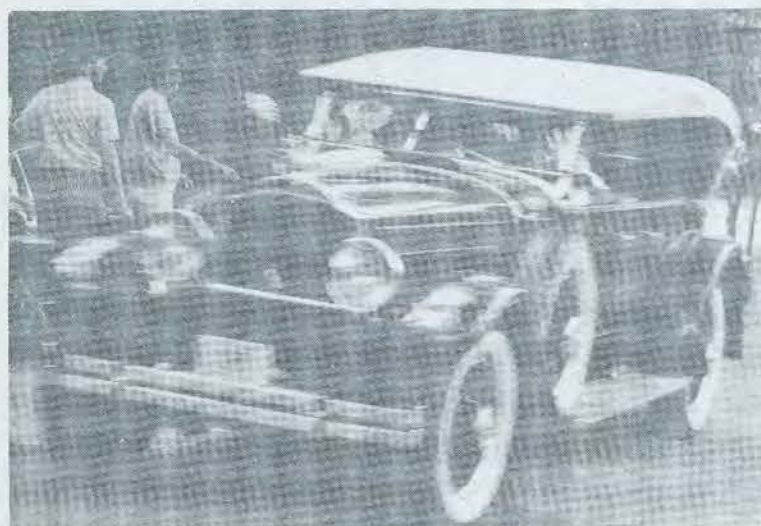
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With flags a-flying, a Packard phaeton flashes across the finish line.

The Upper Midwest Region of the Classic Car Club of America in cooperation with the Minneapolis Aquatennial Committee staged a revival of the Kenwood Hill Climb on July 25.

The original climb took place in 1907 and was won by a Pope Toledo. The 1971 contest took place over the very same course but, rather than have contestants compete on outright speed, the CCCA Region set up the contest on a "most consistent" time basis. Each driver was allowed three runs up the hill as fast or as slow as he wished and the driver whose time was closest to being the same for the three tries was the winner in his class.

An interesting mixture of

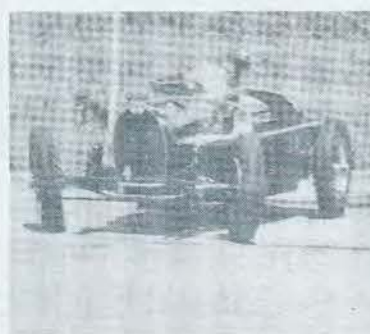
vehicles competed. Entrants included a number of vintage motorcycles; beautifully restored classics; foreign exotica such as a Bugatti and a Supercharged Bentley; a good number of Studebakers, GM cars of the '30's, and even some trucks — including a monstrous Ahrens-Fox Fire Pumper.

Oldest car to compete was a 1910 Ford touring owned by John Koester of Minneapolis. It proceeded on each run at a sedate but determined pace and made the hill completely on high gear.

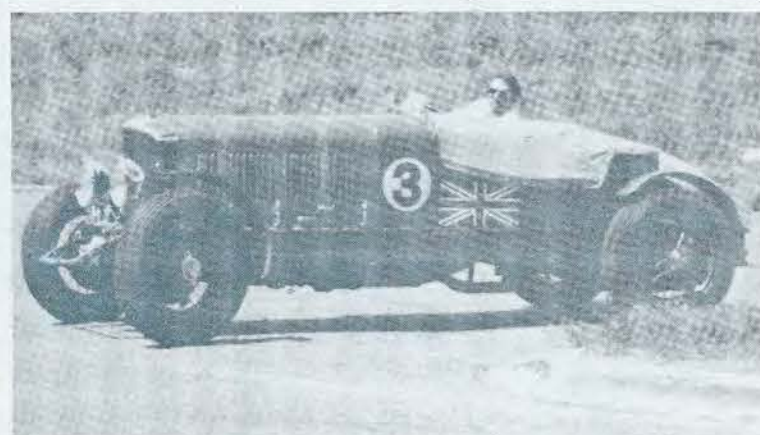
A number of other contestants chose to attack the hill in a less stately manner. One of the more thrilling runs was made by David Brown on a Vincent Black Shadow

motorcycle whose dashes up the hill were as graceful as they were exciting. Fast, fine runs were made by a well-driven Bugatti which snarled up the hill and rounded the hairpin turn with all the verve and competence this marque is famous for. A 1934 Pierce Arrow showed amazing speed and handling for its size and weight. The same held true for the Lincoln Continentals entered in the climb.

The contest was organized by Tom Warth of Classic Motorbooks who indicated that the Upper Midwest Region hopes the Kenwood hill climb revival will turn into an annual event. The course was safe, there were no mishaps or close calls and it was a stimulating, enjoyable activity for contestant and spectator alike. The fact that it was a revival of a 1907 climb over the original course added spice to the entire mixture.



Shades of Prescott Hill Climb as a Bugatti corners flat and fast.

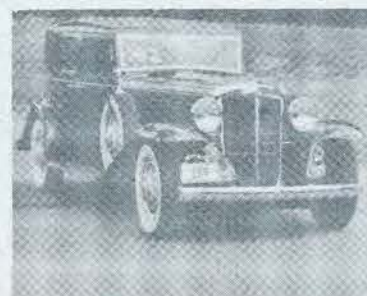


A Bentley being driven in the style to which it's accustomed.



Dignified Maybach made a good account of itself on the hill.

Below: Marmon and Pathfinder try their luck.



kirk f. white / john w. barnes, jr.

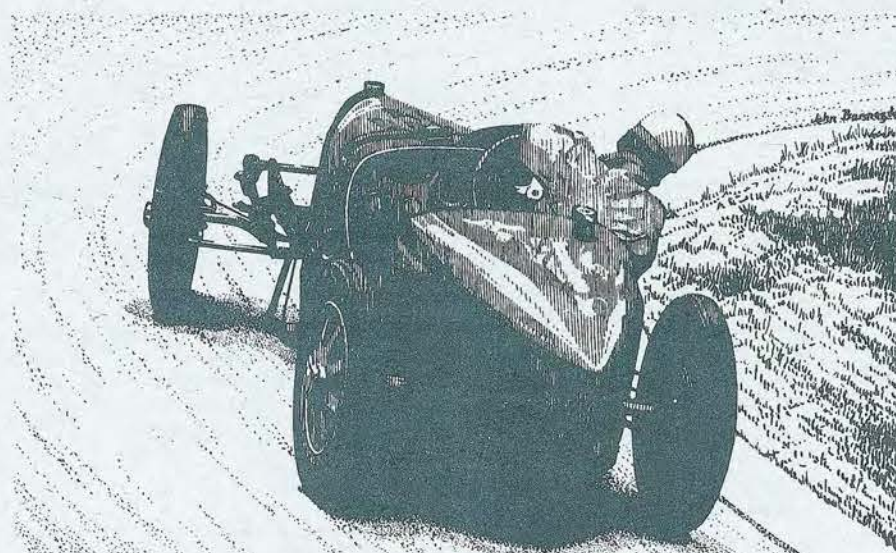
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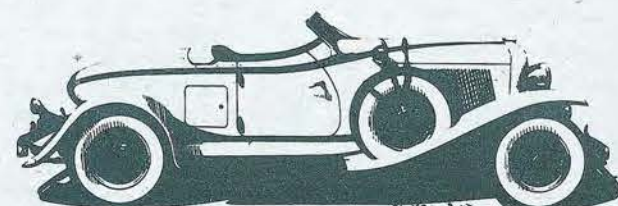
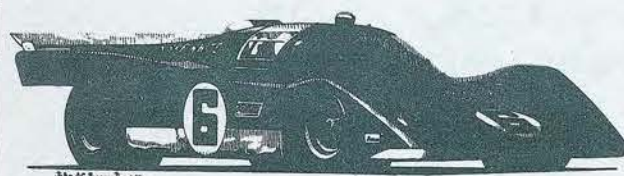
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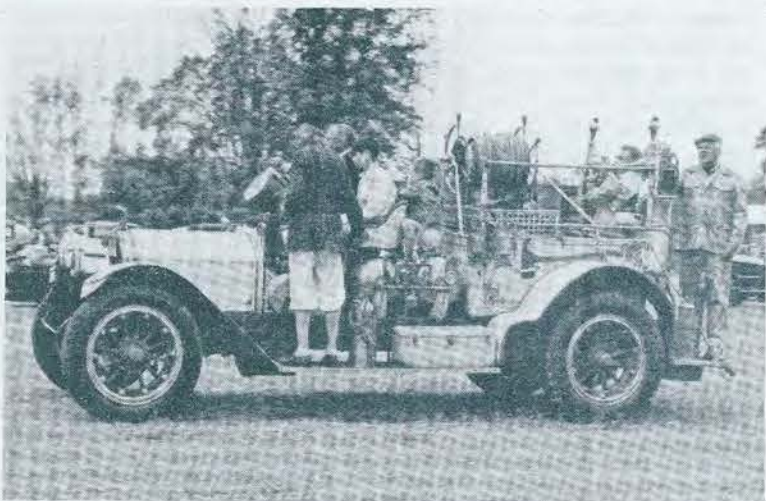
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5. Two "outstanding feature" renderings on the back cover.

6. \$12.00 per year.





This 1911 American-LaFrance didn't answer any fire calls but provided participants with many a joyful ride.

(Continued From Page 10)

stalling 180° loop. On its second try, the Galivan-Ford came through and broke the course record like it was out for a Sunday drive.

Meanwhile, events of equal interest were taking place at the airfield where the planes were competing in short take-off and landing contests and "bombing" the field with

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BODY PARTS LISTS, reprints of orig Ford books, 1932 \$2.50, 33-34 \$3, 35-36 \$3.50, 37-38 or 39-40 \$4 each.
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SAME AS ABOVE BUT FOR 1928-37 5.00

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A FORD SERVICE BULLETINS, Complete, hard-cover 7.00
REPAINT MANUAL, 48 color chips & paint mixing, other vital info 5.00
1928 PARTS PRICE LIST reprint, just available, has detailed correct info on 1928 models 2.25
A ALBUM, photos of most A's built, plus charts, articles, accessory & much other info, excellent book 3.50

— FORD T BOOKS —
FROM HERE TO OBSCURITY, excellent new hard - cover book will become the standard T reference book, has 1,000 pictures, 300 info packed pages 14.95
T SHOP & REPAIR MANUAL, 296 page reprint of Ford Motor Co., largest & best T book with complete mechanical repair data, a "must" for all T restorers 5.00
MODEL T RESTORATION HANDBOOK, shows step by step how to restore your car, fully illustrated 3.95
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sacks of flour in an effort to hit the magic spot which would win the event.

Back at the auto show field, cars and carriages were running a 1900 obstacle course and although the horses made best time, a 1911 Buick runabout came very close to ousting the horse from its winning position in this contest.

Fast start contests were held for the stationery engines and this event was won by a little 1910 Maytag washing machine engine which cranked off in 4 seconds.

One of the most nostalgic contests was the high wheel bike race among members of the Wheelmen, the national organization devoted to preserving and riding high wheel bicycles. Each contestant was authentically garbed in cycling clothes of the period and this added immensely to the color of the race. They got off to a wobbly start and then began pedaling madly down the road while the crowds cheered them on. A great sight that took you back 70 or more years.



What's a Model A for if not to enjoy on a sunny August day?

The entire weekend was a feast of pleasant sights and sounds. The tooting of the callopie mingled with the huffing of the hit-or-miss engines and the lusty whistle of the steam train. Biplanes droned over you while snarling mufflers of vintage sports cars passed by you. The familiar chugging of Model T Fords provided a counterpoint to the clopping of horses' hoofs on the pavement. And all around you was the unspoiled beauty of the hills and valleys surrounding LaRue.

This ambitious undertaking was under the chairmanship of Dick Lichtfeld of Madison, Wisconsin who told this reporter that he hoped to expand the meet next year to include antique outboard motor races and gas balloon ascensions. We couldn't think of anything else to add to this constantly-interesting, very well organized meet except perhaps a unicycle race. And that could happen because one of them showed up this year!

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1910 Locomobile-Hall-Scott Roadster	1923 L & E Floating Six Chassis
19— Renault Town Car	1923 Mercer Six Cylinder Chassis
1911? Leon-Bollee Sedan, LeTourneur-Marc.	1923 Mercer Roadster Six Cylinder
1911 Cadillac "30" Touring Car	1923 Renault Six Touring Car
1911 Little Giant Truck	1923 Renault Six Town Landau
1912 Daimler-Knight Limousine	1923 Stearns-Knight Six Touring
1913 Cadillac Touring Car	1923 Stutz Touring Car Series 89-5
1913 Cadillac Pick-up	1925 Locomobile Boat Deck Speedster
1913 Chalmers Touring	1925 Locomobile Sportif
1913 White Six Touring Car	1925 Locomobile Enclosed Drive
1913 White Dump Truck 5 Ton	1925 Pierce-Arrow 33 Seven Pass. Touring
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1913 Simplex Touring	1925 Pierce-Arrow 33 Four Pass. Sedan
1914 Cadillac 4 Coupe	1925 Rolls-Royce Salamanca
1914 Ford T Touring Car	1925 Stutz 6 Brougham
1914 Mercedes Four Cyl. T-Head Town Car	1926 Harley-Davidson F-Head Motorcycle
1914 National Four (Stutz Bearcat Body)	1926 White Truck
1914 Stearns-Knight 6 Touring	1927 Marmon E 75 Locke Sedan
1914 White Four Touring Car	1929 Seagrave Fire Truck-Tractor
1915 Cartcar Touring	1929 Seagrave Fire Truck
1915 Chalmers "29" Master Six Touring	1929 Stearns-Knight 8 Sedan
1915 Hudson Touring Car	19— Harley Davidson Motorcycle
1915 White Truck	1930 Ford A Sedan
1916 American La France Fire Truck 6 Cyl.	1930 Mercedes-Benz Sedan
1916 American La France Fire Truck 6 Cyl.	1934 Hupmobile Sedan
1916 White Touring Car	1934 Rolls-Royce PII Park-Ward Sedan
1916 Simplex-Crane Brewster Enc. Drive	1936 Mercedes-Benz 170 Rear Engine
1917 Hudson Six Town Car	1937 Rolls-Royce PIII Hooper Sedan
1918 Pierce-Arrow 6-66 Touring	1937 Rolls-Royce PIII Town Car
1920 Packard Twin Six Fleetwood	1939 Lincoln 12 Sedan
192? Seagrave Fire Truck No Eq.	1947 Rolls-Royce Sedan by James Young
1920 White Truck	1956 Plymouth Station Wagon

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"1907 saw Indian introduce its first production twin"

cycle in 50 days. By 1906 a Franklin held the cross-country record at 32 days, 23 hours and 15 minutes. So Indian arranged for two of their dealers to cross from San Francisco to New York on certified stock machines.

Indian came through again as the dealers bettered the Franklin record by 35 hours!

1907 saw Indian introduce its first production twin-cylinder engine of 3½ h.p. The sometimes - troublesome automatic intake valve which operated by the suction of the piston was still used. Despite the exciting addition of the twin to the Indian line, the old reliable 2 1/4 h.p. single continued to be Indi-

an's best seller. 1907 Indians also had a separate oil tank with hand pump, eliminating the need for a sight feed oiler. Roller chains were now standard, replacing the block chains which had been on production Indians up till '07.

A severe slump in the national economy during 1907 didn't bother Indian a bit. Day and night shifts were kept busy grinding out bike after bike, a new plant was built to expand production capacity, and Indian racing victories continued with almost predictable regularity. The new plant gave Indian the facilities to begin building their own engines as Aurora Automatic Machinery simply could not keep up with the demand. This year the single was increased to 2 3/4 h.p.

In 1908 Indian's major changes included placing the gas tank on the top of the bar and moving the saddle back toward the rear wheel to decrease wind resistance with the rider up. Major engine changes included abandonment of the automatic intake valve in favor of the

★

October, 1971

OLD CARS

13

more reliable mechanically operated intakes. Horsepower was boosted again to a whopping 3½ on the single, and Bosch high tension magnetos supplied the ignition, thus eliminating the dry cell arrangement used previously. 1908 also was the year Indian took the engine out of the frame itself and bolted it into a loop frame. Now the engine was slung quite low and contributed to better handling and balance.

Still, even with their range of engines which went all the way to 5 h.p. in the twin, Indian did not use a clutch — there was no way to disengage the engine on an Indian without coming to a full stall.

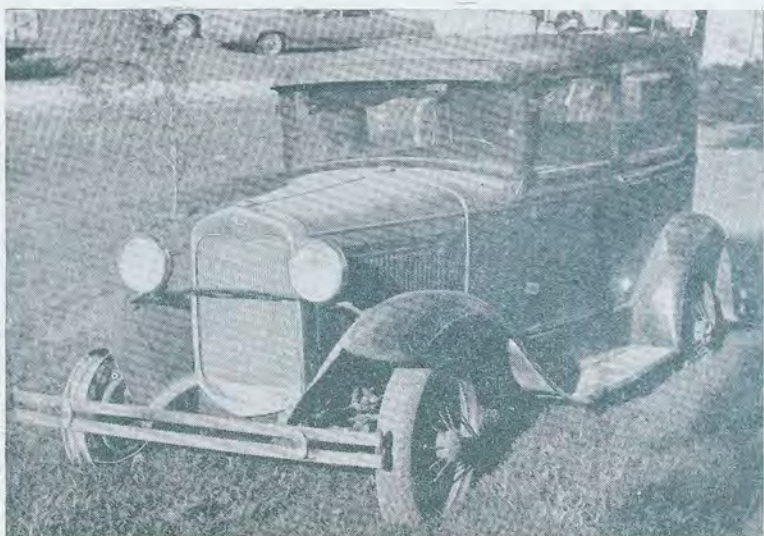
1910 was really the year Indian "got it all together" and began producing what is essentially the modern motorcycle as we know it today. Loop frame, overhead valves, spring fork, mechanical oil pump and all the other improvements previously mentioned were teamed with the one missing element — a clutch!

While Indian was competing and winning many events in the United States, it was not making any progress overseas. Britain liked their own motorcycles, and there were plenty of interesting machines built on the continent including the speedy Motosocoche from Switzerland and the highly advanced Belgian F.N. with its four tiny cylinders and shaft drive. The term "Indian" to most Englishmen meant the redskins they would read about in nickel and dime novels or, as the British called them "Penny Dreadfuls." Billy Wells, the Indian agent in England arranged to have Oscar Hedstrom bring over some Indian racers and what they did to the British in the 1911 Tourist Trophy race at the Isle of Man! See the next installment...

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Chappell Auction (Continued from p. 11)

previous day's schedule. Wheels — wood, wire, and steel were knocked down at \$1.00 to \$5.00 each, a Cadillac V-16 distributor was a bargain at \$15.00, and a good number of miscellaneous parts both large and small went for equally low prices. Bodies and body parts went for very little money in the main. Highest price realized was for a circa 1909 Maxwell touring body complete with upholstery which sold for \$250.00. Other prices ranged from a low of \$3.00 for a circa 1920 rear body section in good shape through \$10.00 for unidentified wooden rear body sections to \$50.00 for a complete early wooden roadster body which supposedly came from a circa 1907 Gale.



A decent unrestored 1930 Model A Tudor went to a new home for \$500.

Wide Choice of Cars

The sale of cars started with a 1929 Plymouth coupe in fairly good unrestored condition and a good choice for a beginning collector. We estimated it would bring around \$450. but the crowd disagreed and it went to a lucky buyer for \$225.00 — a bargain, in our opinion.

A 1939 Crosley convertible in very sound unrestored condition and a special interest car in the truest sense of the word came close to our estimate. We figured it at \$350.00, it sold for \$380.00

A rusty 1908 Mason chassis minus engine was probably

(Continued on p. 16)

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Of outstanding Antique and Classic Cars
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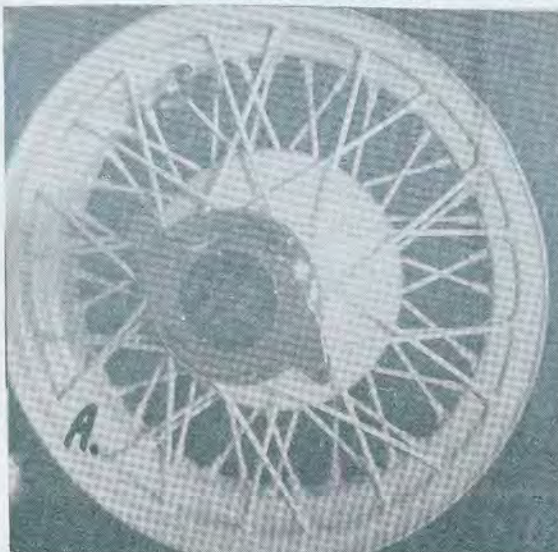
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1907 AUSTIN Side Ent. Tonneau
1939 DELAHAYE 4-p. Cabriolet
1937 LINCOLN V-12 Conv. Sedan
1921 MERCER Raceabout
1938 BUGATTI Stelvio Conv.
1921 ROLLS-ROYCE All-weather
1930 PACKARD 734 Boat-tail
1896 DURYEA Motor Carriage
1911 ROLLS-ROYCE Touring
1929 ISOTTA FRASCHINI Conv.
1926 ROLLS-ROYCE Shooting Bk.
1931 CADILLAC Sport Phaeton
1938 MG "TA" Cabriolet

LONG ISLAND AUTOMOTIVE MUSEUM

Route 27, Museum Square
Southampton, L.I., New York 11968

PARTS WANTED



A. 17" drop center wheel (wire)
B. Queen rear axle

1933 AUBURN SPEEDSTER '12-161A': 17" drop center wheel as pictured, new serial number plate, 47¼" brass hood hinge, radiator (Fedder B2) 30½" high—4" thick—22¼" wide at shoulder, right hand exhaust set up, top hardware.

1929 BLACKHAWK: Sun dial radiator cap, two bar bumpers.

1915 BRISCOE: Holley carburetor—identical to '15 Ford except intake is 90 degrees to flange instead of straight through like Ford.

1931 CADILLAC '12' PHAETON: Side-mount mirror.

1933 CHRYSLER IMP. '80': front bumper.

1928 FALCON-KNIGHT: radiator cap having a 'Falcon' mascot.

1949 FERRARI '166' M/M (early): Double piston type front shock absorbers.

1925 FLINT '55': Corcoran—57—taillamp.

1930 GARDNER '150': 'G' wire wheel hubcaps (6" overall).

1924 HENDERSON '4': Horn, battery box. (Motorcycle)

1910 HUPMOBILE '20': brass hubcaps having 1¾" female thread, sidelamp brackets, engine (approx. number range 2500-4000), radiator cap, BREEZE carburetor.

1938 LINCOLN: Greyhound mascot.

1925 LOCOMOBILE '48': 23" wood wheels with hubs (or hubs only).

Please give full description of condition and price in first letter - - - also publication and page number of ad. Pictures are most helpful. Thank you.

1907 MAXWELL 'RS': 18" x 23½" hood, 2-3/8" brass radiator cap.

1932 PIERCE-ARROW '54' SEDAN: Headlamp or front fenders with headlamp hardware, crankhole cover, taillamp bracket, rear seat ashtrays.

1912 PACKARD '30': Carburetor.

1919 PAN: 8½" x 7½" Warner lenses.

1910 STEARNS '30-60': Large brass and aluminum updraft carburetor having 2½" throat and 4 hole mounting flange.

1917 STEARNS-KNIGHT '8': Headlamps (fork mounted), spare tire bracket, taillamp bracket, dashboard, jump seats, robe rail, speedometer.

1935 STUDEBAKER LAND CRUISER: Fender skirts measuring approximately 31" x 18".

1906 THOMAS: Brass 'T' hubcap with 3-1/8" female thread.

1947 VOLKSWAGEN (MECH. BRAKES): Hubcap for 16" wheel, bumpers.

LITERATURE: Oct. 1929 issue of Country Life. Motor—March 1904, Oct. & Nov., 1919. Motor World 1900-1940. Autocar (BR).

MAGNETOS: 4 cylinder Eisemann—type A-7, 6 cylinder Kingston, 4 cylinder Remy H-3.

MISCELLANEOUS PARTS: Cast harness buckles (1½" and smaller), Jones and Warner speedometer swivels, Dynalux electric generator (as pictured in Cars and Parts).

We have a large dynamometer for sale - - - suitable for heavy industrial or aircraft engine testing.

Reno Swap Meet and Car Show will be held on June 22nd, 23rd & 24th in 1972

Ralph Dunwoodie

HARRAH'S AUTOMOBILE COLLECTION

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MUSEUM of the MONTH

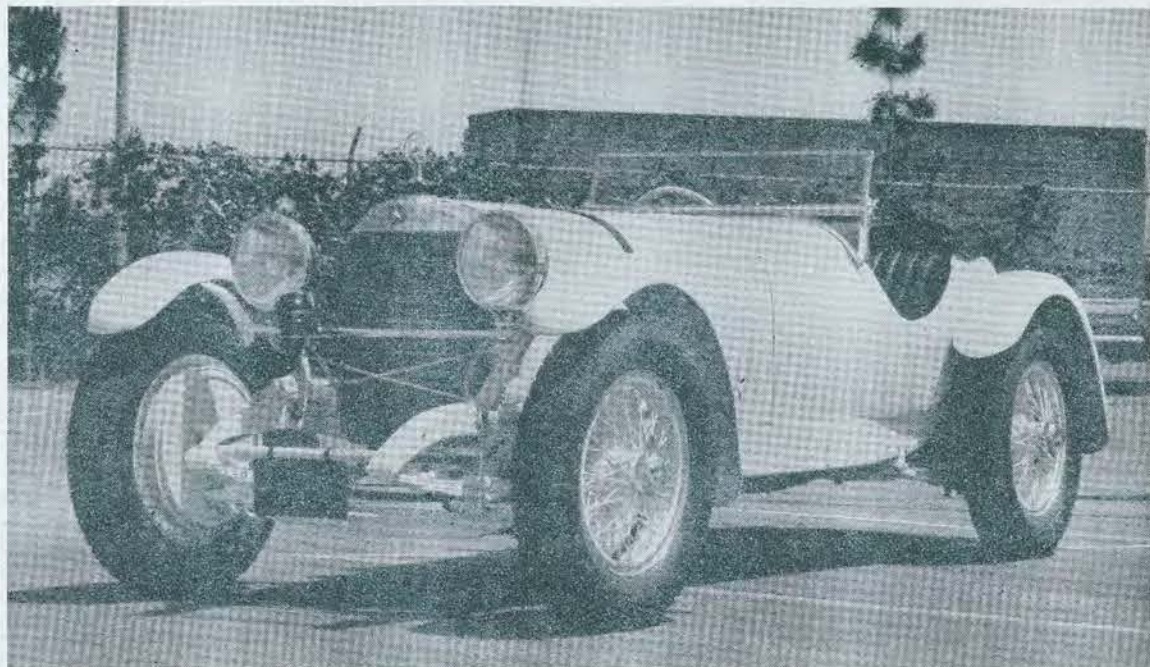
Briggs Cunningham Automotive Museum, 250 Baker St., Costa Mesa, Calif. Open Wednesday through Sunday year 'round. 9 a.m. to 5 p.m. Admission: Men \$2.00, Women, Students, Military \$1.50, Children 5-12 50¢.

This outstanding collection of approximately 100 cars, assembled over the years by famed yachtsman and race car builder/driver Briggs Cunningham is a tribute not only to Mr. Cunningham's flawless taste in things automotive but also a living monument to the competitive instinct through which automotive design and construction has inestimably benefited.

Oldest car on display is an 1898 DeDion Bouton with vis-a-vis (face to face) seating arrangement. This little pioneer has two speeds forward, no reverse, and a top speed of 25 m.p.h. The general emphasis of the museum, however, is on sports

tory prepared racing machines; Bugattis, including the indomitable Type 35; Mr. Cunningham's own competition machines including the handsome, brutally fast C-4R sports racing model; 1927 Delage race car; a 1931 Duesenberg racer which campaigned at Indy in 1933 and 1934; M.G. K3 Magnette; 1914 Mercedes Grand Prix car — that of the famous pointed radiator and 4 valves per cylinder which won the 1914 French Grand Prix, generally acknowledged as "the most exciting grand prix race ever run"; the 1913 Peugeot 3 litre race car — modern appearing even today and a benchmark in competition design. The Cunningham Peugeot is the only one of its type still in existence and finished second at Indy in 1914.

Antique and classic cars in the collection embrace some outstanding U.S. built examples such as the Harry



One of the most exciting cars ever built — 1929 Mercedes SSK 7 litre supercharged 6 cylinder roadster. On display at the Briggs Cunningham Automotive Museum, Costa Mesa, Calif.

photo courtesy Briggs Cunningham Automotive Museum

modified SJ engine which develops 397 h.p. at 5000 r.p.m.

Other eye-catching cars at Costa Mesa are: a 1929 Packard straight 8 prototype sports roadster, an experimental car which led to the development of the famous Packard Speedster; 1914 Simplex chain-driven sports roadster; three Hispano-Suizas including the famous Alfonso XIII model of 1912; a brace of Rolls-Royce from Silver Ghost to Phantom III; and, of course, the necessary ingredient in any superior collection, a Mercertype 35C Raceabout.

The Museum has been arranged with the visitor in mind and cars can be viewed from all angles. The kids haven't been forgotten — they'll be fascinated by the circa 1875 Gypsy caravan

wagon and the ladies will enjoy seeing the elegant Showman's Caravan, built circa 1900 and a splendid essay in gracious living during the gilded age.

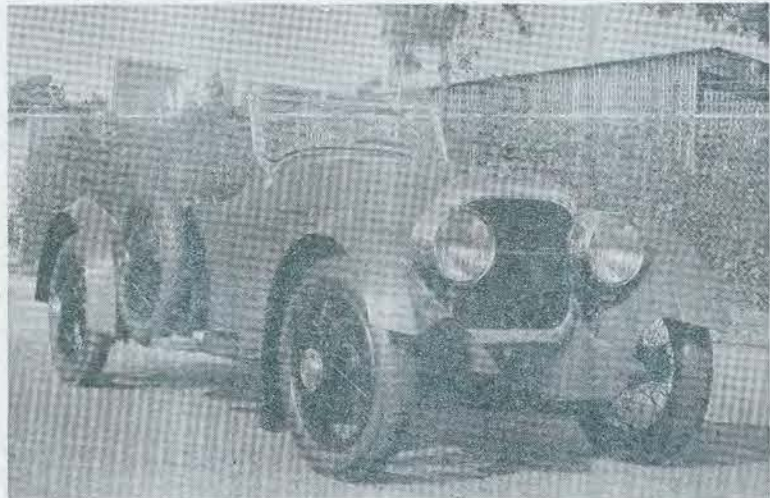
Original automotive artwork by world-famous automotive artist Peter Helck is intermingled with works by F. Gordon Crosby, Montaut, Gamy, early racing posters, and works by the Cunningham Museum's director, John Burgess.

Working models and cutaway exhibits of various cars complete the well-thought out display which is located 40 miles south of Los Angeles. Museum membership is available at \$15.00 per year and proceeds go toward the maintenance and expansion of the collection, which is operated on a non-profit basis.

Mercer Owners Sought

In an effort to assemble an accurate, up-to-date list of all existing Mercers manufactured from 1915 to the end of production, Edward N. King, Sr. is asking all current owners to write to him at: 15 the Enclosure, Colt's Neck, N.J. 07722 giving particulars on your post-1914 Mercer and your name and address.

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1917 Cunningham V-8 boat-tail speedster driven by Ralph DePalma to a 24-hour speed record.

photo courtesy Briggs Cunningham Automotive Museum

and racing cars. Famous nameplates of the distant and not-so-distant past line the aisles. In racing machines alone, the list reads like a thoroughbred vintage race meet — 1919 Ballot straight 8 double overhead-cam Indianapolis racing car; 1933 Bentley 4½ litre which raced at LeMans and is one of the rare Rolls-Royce fac-

C. Stutz designed 1910 American Traveler; 1917 Cunningham boat-tail speedster which set a 24 Hour record at Brighton Beach N.Y. with Ralph DePalma driving; 1935 Duesenberg short-chassis SSJ roadster originally owned by Gary Cooper. This car is one of two built and has a highly

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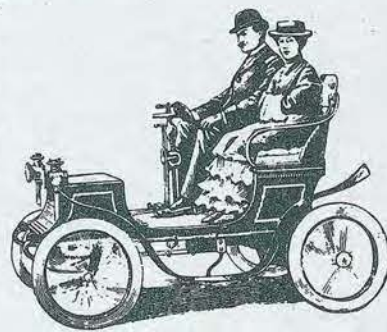
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Place: Denver, Colorado

Plan to attend our Hallowe'en auction of antique and classic cars. We'll provide the ingredients of a successful sale: desirable classic and antique cars, realistic reserves, comfortable all-weather hall, accurate catalogs—produced on time, experienced staff.



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By R. Perry Zavitz

1946—A Quarter Century Ago

The Second Great War disrupted life the world over, and completely affected the auto industry. In the United States it caused all civilian passenger car production to grind to a disappointing halt on blue Monday February 9th 1942.

After the May 1945 defeat of Germany, car production restrictions were relaxed. Japan's defeat came in August, but nearly six weeks prior to that event civilian car production had begun. Apparently Ford was the first to resume building when their first car rolled off the assembly line on July 3rd. Other companies were quick to follow. Consequently, like any other car year, 1946 production began in the preceding year.

The 1946 cars, almost without exception, were re-issues of the 1942 models. Only slight mechanical and styling differences characterized them. Lack of time to retool and the accumulated demand for new cars precluded entirely new models. Nevertheless, several interesting 1946 cars were offered.

What Classic models the depression didn't kill, World War II did. One noteworthy exception, however, was the Queen of Classics, the Lincoln Continental. The heavy looking chrome grill of the 1946 model was perhaps not appropriate for a car of such overall beauty but a reported 466 Continentals were built during the model year. Of these, 43% were convertibles, or Cabriolets, as they were officially known.

The Indianapolis 500, after an enforced wartime hiatus, was resumed in 1946. The pace car was a Lincoln Continental Cabriolet driven by Henry Ford II, who had be-

come president of Ford Motor Company the previous September.

Possibly as eye catching as the Continental, though much different, was Chrysler's 1946 Town & Country series. Originated in 1941, the Town & Country models featured station wagon type wood panneling. For 1946, Chrysler offered five body types in the Town & Country line. They included a 4-door sedan, Brougham, (2-door sedan), Custom Club Coupe, convertible and roadster. Curiously, there was no station wagon in this or any other Chrysler series at the time.

The convertible and club coupe used the Chrysler 127½ inch New Yorker chassis and 135 h.p. straight eight engine. The other Town &

Country models were built on the 121½ inch Windsor chassis, powered by the 114 h.p. six cylinder motor.

The 2- and 4-door sedans had about a four inch longer rear overhang than normal to allow for a slightly larger trunk. Though the roadster did not have this extra length, it was probably the largest 3-passenger post-war American production car,

(Cont'd p. 24)

★

October, 1971

OLD CARS

15

1939
CADILLAC
Owned By: J. Smart

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Why spend many dollars and lots of time on your pride and joy and then spoil it by putting on outlaw materials on upholstery. If your car had Mohair, Broadcloth, Bedford, Houndstooth, etc., then put that same back. This applies to Windlace, cords, and many other important details. I will try and Help you make it a Mint job.

Taken from my 65 years in trimming.

WM. L. "BILL" FESSLER

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From "A" to "Zephyr" With a dash of "Gable"

FORD LIFE

"Everyone's favorite Ford magazine"

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* Volume 1, Number 1, Nov.-Dec. 1970

60 Pages

The Stature of Henry Ford	Starting the Fordson
Phaeton Vs. Touring	Roster of Ford Clubs
Ford-Johansson Gages	Ford Collectibles
Nevada Tri-Motor	Recent Ford News
A Treatise on Model T Slang	plus an exact reproduction
Ford Museum Fire	of the '28-'29 Model A
Sportsman Expert	accessory brochure and 15
Ohio V-8 Collector	pages of Ford product photos.

Volume 1, Number 2, Jan.-Feb. 1971

60 Pages

Henry Ford—Movie	Model A Airplane
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1934 Gilmore Gold	plus a 20 page pictorial
Cup Race	review of the great Ford
Milestone Fords	exhibitions and a perfect
Ford Cord Tires	reproduction Lincoln Motor
Mickey Rooney and	Car brochure, in the
Henry Ford	centerfold.
The Henry Ford 12c Stamp	

Volume 1, Number 3, March-April 1971

64 Pages

Ford in World War I	The "Winged Pyramid"
Henry Ford's Gravesite	The 1939 Mercury
The Ford V-8 Press Previews	Ford Library
Farkas of Ford Experimental	Ford Collectibles
1921 Oregon Expedition	plus a special two-color
The 1928-33 Jewel Tea Fords	8-page 1939 Mercury
We Always Called Him	restoration booklet in the
"Hank"	centerfold.

Volume 1, Number 4, May-June 1971

60 Pages

The Roar of the Racer	Ford Collectibles
John Henry Eagal	Book Review
Farkas and the Fordson	plus a beautiful 8-page
Model T Clubs	two-color reproduction of
1936 Ford Line	the 1929 Model A Light
Recent Ford News	Commercial car brochure.

Volume 1, Number 5, July-August 1971

60 Pages

The Model A Restorer's Club	Building the '49 Wagon
A Monument to Henry	John Henry Eagal—Part II
The Grease-Pit Poet	plus old and new Ford news,
The Legend of Gable's Jensen	a page of Ford Collectibles,
The 1909 New York to	a beautiful selection of
Seattle Race	original Ford photographs
Apple Green On My Side	showing great detail and a
Faces at Reno	bonus two-color centerfold.

*Out of print, will be available later.

Ford Life magazine is printed on high quality "Nekoosa Natural" paper with a Ford Blue and Silver cover. Mailed strictly on schedule in a wrapper.



A Word About Ad Costs

Some of the inquiries our ad department receives show that a little confusion exists on exactly how to figure the cost of a display ad. We realize that most of you are accustomed to buying your ads by page size rather than by column inches and in hopes that we can answer your questions in one fell swoop please read on:

Since Old Cars is a 5 column paper, all you have to do to figure the cost of your ad is multiply the depth (number of column inches) of your ad by width (number of columns). If your ad is 9 inches in depth by three columns wide you have a 27 column inch ad. An 18 column inch ad is equal to a ¼ page, but you also have the option of running the ad in a 9 inch deep by 2 column format. In either case, it's still equal to 18 column inches in cost.

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(Con'd from p. 13)

the sleeper of the day in terms of historical significance. Being the first car engineered by the Duesenberg Brothers, we thought it would reach the \$100.00 mark on this fact alone. It didn't, and a collector owned it for \$40.00.

A 1930 Model A tudor in sound unrestored condition won the heart of a buyer to the tune of \$500.00. We thought it might go a bit higher than that because of its vast popularity as a collector car.

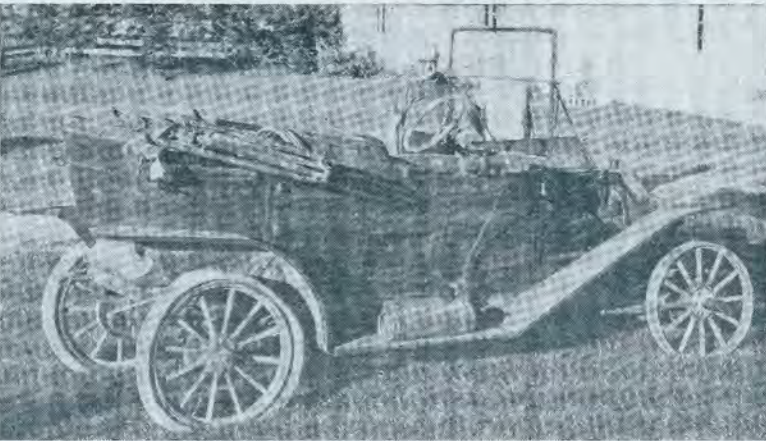
A 1914 Overland roadster, restorable upon liberal ap-



Partially-restored Model 19 Buick touring sported a bright red paint job. Some of the lamps were later found among the hundreds of brass items offered at the auction.

plication of time, patience, and money due to its fairly rough condition found a buyer for \$500.00 — exactly our estimate. This same buyer later bought a much-needed parts car for \$130.00 — a good investment under the circumstances.

One of the most fascinating cars at the auction was a



The extremely rare low-wheel International touring. Solid, and just about 100% complete, it should be a jewel of a car when restored.

1911 IHC low-wheel touring car. To our knowledge, only one other low-wheel IHC exists. The Chappel car was in very sound, complete unrestored condition and should make a prize-winner when done. It is a typical-appearing medium sized car of the period, but so rare that we estimated it would bring at least \$3500.. Final price was \$3000.00 — a good buy on a most unusual car.

A 1912 T Ford, with incomplete body and needing a major restoration otherwise proved that Ford is a magic

(Continued next page)

Early Wheels Museum Plans Move to Indy.

The Early Wheels Museum of Terre Haute, Indiana will move the bulk of its collection to a new museum in Indianapolis, it was learned recently by Old Cars. The Museum, owned by the Indianapolis Motor Speedway Museum, houses the private collection of Anton (Tony) Hulman, owner of the Speedway. In operation since 1962, the Early Wheels Museum currently displays 37 cars from Mr. Hulman's collection. Plans call for a larger museum to be built at Indianapolis and a decision will be made in the near future whether the Terre Haute location will continue to operate once the majority of the collection is moved to Indy. The Early Wheels Museum is open from 10 a.m. to 4 p.m. Monday through Friday and admission is free.

W.O. Bentley, Famed Sports Car Builder, Dies at 83

Walter Owen Bentley, whose phenomenal sports cars were the scourge of Le Mans during the 1920's died quietly in an English nursing home on August 13.

"W. O." was educated at Lambrook and Clifton College and his first job upon graduation was as an apprentice greasing steam engines in a locomotive works. He and his brother built their first car in 1922. He had previously worked at an aircraft company and enjoyed a short career as a successful motorcycle racer.

An exceptionally skilled and creative engineer, Bentley in 1915 was the first to use aluminum pistons in internal combustion engines.

Despite Bentley's racing successes and the car's popularity with wealthy young sportsmen of the day the company was perilously close to bankruptcy in 1930 when an attempt to capture the luxury market was tried with the introduction of the 8-liter Bentley. 63 of these massive, expensive machines found customers but this was not enough to save Bentley Motors. The firm was merged with Rolls-Royce in 1931, a fact which always rankled Mr. Bentley, and in 1935 he left Rolls-Royce and joined Lagonda.

Under "W. O.'s" direction, Lagonda competed at Le Mans in 1939 and won 3rd and 4th place. During the late '20's, Bentleys had won this classic race four consecutive times, a feat which has yet to be repeated by any other manufacturer.

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In cobalt blue glass, the 13 stars remind of the original colonies in 1776. The 50-link chain, symbolizing our present states, reminds that in unity there is strength in 1971, some 195 years after our Declaration of Independence.

The plate is not for sale other than as described here and the number produced will be limited to the number who respond to this offer, which will close Dec. 31, 1971.

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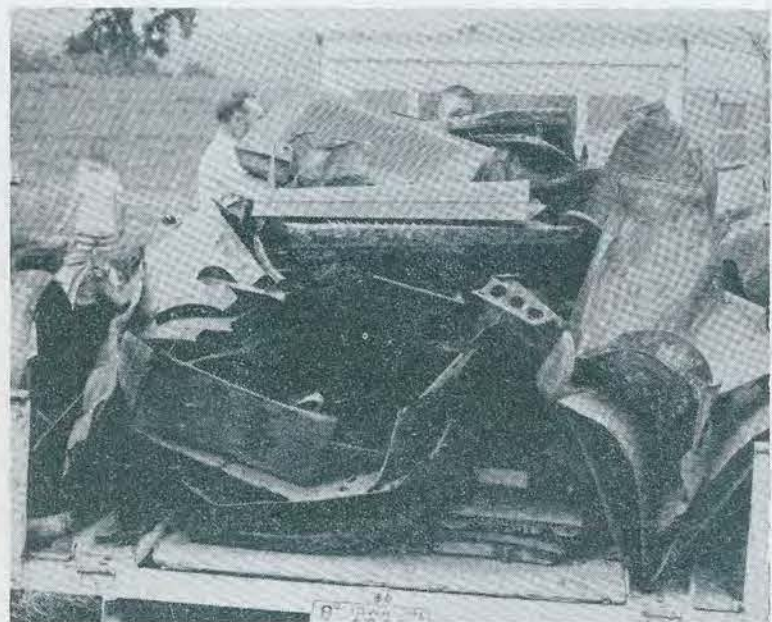
name no matter what the circumstances. We estimated a top price of \$800.00 for this machine, but spirited bidding raised the selling price to a high \$1365.00. This was sold without lamps and the buyer later paid dearly for some Jno. Brown equipment which probably came with the car in the first place.

A circa 1914 Oakland with rear body section missing but otherwise fairly complete brought \$100.00. We thought it would head into the \$350.00 range.

Perhaps the best car in terms of completed restoration was a 1912 White touring which needed only a bit of final assembly work to be ready for show and touring use. White is a deceptive car; top quality throughout, but not spectacular in size or appearance so we thought some astute collector would probably be able to buy it for around \$4500.00. It went a bit over this to \$5000.00 on winning bid.

A 1911 Buick touring with about 75% of the restoration completed found a buyer for \$4150.00. We estimated it would go for \$4000.00. This car was the desirable Model 19 and used Buick's large 4-cylinder engine. It should prove to be an excellent tour car.

Possibly the only car which sold for considerably more than it was worth was a circa 1905 Knox roadster. The engine was frozen, parts were missing, and the body was completely cobbled up. It had previously served as an advertising landmark for a museum and its exposure to the weather had done it no good whatsoever. A full and expensive restoration awaited the new owner and a spare working engine would have been a great help. It just so happened that a spare "porcupine" cooling finned Knox engine was lying next to the car, but the sales manager of the auction wanted to sell this separate from the car. Opinion of the crowd prevailed, however, and the engine was included in the bidding. This may have accounted for the car fetching \$3000.00. We had figured it at \$2200.00 tops.



Most everyone who attended the auction went home with a trinket or two.

A circa 1909 Model F Buick touring car in good unrestored condition attracted considerable bidding in \$50 increments. When all was said and done, it was sold to a young man from Texas for just \$50.00 short of our \$2700.00 estimate. A Model F parts car (which also had restoration possibilities) was purchased by the same buyer for \$450.00 and well worth it since the engine showed evidence of a complete overhaul.

Another semi-restored car which went for a fair price was a 1911 Case touring. With restoration about 50% completed, this machine sold for \$4200.00 to a California Case enthusiast, the price being \$700. above our estimate.

A circa 1915 Metz roadster with sheet metal beyond saving and mechanicals completely disassembled sold for



Plenty of restoration work awaits the new owner of this Model T.

\$75.00. One of the surprises of the day was the price a circa 1920 Ford brought. This particular car had seen much better days and could be charitably termed rough but restorable if you cared to invest in a new touring body among many other things. A basket case, it still managed to sell for \$335.00 while our pre-auction estimate had it figured at \$75.00.

The last vehicle to be sold was a 1951 English Anglia delivery van, not running and probably not worth restoring

at this point. It caught some buyer's fancy to the tune of \$70.00.

The Chappell auction was a unique sale in a number of ways. First because it was one man's collection rather than a commercial auction where cars are gathered from



1911 Case touring needed some finishing touches. All the wood and leather had been replaced.

various owners. There were no reserves on the cars so prices realized gave a good indication of true market values at the present time. Another unusual factor was the range of items offered and the chance for a man with a thin wallet to go away as happy as the most affluent of collectors. It's not likely that a sale like this will come along again for a long time.

See You at Hershey!

Old Cars will be at the AACA's Eastern National Meet at Hershey, Pennsylvania on October 7, 8, 9 and 10 and we look forward to having you visit our booth. If you're a Hershey regular, you pretty much know what to expect. But if you've yet

to attend, perhaps the best way to describe it would be to say that for old car people, Hershey is Mecca, the Super Bowl, the World Series, the Ziegfeld Follies, and a \$1000. Christmas bonus all rolled into one.

Imagine acre after acre of

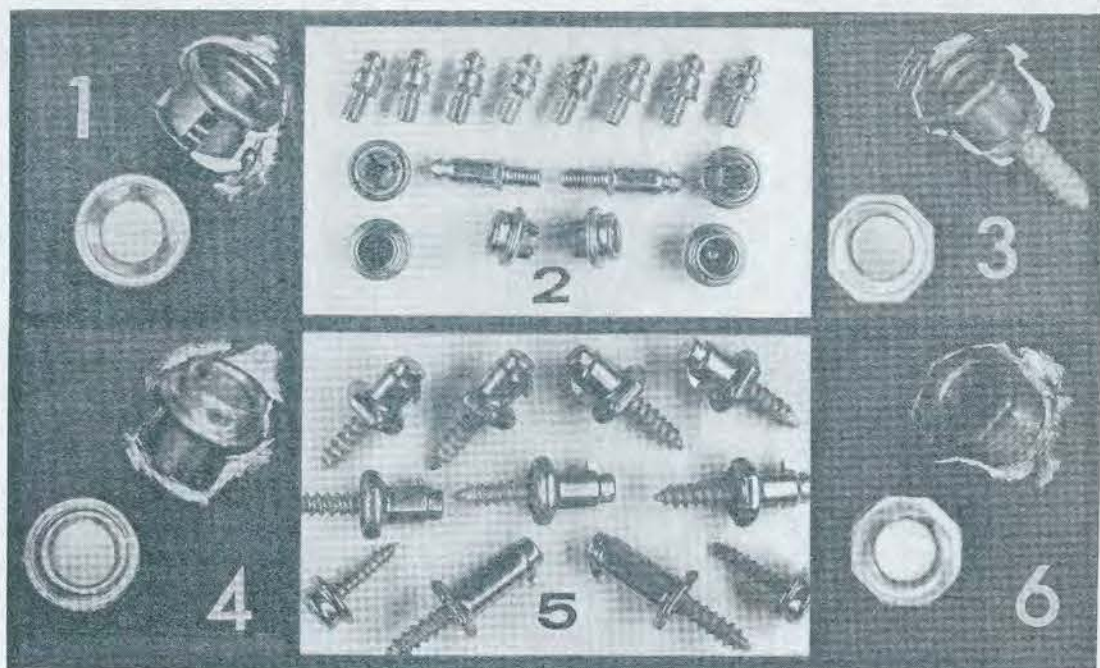
Stutz to Co-star in TV Series

"Bearcats!" a new adventure series coming this fall on CBS-TV will star Australian actor Rod Taylor and Dennis Cole as a pair of soldiers of fortune in the Southwest just before World War I. The only curves on their leading lady, however, is in her fender lines. As the title implies, their co-star is a Stutz Bearcat which transports them in and out of all kinds of trouble including rum-running, smuggling Chinese into the United States, and Mexican border incidents.

The series promises to be authentic in every respect; costumes, mannerisms, stories, speech, and... automobiles. It will be interesting to see if the producers live up to their promise of authenticity. Many sharp-eyed antique auto enthusiasts know the disappointment of watching many an "authentic" movie or TV show set in a particular era and seeing a car round a corner which is at least ten years ahead of its time. If the "Bearcats!" can manage to stay authentic, it should prove to be an exciting, interesting show.

cars, parts, literature, accessories, and auto-related miscellany; all for sale or trade. Imagine over 1000 of the best restored cars you've ever seen. That's Hershey, and it goes on for three days like this.

If you're going to be at Hershey, make it a point to drop by the Old Cars booth. We're anxious to meet you!



Rare Mint Fasteners

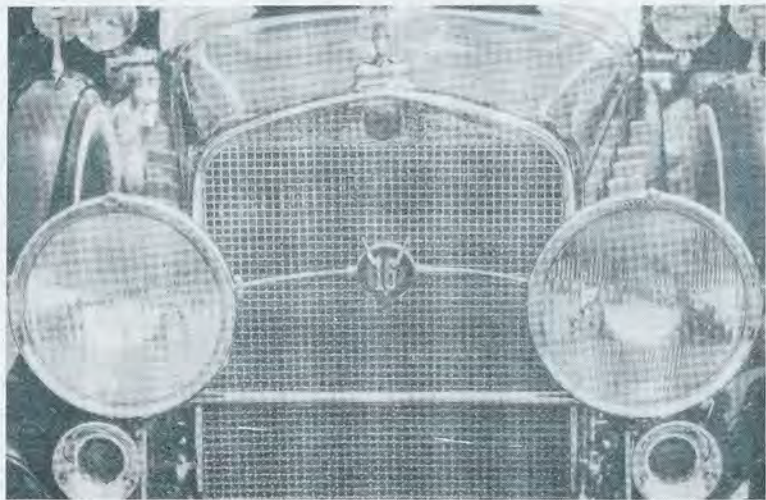
1. CINCH 63201 expansible body socket. 60¢ each. Setting tool \$2.25.
2. FORD "A" open car windshield set. Sixteen pieces. 10-32 stud threads. \$5.00.
3. CINCH 63264 body socket. Hex top, wood screw base. 65¢ each.
4. CINCH 63202 expansible body socket. Grommet type for double curtain. 80¢ each. Tool \$2.25.
5. FORD "A" Roadster tack rail set. Eleven pieces. \$6.00.
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Madam X and the Pennsylvanians



A Tale of Cadillac V-16's by R. Burns Carson

For the classic car enthusiast, few marques are more exciting or desirable than the early Cadillac V-16. Introduced in January of 1930, this car started the great cylinder race of the depression years. Some of the V-16's appeal lies in its fabulous 452 cubic inch 45° V motor

Body Division of General Motors in September, 1925. From that moment forward, the names 'Cadillac' and 'Fleetwood' became inseparable as Fleetwood was coordinated to do almost all the custom coachwork on Cadillac chassis. For example, all 1930-1931 V-16s

a separate body builder. These series are the #4300 "standard", #4100 Madam X, #4200 "carriage-sill", and #4300 "Pennsylvanian". Of these names, only 'Madam X' has any official recognition as it was the name for the #4100s as shown in the parts list.

The seven #4300 "standard" body styles were the bread and butter of the early V-16 line. These body designs may have accounted for as much as half of the total production. All were four-door sedan types and numbered as follows: 4330 and 4330-S (5-pass. 6 window sedans), 4355 and 4355-S (leather back 4 window sedans), 4361-S (town sedan), and 4375 and 4375-S (7-pass. sedans). The 'S' designation here indicates bodies built without the so-called Imperial division which was a crank operated division glass between front and rear seats. These "standard" bodies shared their general body-shells with 1930 Cadillac V-8s and were among the few V-16 bodies that weren't exclusive to the V-16 chassis. Figure 1 is a factory photograph of a #4375 sedan. Its rather heavy conservative lines are immediately apparent.

Figure 2 shows a sedan with a difference! It is a #4130 5-pass. sedan, one of the elusive and legendary Madam XV-16S. The Madam Xs were all large closed cars in the #4100 series and were offered in all the same body configurations as the #4300 "standard" cars. Generally, they sold for around \$1000 more than the comparable "standard". What made them different was their 18° sloped windshield, aluminum side window frames, slim door pillars, and trim roofline. This resulted in the very rakish and svelte effect that GM Chief Stylist Harley Earl had sought in the #4100 series styling project. He had clothed the boxy and utilitarian sedan body in the dashing trimmings of a sport model and thus created a thing of ethereal beauty.

Beautiful or not, why were these cars named 'Madam X'? Madam X was the central tragic character of the play of that name. This drama was current in America in the late 1920s. Madam X was a tart, a "fallen woman" exemplifying equally high fashion and low reputation. In fact, when the movie Madam X was made some years later, Lana Turner was cast in the title role. Perhaps Harley Earl saw the play and was struck by the tragic beauty of Madam X. More likely, he was fascinated by the mystery of the name and felt it captured the mysterious quality of his new creations.



The elegantly formal coupe' posed in Figure 3 might masquerade as a Madam X car and has often been so mistaken. It has the Madam X windshield and visor treatment and also Madam X style side window moldings. It even has the elegant rear-hinged front opening doors, sometimes unkindly dubbed 'suicide doors'. This car is actually a design #4276 in the #4200 "carriage-sill" series. Looking back at Figures 1 and 2, the straight bottom sill of the "standard" and Madam X bodies, along with the exposed and chrome-highlighted splash-apron covers are plainly visible. Notice that the coupe' in Figure 3 has instead a curved bottom sill which gently dips and partially conceals the splash aprons which are not chrome accented. This treatment is reminiscent of the lovely coaches and broughams of pre-automotive times. The carriage-sill bodies are also rather rounded and full in the center area. Generally this was an expensive style of body to produce and the

This car is considerably more sporty and less formal than the #4276 coupe'. The #4376 has a sleeker body, heavier side window moulding. Most important, it has a V split windshield which marks it as a "Pennsylvania" Fleetwood. The #4300 "Pennsylvanians" are all straight-sill split windshield cars and split windshield cars and were offered in a convertible coupe' (#4335), coupe' (#4376), all-weather phaeton with roll-up side windows (#4380), and several different town car designs. Fleetwood pioneered the split windshield design on some town cars as early as 1927. The #4380 all-weather phaeton and some of the town car designs were also available on the 1930 V-8 chassis but the convertible coupe' and coupe' designs were exclusively V-16. Although the #4335 and #4376 have more elaborate interiors than their carriage-sill counterparts, the #4235 and #4276, they were less costly to build than the carriage-sill cars and were thus lower in price.



A "standard" #4375 7-passenger sedan. Note the scalloped hood and center-opening doors. Sun-visors were quite the rage in those days.



A "Madam X" style #4130 sedan. The windshield and side window treatment is typical of all the "Madam X" #4100 series cars.

with overhead valves and hydraulic valve silencers. This massive engine, renowned for its power, smoothness and exceptional toughness, was coupled to a synchromesh transmission pioneered by Cadillac. However, mechanical excellence was only part of the V-16 story. The 1930-1931 first series of V-16s were offered in a vast and dazzling array of 54 individualized body designs built by Fleetwood.

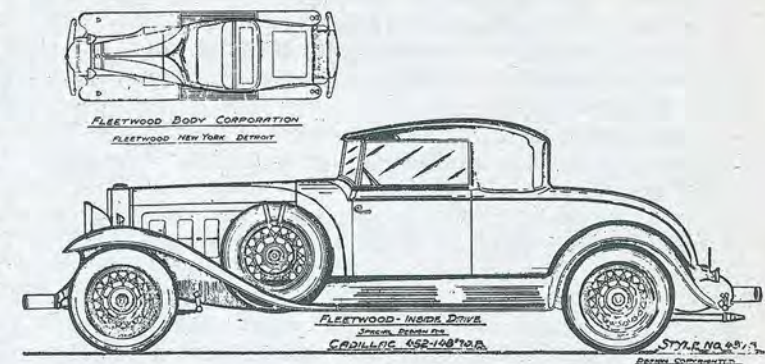
Cadillac's relation to Fleetwood during the classic era has often been misunderstood. Originally one of the finest of the independent custom body builders, Fleetwood was bought out by the Fisher

had Fleetwood coachwork except where customers bought bare chassis to be shipped to a body builder of their own choosing. Since all catalogued V-16 body designs were done by Fleetwood, some have suggested that Cadillac was not offering a true custom body program to its public. Close inspection of the body design offerings will discredit this interpretation.

The 54 body designs numbered in the 1931 V-16 parts list divide roughly into four separate series of body designs. Each series is so distinct and individual in styling execution that it might be considered the work of



A #4264-B town brougham with razor-edge coachwork and cane-work rear quarters. Note the carriage-sill treatment restricted to below the rear doors. A fabulous car for an equally fabulous price...\$9700 in 1930!



#4200 series cars commanded high prices.

At \$9700, the #4264-B town brougham in Figure 4 was about the most expensive and ornate of the Fleetwood V-16 designs. Here the carriage-sill treatment is used only under the rear door area to heighten the town-car effect. The carriage-sill detail is also nicely complemented by the razor-edge outline of the body which was very typical of 19th century European coach design. The windshield design is unlike that of the #4276, which was more rakishly sloped and lower. The #4200 series was a large one with some 20 designs and the only consistently reliable similarity among cars of this series is that almost all of them had carriage-sill body styling.

The figure 5 factory drawing is of the #4376 coupe'.

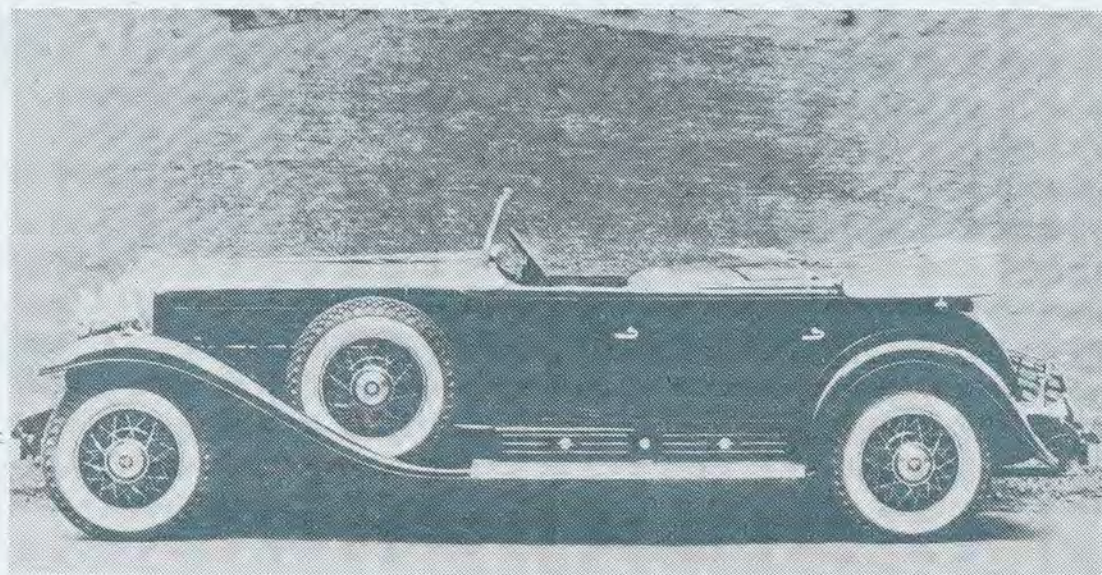
A Fleetwood history primer will explain why the #4300 split windshield cars are Pennsylvanians. After September, 1925, Fleetwood was controlled by Fisher Body for designing and building custom bodies for Cadillac chassis. This work was carried out as before at the Fleetwood plant and workshops in Fleetwood, a hamlet in Eastern Pennsylvania. The bodies for Cadillac were shipped from there to Detroit for mounting on chassis. Later in the '20s, it was decided to phase out the Pennsylvania plant which dated from 1909 in favor of a larger and more integrated facility in Detroit. Production at this new Fleetwood plant in Detroit probably began sometime in 1929 when bodies

Continued

for both the 1930 V-8 and the new V-16 were being designed. The remaining staff at the Pennsylvania plant continued to build certain Fleetwood designs which were held over from 1929. The split windshield town cars and all-weather phaeton were produced there, since the Pennsylvania plant had originated this unusual cast split windshield construction in 1927 and were by 1930 specialists in it. In addition to these few held over designs, the Pennsylvania plant was permitted to produce two new split windshield designs exclusively for the V-16, the #4335 and the #4376. To the best of our knowledge these split windshield designs plus two split windshield sedan types for the V-8 chassis were the only bodies still being made at the Pennsylvania plant in 1930. This production ended in the Fall of 1930. As a parting shot, Fisher commissioned the Pennsylvania facilities to build a number of rather large and detailed replicas of the Fisher Body emblem, a Napoleonic coronation

chassis shortened five inches with a 1930 V-8 convertible coupe' body mounted on it. Thus, it carries the 1930 V-8 body style number. This car is the only example of a shorter 143" V-16 first series chassis. With two fine standard length convertible coupe' designs to choose from, it is unclear why this strange composite car was made.

These rather considerable styling differences in the four series were heightened by Cadillac's use of trim variation on the V-16s. As a rule, both series of #4300 cars used a scalloped hood design with side mouldings which moved outward and curved down around the rear of the sidemounts to meet the splash aprons. A bit of this scalloped hood moulding can be seen in Figure 1 and it is very clearly shown in the designer's drawing Figure 5. Also the two #4300 series used the semi-loop outside door handle design as shown in Figures 1 and 5. #4100 and #4200 series cars had a simply horizontal moulding running along the side of the hood. This mould-



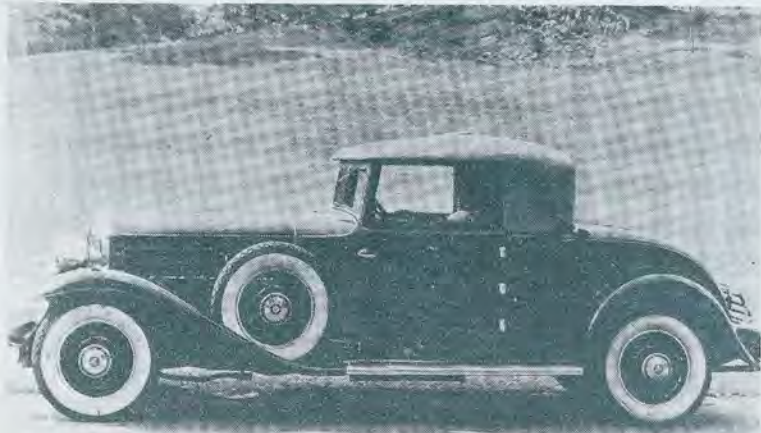
The very rare style #4260-B, a true dual-cowl phaeton. Note the special hood and cowl moulding treatment, tapered deck, the 4300 series door handles, and absence of carriage-sill body treatment.

#4260-B true dual-cowl phaeton shown in Figure 8. Most Cadillac V-16 phaetons had a wind-up second windshield, but this car has a folding second cowl. Only one of these cars is known to exist today. Notice that the body is not a carriage-sill treatment like the #4260 regular, and also has #4300 door handles. Barely visible in this factory pose is the special center hood moulding which runs along in front of the windshield and meets the side belt moulding in a point.

Photos courtesy Cadillac Motor Car Company

Without even discussing the custom one-off V-16s that were done by Waterhouse, Murphy, Rollston, and others, we have found a myriad of different offerings right from the Fleetwood catalogue. The fabulous variety to be found in early V-16s does not restrict itself to body shells alone. Differences in interior fabric, trim, and hardware were immense. For example, Cadillac used at least three different dashboard arrangements in these cars. Among American clas-

sics, only the Model J Duesenberg had a greater variety of body types used on one chassis type, and the Duesenberg cost considerably more than the V-16 did. Hopefully, the fantastic array of Fleetwood V-16 body styles has been established to the readers satisfaction. The complexities of those 54 body styles are what make them an interesting topic to write about. More rewarding yet is the experience of driving one of these cars and realizing first-hand their marvelous performance and quality.



The rare stationary cabriolet, style numbers #4206 and #4207 with carriage-sill body and "Pennsylvania" split windshield

coach. When these advertising toys were finished, the Pennsylvania plant was closed forever on January 1, 1931.

Each of the series we have talked about contained certain hybrid cars which are exceptions to our rules of identification. An example is the #4206 or #4207 (we don't know which) one-off stationary cabriolet in Figure 6. The basic body is a carriage-sill effort, but with Pennsylvania split windshield and elements of the #4376 door and roof construction. Another oddity is the #4476 coupe', the only listing in the #4400 series. The parts list describes it as a Madam X, and it is done in the Madam X style except for its too-high boxy roofline and somewhat frumpy body lines. Strangest of all perhaps is the #30168, a 1930 V-16

ing was combined with body belt mouldings on these cars. #4100 and #4200 designs also generally used a Hispano-Suiza style reverse curve door handle as shown in Figures 2, 3. The car in Figure 6 is exceptional in that it has straight horizontal hood moulding but #4300 semi-loop door handles. That spectacular sport phaeton in Figure 7 is another exception. Most of the #4260 sport phaetons had straight horizontal hood mouldings, but this one-off had a two-toned scalloped hood and no body belt mouldings. The usual #4100-#4200 reverse curve door handles were retained. The Hispano-Suiza styling influence in these cars can be seen even in the majestic Cadillac heron hood mascot, shown perched on the front of this giant among automobiles. Equally exciting is the

Helpful Hints for Hershey '71 October 7-8-9-10

SCHEDULE

Thursday Oct. 7	noon	Flea Market registration opens at field entrance.
Friday, Oct. 8	8 a.m.	Flea Market registration opens at field entrance.
	1-4 p.m.	Car registration at information booth.
	7:30-10 p.m.	Social at Hershey Motor Lodge
Saturday, Oct. 9	8-11 a.m.	Car registration
	11-2 p.m.	Car judging
	12:30	Ladies' Luncheon, Park Golf Club
	2 p.m.	George M. Hughes High Wheeler Event
	7 p.m.	Banquet at Founder's Hall near intersection of U.S. 322 & Pa. 743
	8:30 p.m.	Presentation of awards at Founder's Hall
Sunday, Oct. 10	8-10 a.m.	Breakfast run to Mt. Gretna Timbers
	1 p.m.	Games and events at Hershey Stadium, conducted by Hershey Region, AACA

GENERAL INFO

Registration deadline: Sept. 23. Absolutely no late registrations accepted. Make your check payable to Hershey Region, AACA and mail completed form and payment to: E.L. Zimmerman, 563 South 24th St., Harrisburg, Pa. 17104.

Tickets are required for banquet, breakfast, box lunches, and ladies' luncheon and must be ordered in advance. Box lunches can be picked up at the refreshment stand under the stadium after 11 a.m. Saturday by ticket only.

FLEA MARKET

Officially opens Thursday noon and continues until Saturday night. Spaces are assigned on first come-first served basis. Spaces have 10 ft. frontage and generally are 35 ft. deep though some may be 40 ft. deep. Space reservations will be confirmed. You must be an AACA member in good standing to buy flea market space. 2,723 spaces are available. \$20.00 per space. No refunds.

House trailer parking available at the north end of the stadium. Hershey Estates will furnish space at a nominal charge for each night. Water and toilet facilities will be available, but no electricity. Modern cars belonging to non-members will be charged for parking as will trailers of both members and non-members. No motor bikes, scooters, or mini bikes will be allowed to operate on the flea market grounds.

introduced to provide proper recognition to classic and special interest cars up through 1951 which are not presently eligible to register under antique classification.

CAR SHOW

Registration from 1 p.m. to 4 p.m. Friday. Registration Saturday from 8 a.m. to 11 a.m. only. In any event, your car must be pre-registered by mail in order to participate. Car registration will not be confirmed. Registration fee: \$1.00 per car.

Cars will be placed in official AACA classes for judging and will be judged according to AACA rules. For multiple entries, obtain additional forms from AACA, Hershey, Pa. 17033.

Cars parked under the stadium Friday and Saturday night will be under police protection.

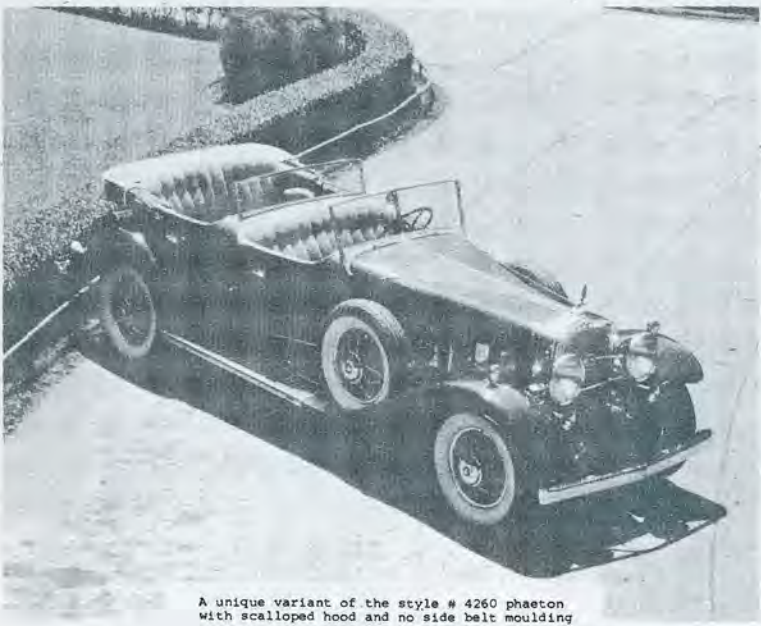
(License Plate)

interest vehicles, defined as a motor vehicle which is being preserved for historical purposes."

A special registration fee of \$40, payable only once, entitles the owner to receive special license plates which are permanently affixed to the vehicle and valid as long as the collector owns the vehicle. The collector is also required to pay a \$20 processing fee upon initial application. Possession of special interest vehicle plates also

allows the owner to store, vehicles and parts cars on his property providing the storage area is adequately maintained.

One of the purposes of the bill, besides identifying collector cars as such, is to fill the large gap which exists between Wisconsin antique registration and regular auto registration. Wisconsin law requires that a car be at least forty years old before becoming eligible for antique plates, and this bill has been



A unique variant of the style #4260 phaeton with scalloped hood and no side belt moulding

WHAT'S HAPPENING

Antique auto club-sponsored events may be listed in this column free of charge for up to four months prior to the event. Information should include date, location, name of sponsoring club, person to contact for additional information, entry fees required, any unique or special features. The deadline of 8th of the month also applies to Events Calendar listings. Mail information to: Old Cars Calendar, Iola, Wisc. 54945.

NEW ENGLAND STATES

Sept. 17, 18, & 19, Wallingford, Conn. The 15th Annual New England Model "A" Meet will be held at the Yale Motor In., Wallingford, Conn. For more information, contact David Parent, Meet Chairman, 123 No. Orchard St., Wallingford, Conn. 06492.

Sept. 26, Middlebury, Conn. (Sunday) Rain Date Oct. 3rd — The Roaring 20's Auto Club of America will hold its First Annual meet at Lake Quassapaug Amusement Park. Forty-seven trophies to be awarded, \$2.00 entry fee, \$4.00 flea market space, contact Roaring 20's Auto Club, Naugatuck Valley Chapter, 1401 Main St., Watertown, Conn. 06795 or phone 203 — 274-1721.

Oct. 8-9, Conn. New England MG T Register Ltd. 1st Safety Fast Day, Lime Rock Race Course. Info: Bob Herlin, 240 Mine Hill Road, Fairfield, Conn. 06430.

Oct. 17, Newington, Conn. (Rain date, Oct. 24) Vintage Chevrolet Club of America Antique Auto Meet & Old New England Auction, (benefit of Newington Childrens Hospital) Market Square. Info: F. Emrick, 57 William St., East Hartford, Conn. 06108.

NEW JERSEY NEW YORK PENNSYLVANIA

Sept. 18, Woodbury, N. J. First Eastern Durant-Star Meet, Woodbury Auto Show. Info: G. Kauffman, 7614 Langdon St., Philadelphia, Pa. 19111.

Sept. 19, Cortland, N.Y. Cortland Antique Auto Club 6th Annual Car Show & Fun Meet, Dwyer Memorial Park, Little York Lake, Hwy. 281 N. Info: Richard McKnight, Box 375, Tully, N.Y. 13159.

Oct. 10, Hershey, Pa. Dodge, Chrysler, Plymouth, DeSoto & Maxwell Club 3rd Annual Meet, guest of Walter p. Chrysler Club's Eastern Region. Info: Harold Mermel, 982 E. 81st St., Brooklyn, N.Y. 11236.

Oct. 16, King of Prussia, Pa. Delaware Valley Region Antique Auto Club 7th Annual Fall Meet. Info: Roy Fuiman, 1209 Spruce St., Philadelphia, Pa. 19107.

DELAWARE MARYLAND VIRGINIA WEST VIRGINIA

Sept. 19, Damascus, Md. Sugarloaf Mountain Region will hold its 2nd Annual Activities Meet, Damascus, Maryland. For further information contact Mrs. Ruth Long, Corresponding Secretary, Sugarloaf Mountain Region, A.A. C.A., Fox Ridge Estates, Monrovia, Maryland, 21770, ph. (301) 253-3463.

Oct. 10, Oakland, Md. Autumn Glory Festival Antique Car Show. Info: Brian Schofield, 222 East Alder, Oakland, Md. 21550.

INDIANA KENTUCKY OHIO

Sept. 17, 18, & 19, Indianapolis, Ind. Hoosier Auto Show & Swap Meet to be held at Indianapolis Motor Speedway infield. This show has promise of being our biggest and best as we join the Indian City of Indianapolis celebrate its 150th birthday. Our show will be joined by the Indianapolis Sesquicentennial Committee as they are planning the re-enactment of the 1911 race and at least 6 of the cars that ran in the 1911 race will be in action. For further information contact Frank Litherland, General Chairman, 427 William Dr., Brownsburg, Ind. 46112, phone (317) 852-3922.

Oct. 1-2, Cincinnati, Ohio. Midwest Region, Packard International Fall Tour, Ramada Inn, Hwy. I-71 & Pfeiffer Rd. N. Info: Charles Sadler, 7330 S. Timberlane Dr., Cincinnati, Ohio 45243.

Nov. 12-14, Columbus, Ohio. Fourth Annual ISCA Auto Show, Veterans Memorial Auditorium. Info: Y-City Custom Car Assn., c/o Ken McPeck, 2131 Norwood Blvd., Zanesville, Ohio 43701.

FLORIDA GEORGIA NORTH CAROLINA SOUTH CAROLINA TENNESSEE

Oct. 15-16, Jacksonville, Fla. Antique Motorcycle Club Southern Meet. Info: Ralph Mundell, 3562 Peach Drive, Jacksonville, Fla. 32200.

Oct. 23-24, Ft. Lauderdale, Fla. Florida's Finest! The famous Ft. Lauderdale Pier 66 Show, now expanded to hold

350 cars and 110 flea market booths 20 x 20. Free champagne party, large banquet, breakfast run courtesy the Ft. Lauderdale AACAA. Information contact: Chip Green, 2647 N.E. 27th Avenue, Ft. Lauderdale, Florida 33306.

ILLINOIS MICHIGAN WISCONSIN

Sept. 25-26, Grand Rapids, Mich. Grand Rapids Chapter, Horseless Carriage Club of America Annual Fall tour to Traverse City. Info: Robert L. Finch, 432 S. Division Ave., Grand Rapids, Mich. 49502.

Oct. 24, Milwaukee, Wis. 3rd Annual Swap and Sell at 821 E. Michigan (Old Post Office Garage) sponsored by the Wisconsin Region AACAA. Donation \$1.00. Over 40,000 sq. ft. heated-indoor drive in space. Food available. Sellers 6:00 a.m., Buyers 9:00 a.m. to 5:00 p.m. Car space \$3.00, sellers space \$3.00 includes 2 admissions, tables \$3.00 reserved in advance. For reservations contact Bob Klingsporn, Rt. 1, Box 225, Bristol, Wisconsin. Phone (414) 857-2269.

ALABAMA ARKANSAS LOUISIANA MISSISSIPPI

Sept. 24-25, Jackson, Miss. Second Annual Antique Transportation Show & MOTAA Fall Meet, Jackson Mall. Info: Doug Barber, 315 Bounds St., Jackson, Miss. 39206. Antique Vehicle Club of Miss. Inc. Swap Meet & Flea Market across street from Mall. Info: Robert N. Touchstone, 200 Hannah Dr., Clinton, Miss. 39045.

Sept. 25-26, Gadsden, Ala. 7th Annual Nocalula Falls Meet, Gadsden, Alabama Antique Auto Club, Alabama Region M.A.R.C. Parade & Band Festival, Car show, ladies fashion show, barbecue lunch, ten trophies. Plaques for registrants. Free Flea Market space. For further information contact: Vassar Hemphill, 105 Clubview Circle, Gadsden, Alabama 35901, ph. (205) 547-5133.

Oct. 30-31, New Orleans, La. New Orleans Chapter, MAFCA 5th Annual Model A Ford Car Show & Swap Meet, Governor House Motel. Info: Bill Kimsey, 1205 W. Wm. David Pkwy., Metairie, La. 70005.

KANSAS MISSOURI NEBRASKA

Sept. 26, Fremont, Nebr. Nebraska's largest Swap Meet, Fremont, Nebraska, 4th Annual, to be held at Fremont Mall, Junction of Highway 30 and 275 (N.E.). For information contact Walter

Carlstrom, 831 East 15th, Fremont, Nebraska.

IOWA MINNESOTA NORTH DAKOTA SOUTH DAKOTA

Sept. 26, St. Paul, Minn. Twin City Model A Ford Club & Capitol City Chapter AACAA First Midwest Fall Swap Meet & Antique Car Show, Midway Stadium. Info: Bill Roth, 145 S. Dell Lane, St. Paul Minn. 55119.

Sept. 19, Atlantic, Iowa. The Ninth Annual Atlantic Swap Meet, sponsored by the Des Moines Horseless Carriage Club will be held at the 4-H Fairgrounds on the southwest edge of Atlantic . . . rain or shine! So, load up your trading stock and head for this well-known meet. There will be a charge of \$2.50 for each display stall. Registration will begin on Saturday, September 18th at 1:00 p.m. There will be no stall reservations. Lunch will be available Sunday starting at eight a.m. For further information contact Howard R. Olsen, 710 Linn Street, Atlantic, Iowa.

NEW MEXICO OKLAHOMA TEXAS

Sept. 21-23, Chickasha, Okla. Okie Region, Antique Auto Club of America Auto Show, County Fair. Info: Henry Minnett, P.O. Box 885, Chickasha, Okla. 73018.

Sept. 25-26, Irving, Texas. Dallas chapters, Model A Ford Club, Antique Auto Club, Horseless Carriage Club, Annual Southwest Swap Meet, Irving Bank & Trust Parking Garage, Irving Blvd. & Main St. Info: Charles Mathews, 313 San Mateo Ct., Irving, Texas 75060.

Nov. 6-7, Chickasha, Okla. Okie Region, Antique Auto Club of America Annual Fall Swap Meet, Grady County Fairgrounds. Info: Jim McClain, 1917 Minnesota Ave., Chickasha, Okla. 73018.

ARIZONA IDAHO NEVADA UTAH

Oct. 10, Las Vegas, Nev. Annual Swap Meet & Flea Market, Sahara Exit West off Freeway. Info: Vegas Valley MAFC, 4248 Cottage Circle, Las Vegas, Nev. 89109.

CALIFORNIA OREGON WASHINGTON

Sept. 18-19, Los Angeles, Cal. Antique Auto Club of America National Fall Meet & Swap Meet, North American Rockwell Corp., 5353 W. Imperial Hwy. Info: Ray Stout, 8957 Vossler Ave., South Gate, Cal. 90280.

Sept. 19, Chico, Cal. North Valley Swap Meet held at North Valley Plaza Shopping Center, Chico, California. Parking area behind Pennys Auto Center. All swappers will be charged \$2.00 clean-up fee. For further information contact: Francis Hulsey, Rt. 2, Box 415, Chico, Calif.

Sept. 25-26, Centralia, Wash. Centralia-Chehalis Region Horseless Carriage Club of America 6th Annual Harvest Swap Meet, South Washington Fairgrounds, Old Hwy. 99. Info: Jack Bonagofski, 316 E. Plum, Centralia, Wash.

Sept. 26, Oakland, Cal. Northern California Region, Vintage Chevrolet Club of

America Show, Eastshore Park, Lake Merritt. Info: Kim Peterson, 3550 Calafia Ave., Oakland, Cal. 94605.

Oct. 17, Buena Park, Cal. The Contemporary Historical Vehicle Assn. 2nd Annual West Coast National Meet. Sponsored by Calif. Region, CHVA. J. C. Penney Warehouse, Valley View at Orangethorpe, Buena Park, Calif. Open to all cars 1928 to 1948. For further details, contact: Al Newman, 9711 Salisbury Lane, Cypress, California 90630. (714) 825-4417.

Oct. 21-24, Sacramento, Cal. First Annual California Early Auto Expo, Cal-Expo. (Benefit for Golden Empire Council, Boy Scouts) Info: Ed Weidner, P.O. Box 4946, Sacramento, Cal. 95825. Sacramento Regional Group Early Ford V-8 Club of America Swap Meet, Oct. 24.

Oct. 31, South Gate, Cal. Southern California Chapter, Early Ford V-8 Club 2nd All-Ford Picnic, South Gate Park.

Nov. 7, Orange, Cal. Queen Mary Chapter, MAFCA Pancake Breakfast, Orange City Park. Info: Daniel W. Gale, 834 Hood Dr., Claremont, Cal. 91711.

Nov. 13-14, Bremerton, Wash. Olympic Vintage Auto Club Swap Meet, Kitsap County Fairgrounds. Info: Lee Tennison, 1145 Pitt Ave., Bremerton, Wash. 98310.

CANADA

Sept. 18-19, Toronto, Ont. Inn on the Park Concor's d'elegance. Info: Ron Stapleton, 45 Sherppard Ave., West Willowdale, Ont.

When inquiring about an event, tell them you saw it mentioned in

Old Cars

BOOKS

Noted and Noteworthy

The Mighty Mercedes. Michael Frostick, Dalton Watson Ltd., 76 Wardour St., London W1V 4AN England. 206 pp., \$14.95. Sole agent for the U.S.A.: Classic Motorbooks, 1415 West 35th St., Minneapolis, Minn. 55408.

Mr. Frostick's ambitious photo essay on Mercedes has obviously been assembled by a man who loves the big teutonic machines. As the author states in his foreword, the book is not a pictorial history of Daimler-Benz A. G. but rather an attempt to capture the spirit of the cars which have for so long carried the name of Count Jellinek's young daughter. He has succeeded admirably and even the most jaded proponents of a particular marque would have to finish the book with at least a grudging respect for the cars that carry the three-pointed star.

Through the use of photos, many of which have never been published before, Frostick first traces the Daimlers and then the Benz to 1925. Chapter three is devoted to the glamour boats — the fabulous S, SS, SSK, 540, and other sporting series, illustrated by a dazzling array of open and semi-open coachwork by Murphy, Castagna, Saoutchik, Freestone & Webb, et al.

Mercedes' bread and butter cars, and their diplomatic, state, and parade giants are covered thoroughly. The last chapter deals strictly with Benz and Mercedes racing cars from the 1901 through the 1914 French G.P. winner to the sleek 300 SLR. The book is capped off with an excellent page-by-page identification chart of every significant model ever produced by the two companies from 1885 to 1963. Final evidence of Frostick's thorough treatment is the comprehensive list of S, SS, SSK, 500K, 540K, and 300 SL models sold in England complete with original purchaser's names.

Although essentially a picture book, Mr. Frostick's wry captions of many of the photos make *The Mighty Mercedes* all the more worthwhile.

The layout and overall quality of the book is excellent, fine gloss paper is used, and the photos are reproduced with remarkable clarity. *The Mighty Mercedes* is an invaluable aid to identifying the myriad series of Mercedes-Benz cars produced through the years, but beyond that, it's an excellent work that can be enjoyed again and again for its own sake.

SEE YOU AT
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America Adopts the Automobile 1895-1910. James J. Flink, The MIT Press, Cambridge, Mass. 343 pp., \$12.50. Available from selected automotive booksellers.

This is not the usual type of early auto book where the author treats a certain car or company to an exhaustive study. Mr. Flink has instead turned his attention to the socio-economic impact of the automobile on America during the industry's crucial formative years.

Although not noted as such, it seems that *America Adopts the Automobile* was

originally written as a Master's or PH.D thesis and later published in book form. Of course, there's nothing wrong with that for the scholarly approach has added a great deal of depth to every chapter. A great deal of careful research is evidenced by the author's liberally quoting from such early-day publications as *Horseless Age*, *Motor*, *Cycle* and *Automobile Trade Journal*, and *Motor Age*.

Among many subjects covered, Flink gives us a fascinating glimpse of the internecine, albeit gentlemanly warfare which raged between the aristocratic Automobile Club of America, the American Motor League, and an ambitious young organization called the American Automobile Association.

Exploding some old myths, he gives evidence that farmers were quick to recognize the advantages autos offered and, in most parts of the country were not hostile to

the concept of autos as such but were waiting for a manufacturer to cater to their needs rather than those of the wealthy sportsman or urban automobilist. Enter Henry Ford and the rest is history.

America Adopts the Automobile is well illustrated with a good number of catalogue illustrations of early cars and trucks along with photos of turn of the century automobile shows and the like.

It's a well-planned, well

produced, thoughtful book full of rigorous research and sometimes surprising insights into America's first flirtation with the auto. At \$12.50 we cannot recommend it for casual bedside reading, but for the person who would better understand the myriad implications of the automobile, and the society, men, and institutions which fostered its growth in this country, *America Adopts the Automobile* is must reading.

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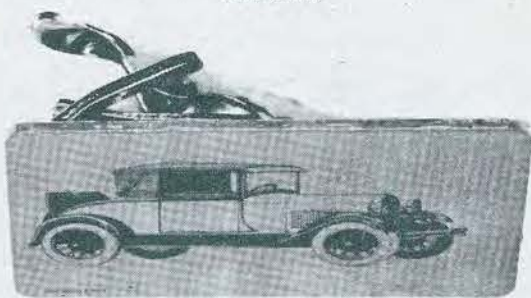
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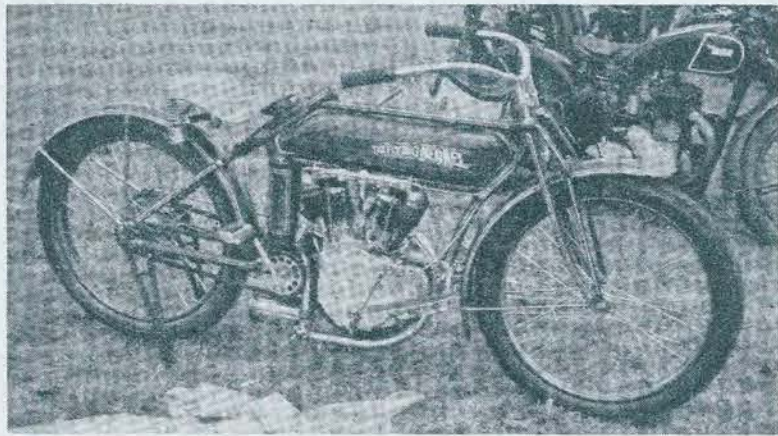
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GATEWAY AMC MEET

by Lee Cowie



Best restored antique prize went to W. H. Scott's 1914 Flying Merkel.

The Antique Motorcycle Club holds national meets in different parts of the country several times a year. To be eligible for one of the ten National awards to be given to motorcycles manufactured before the end of 1942 each machine must complete a five mile reliability run. At each National you will normally find one or two old competition machines such as brakeless track racers or a single speed low geared hill climber. These machines form a very interesting and colorful part of the history of the motorcycle, and it was for these machines that the St. Louis Chapter AMC provided a special Racer Cup to be awarded at the Gateway National AMC Meet held on August 21 - 22 near Collinsville, Illinois. Only four of these old speedsters were present: 1917 H-D and 1936 Indian Hillclimbers, and, 1924 H-D

and 1940 Indian dirt Track racers. The seed has been sown, and a racer class is already planned for other meets.

Motorcycles at AMC meets are judged somewhat differently than most car meets. The motorcycles classed as "antiques" were manufactured before the end of 1929,



One of the old speedsters which attended.

and "post antiques" if they were manufactured from January 1, 1930 to December 31, 1942. Instead of giving a certain number of places in a class, awards are presented for special qualities such as the Best Running Unrestored Antique (which encourages one to preserve a clean unrestored motorcycle) or the Post Antique Ridden the Longest Distance to the meet. Restoration is encouraged with awards for the Best Restored in both classes. As at many car events an award is given for the oldest.

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INSURANCE APPLICATION

Applicant _____ Date of Birth _____ Occupation _____

Street _____ City _____ State _____ Zip Code _____

1. Number of antique autos owned _____ Operator Number _____

2. List all losses in past three years. Include - Date - Cause - Payment.

3. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

In
most
states

- ☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st Car \$15.00, 2nd \$10.00, 3rd \$5.00.
☐ Uninsured Motorist — Rates as required by your State. \$ _____
☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st Car \$18.00, 2nd \$12.00, 3rd \$6.00.
All units in excess of three — NO CHARGE

☐ Medical Payments of \$1,000: 1st car \$3.50, second car \$2.50, third car \$1.50.

☐ Comprehensive (Includes Fire & Theft) — Annual Rate \$0.40 per \$100 of insurance for each vehicle. NO DEDUCTIBLE.

☐ Collision — Annual Rate — \$0.50 per \$100 of amount of insurance for each vehicle. NO DEDUCTIBLE.

(Note — Collision is not written as a singular coverage but is available with Comprehensive and/or Fire & Theft)

4. Date this coverage is to be effective _____

ANTIQUE AUTOS TO BE INSURED. Use separate sheet for additional cars to be insured.

YEAR	MAKE	BODY TYPE SERIES OR MODEL	SERIAL OR MOTOR NUMBER	PRESENT VALUATION (AMOUNT OF INS.)
1.				
2.				
3.				
4.				

5. Has mfg's. rated horsepower been changed? YES _____ NO _____

NOTE: Unless otherwise shown, the autos listed above will be insured as indicated under item 3.

My vehicle(s) will be used mainly in exhibition, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

Date: _____
OC

Signature: _____

NOTE: Your insurance becomes effective upon payment of the premium and acceptance of the risk.
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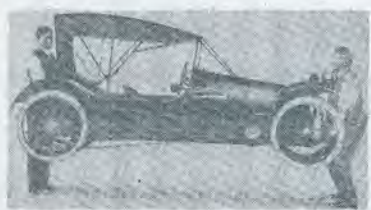
Cyclecars-America's Original Mini-Cars

by RICHARD B. BRIGHAM

The era of the miniature automobile known as the cyclecar occupies a definite place in American automotive history. It began early in 1913, and reached its peak by mid-1914 with well over a hundred cyclecar manufacturing companies in the business. By the end of 1916 the cyclecar was virtually dead, although a few makes lingered on for another year or two. Later attempts to revive the idea met with no more success than did the earlier ventures. A few makers, including Grant and Scripps-Booth, abandoned the cyclecar early in the game and built larger cars for a number of years.

It is impossible to say who built the first cyclecar, for it was the name rather than the product that was invented. Small, very light cars had been produced for many years before the term 'cyclecar' was applied to them. The Orient Buckboard, for example, was definitely in the cyclecar class, but it was built long before the term existed (1903-1909). At least one historian states that the cyclecar was introduced to the American market from Europe by W. H. McIntyre, who made the McIntyre car and the Imp cyclecar at Auburn, Indiana. This seems doubtful, for by the time the Imp was in production there were already a number of plants making these small cars.

One of the first American makes was the Car-Nation. The American Voiturette Company, a division of the



Imp Cyclecar. No question about its light weight.

Keeton Motor Car Company of Detroit designed it in 1912, and by early 1913 it was in actual production. By the end of that year, new companies by the dozen had been organized for the purpose of cashing in on the cyclecar market. The boom was under way, but it was to be short-lived.

Automotive publications hailed the cyclecar as the car of the future. Manufacturers' advertising extolled the cyclecar's light weight, low cost and economy. Wizard Automobile Co. of Charlotte, N.C.'s stock prospectus flatly stated that within a few years Henry Ford's Model T would be in second place. But the buying public was not attracted to these little machines for a number of valid reasons. The narrow tread of most cyclecars would not fit the ruts of the 1913 roads. Passenger capacity was generally limited to two people - and in a few cases to only one. Ford's Model T, which

cost but little more than most of the cyclecars, was a real automobile. It had a top and a windshield. It carried five passengers in reasonable comfort. Repair parts and service were available almost everywhere.

For these reasons, Ford sales had approximately doubled each year from 1910 to 1913. It undoubtedly was this fact that lured so many organizations into the cheap car business, where they were soon to learn that there was more to it than offering minimal transportation at a



A well-restored 1914 Saxon owned by Stan Knotek. Too big to be a cyclecar, smaller than a regular car, the Saxon found a market of its own.

low price. Ford had entered the mass market by a gradual process beginning with models N, R and S, which were the ancestors of the Model T. And when the T appeared in October, 1908, it was not a cheap car at all. It cost \$850, and this price was soon increased to \$950. Then, as sales of the Model T increased, the price began to drop. Plants were enlarged, manufacturing efficiency improved, and sales became ever larger; prices ever lower.

The optimistic cyclecar makers missed the point entirely. They could not possibly duplicate Ford's accomplishment overnight - particularly with an obviously less desirable product. None of the cyclecars ever attained volume production, and within a very few years not one remained on the market. A small number grew into full sized cars. All of the rest passed into automotive oblivion.

The only make to offer any threat at all to Ford was the Saxon, which was not quite a cyclecar but a light car of about the same dimensions as the Ford. Saxon was organized in 1913 by ten stock-



The Malcolm cyclecar must have provided a bit of consternation to oncoming drivers at night.

holders who put up \$10,000 apiece. At the head of the company was Harry Ford (unrelated to Henry). Under his direction Saxon climbed to tenth place in a field of about 200 automakers in less than three years. Misfortune struck this enterprise in the form of a disastrous fire which swept the plant in 1917, and by the death of Harry Ford in 1918. Saxon, which might have been an important factor in the automobile industry, lasted only until 1922.

Just what is (or was) a cyclecar? The term has no concise definition. A few of them were little more than four-wheeled motorcycles, with two-cylinder air cooled engines and chain drives. Others were simply very

small automobiles built on more or less conventional lines. Most cyclecars were designed to carry two passengers, with tandem seating, but several makes offered side-by-side or staggered seating arrangements. The Mino (whose name stood for Made In New Orleans) had room for only the driver. A four-passenger cyclecar called the Snyder, was built in Cleveland, Ohio.

More than half of the numerous makes were equipped with four-cylinder engines. One, the Eagle, had a five-cylinder rotary engine. Others used twin-cylinder motorcycle type engines. Approximately half of the cyclecar makers favored air cooling, but the buyer of a Ceco had his choice of air or water



The Tischer Tri-Car. Sometimes known as the Cowcatcher Special.

cooling. Shaft drive to a conventional rear axle was common to 42% of the various makes. An equal number employed a belt drive arrangement. The remaining 16% were chain driven. Transmissions were friction (56%), sliding gear (34%) and planetary (10%).

There is no distinct line to divide the cyclecars from the so-called light cars of the period. Saxon and Metz, for example, were advertised as light cars, although they differed but little from the larger models of cyclecars.

More than 130 makes of cyclecars were built in the United States. In spite of the fact that most of the com-

panies which made them were out of business by the end of 1916, the idea refused to die. New names appeared until the early twenties. The American Motor Vehicle Company, of Lafayette, Indiana, launched the American Junior in 1916, followed it with the Dumore in 1918 and the Greyhound in 1919. The Spacke Machine and Tool Company, of Indianapolis, a supplier of engines and transmissions to several of the cyclecar builders, entered the field with a car of its own in 1919. The Wizard, of Charlotte, North Carolina, was founded in 1921. It lasted less than a year.

The period from 1913 to 1916 has been called the years of the cyclecar craze, but the carze, if it ever existed, was on the part of the manufacturers. The public simply was not interested. Not one make (unless you include Saxon) ever attained anything approaching volume production.

Only a few examples of the cyclecar remain in existence. The Register of cars published jointly by the Antique Automobile Club and the Horseless Carriage Club lists thirty cars of ten makes.

Co-Founder of Kaiser-Frazer Dies

Joseph Frazer, who with Henry J. Kaiser founded the Kaiser-Frazer Corp. died at his home in Newport, R.I. on August 8 at age 79.

Frazer was a graduate of Yale University and began his automotive career at Packard Motor Car Co. In 1919 he joined General Motors and helped pioneer automobile financing through the now-worldwide General Motors Acceptance Corporation. After a year as sales manager of the Pierce-Arrow Finance Corp., he joined Walter P. Chrysler in the Maxwell-Chalmers Motor Co., which later became Chrysler Motor Co.

In 1939 he was elected President of Willys-Overland and participated in the development and manufacture of the Jeep. By 1944 Frazer had formed the Warren City Manufacturing Co., later merged this company with Graham-Paige Motor Co., eventually merging both firms into Kaiser-Frazer.

Old Cars Quiz



Think you know your old car history? Then test yourself with this quiz. It's just for fun. Answers on Page 24

- Which auto company has built 1 cylinder, 4, V-8, straight 8, V-12, and V-16 engines for their cars?
- Henry Ford built his first 1-cylinder car in: a) 1901 b) 1903 c) 1896.
- Which car used the slogan "No hill too steep, no sand too deep"?
- Name 3 car manufacturers who were originally buggy and wagon makers.
- Which early V-12 engine could be run on a bank of 6 cylinders or on the full 12 cylinders at the driver's option?
- Which luxury car builder is now in business brewing beer?
- Which company designed and built the first successful 4-wheel drive jeep for the army?
- Which auto company did the Duesenberg brothers first work for?
- If someone refers to his Packard as an 840, in what year was it built?
- What year was General Motors organized?

Hupmobile Registry Planned, Club Formed

An international registry which is attempting to list all known Hupmobiles and Hupp parts sources is presently being assembled by John Coven of Eugene, Oregon. Mr. Coven reports that approximately 600 Hupmobiles are now on file and he is still awaiting return of several hundred additional registry forms.

The Registry will be published later this year. Information about each car in the Registry will include serial and motor numbers, body type, accessories on car, general condition, missing parts, extra parts, name, address, and phone number of owner, when the car was acquired, and if it is for sale. In addition, owners will be alphabetically listed in another

section and the Registry will contain general information about each model or series.

Mr. Coven also reports that a Hupmobile Club has been incorporated under the state laws of California. The new club, which came into being mainly through the efforts of Henry Miller of Rosemead, California, maintains a mailing address of Box AA, Rosemead, California 91770 and dues are \$5.00 a year. The Hupmobile Club's magazine will be edited by Jeff Godshall. Mr. Coven is President, Tom Britanyak is V.P., and Mrs. Jean Miller is Secretary-Treasurer.

Hupmobile owners who wish to have their cars included in the Registry may obtain a registration form by writing to: John J. Coven, 1434 Willamette St., Eugene, Oregon 97401.

REMEMBER! AD DEADLINE IS THE 8TH OF EACH MONTH AND THE ISSUE WITH YOUR AD IN IT IS MAILED ON THE 15TH OF THE SAME MONTH!

(Continued from p. 15)

and one of the last roadsters. The appealing Chrysler Town & Country cars naturally prompted some of the competition to offer wood veneered models. For instance, Ford's convertible came in two styles—the conventional convertible and the Sportsman. The latter featured wood panelling. If memory serves correctly, Mercury at least experimented with a model similar to the Ford Sportsman.

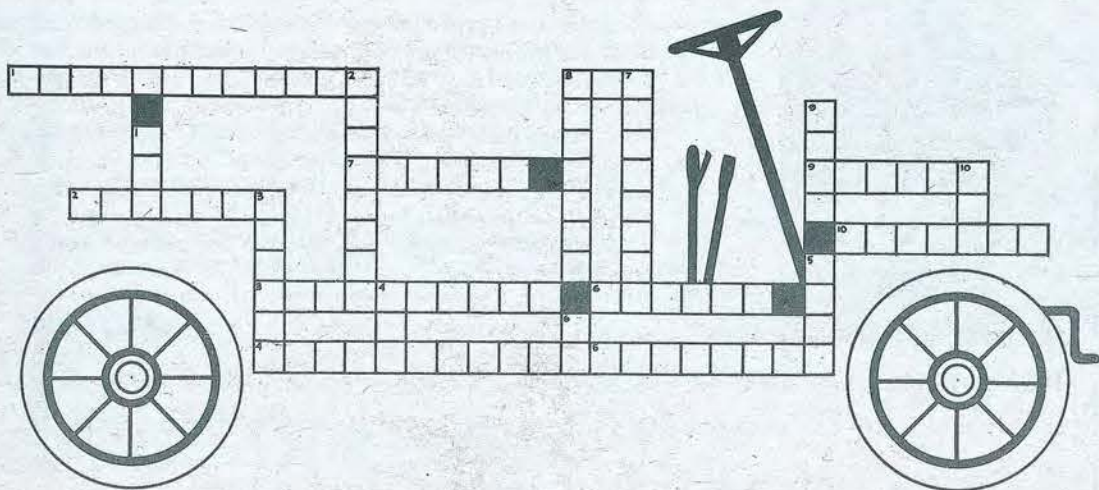
A 4-door Nash Ambassador model called the Suburban was distinguishable by its wooden side trim. About this time, wood side panels were available in accessory shops for a number of other cars.

Speaking of the Suburban, let's return for a moment to the Chrysler group, specifically the DeSoto Suburban.

Available in special two-tone brown or green finishes and based on the long limousine chassis, this Suburban was an unusual and interesting blend of utility and luxury. Having a 139½ inch wheelbase, this was a 9-passenger car. With not more than six people aboard, the rear seat could be folded down, much the same as in station wagons today. This extended the trunk area into the car to the back of the middle seat. When not more than three people were seated, the middle seat could be moved forward against the front seat, increasing the luggage area still more. Additional items could be placed on top of this center moveable seat. Plastic upholstery and simulated wood grain plastic panels formed an attractive and durable interior. If all this cargo area was still insufficient,

rack of this long sedan, then much more could be placed in the full length roof. New car registrations for calendar 1946 showed Chevrolet in the lead. Very close behind was Ford with Plymouth in its then traditional third position. Dodge made the biggest gain by jumping from 7th place in 1941 to 4th in 1946. This shoved Buick, Pontiac and Oldsmobile each one step down the ladder. Nash and Hudson climbed to 8th and 9th place from 12th and 13th, respectively. Chrysler dropped from 8th to 10th and DeSoto from 10th to 13th. Mercury held steady in the 11th position. Studebaker dropped to 12th from 9th spot in 1941, due largely to their time-out for retooling. Packard and Cadillac maintained their 14th and 15th places, respectively. Lincoln swapped

(Con'd next page)



OLD CARS CROSSWORD

Across

- 1. Sleeve valve car built in Toledo
- 2. Ask the Man Who Owns One
- 3. Built curved dash cars
- 4. Won the New York to Paris race
- 5. Barney the racing driver
- 6. Famous motorcycle
- 7. Popular special interest cars by Ford
- 8. Early car built by Studebaker
- 9. Famous sports car from Trenton, N.J.

- 10. U.S. Automaking capital

Down

- 1. Initials of famous high-wheeler
- 2. Modern type of tire
- 3. Luxury car backed by chemical company
- 4. British sports car. This model produced from 1956 to 1962.
- 5. Most popular antique car
- 6. Initials of "the best car in the world"
- 7. Famous air-cooled car

- 8. One of the men who built #8 across
- 9. Double overhead (plural)
- 10. They built the "Speed Wagon" trucks

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Answers to Old Car Quiz

- 1. Cadillac
- 2. This was a sneaky one. Henry never built a single cylinder car. His first Quadricycle was a 2-cylinder rig as was his 1903 Model A.
- 3. Jackson
- 4. Studebaker, Mitchell, Moon, Dort, McFarlan, Just to name a few.
- 5. The 1916 Enger
- 6. Peerless
- 7. American Bantam
- 8. Mason Auto Co. of Des Moines, Iowa
- 9. 1931
- 10. 8061 '01

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places with Willys-Overland moving from 17th to 16th place.

Willys-Overland, which made a big hit during the war with the army Jeep, elected to remain in Jeep production for world-wide civilian use. They did not build a passenger car as such for several years to come.

The pre-war reruns sold well due to the car shortage. Still, the public was eager to get its hands on the promised postwar cars.

Henry J. Kaiser, the famous ship builder, announced plans with Graham Paige's Joseph W. Frazer to build two new cars—the Kaiser and the Frazer. Many other cars were likewise announced by some less prominent people. These included Bobbi-Kar, Brogan, Comet (no relation to Mercury), Motorette, Playboy (no relation to Hefner), Publix, and Super-Kar to name a few. Only the Kaiser and the Frazer among the newcomers managed to get into production in 1946, though deliveries were naturally sparse at first.

After a very short 1946 model run Studebaker retooled for a completely restyled post-war car. Since the Kaiser, Frazer and new Studebaker were designated as 1947 models, we will postpone further reference to them until we cover that year.

There was one car that resumed post-war production with an entirely new offering.

Crosley, after a company reorganization, began work on a completely redesigned car.

The styling was basically similar to what would follow on the full size cars later. That is, the body sides and fenders blended into one smooth surface. Crosley offered two body types—a 2-door sedan and a convertible. They were rated at 4-passenger capacity, though some people consider that claim more optimistic than practical. The convertible top was something similar to that of the 1950 Rambler. It open and closed on rails above the doors and windows.

Crosley styling was new, and so was its unique engine. The four cylinders were made of chrome-molybdenum vanadium steel, giving it thin walls and cool operation. This marvel was topped off with an overhead camshaft. Complete with all accessories, it weighed a mere 150 pounds. With a hefty 7.5:1 compression ratio, this tiny 44 cubic inch motor developed a modest 26½ hp. at 5,400 rpm. However, that was sufficient to get this 145 inch long mid-get up to 60 mph. and yield 35 to 50 miles per gallon of gas.

If there had been a car of the year selection made in 1946, the Crosley would have been in strong contention. It possessed many unique and original engineering features, and stands out as the only 1946 car of modern post-war design.

Turning to the racing scene, we find Ralph Hepburn set a new record qualifying run at Indianapolis, be-

ing clocked at 133.944 mph. However, in the race proper, 175,000 people—the largest crowd yet—witnessed George Robson of Los Angeles, average 114.82 mph. to take the checkered flag, nearly \$49,000 in prize money, and the afore mentioned Lincoln Continental pace car. Hard on his tail was Jimmy Jackson, of Indianapolis. Ted Horn of Paterson, N.J. took third place honors. Only four others of the 33 starters finished.

Later in the season, veteran driver Rex Mays set a new track record at the State Fair Park at Milwaukee, Wisconsin in a 100 mile AAA national champion race. He

was clocked at 85.41 mph. On Labor Day, Indy's 32 year old winner, George Robson, was killed in a crash at Atlanta's Lakewood Park track. On October 4th, pioneer race driver, Barney Oldfield, died. Another name in the automotive headlines of 1946 was William S. Knudsen. Twenty-five years earlier, he made the headlines when, as production chief, he left the Ford Motor Co. and went to General Motors. At G.M. he worked his way up the corporate ladder to the presidency in 1937. He retired in

1940. In June 1946, in another surprise move, he was named a director of the Hupp Motor Company. Unfortunately, little was heard of Hupp after that.

Right at this very same time, Mr. Knudsen was Chairman of the Automotive Committee of the Automotive Golden Jubilee. Many pioneers were honored in Detroit during this special celebration marking the industry's 50th anniversary. During the 12 days in late May and early June, many events were scheduled, including antique automobile parades and displays.



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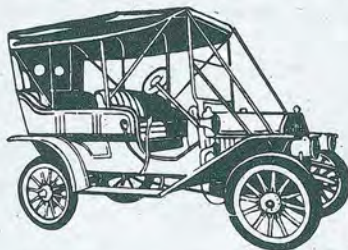
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How To Repair and Service 1935-41 AC Gasoline Gauges

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To repair a gauge which does not register properly, first check all wire connections for tightness and make sure they are not pinched between fender arms and frame, etc.

Make sure the dashboard unit case is grounded to the metal dash and that the tank is also grounded.

If gauge shows full under all conditions, check the wire between the dash and tank units. If the tank unit is burned out, it has to be replaced; however, it might just be a case of poor grounding due to rust, loose mounting screws, or paint under the screw heads in which case simply tighten the screws after cleaning the grounding area thoroughly. If trouble

still persists, remove the wire from the tank unit terminal and ground it to the car's frame. Then turn on ignition switch. If gauge continues to show full, the wire from the tank to the dash unit is open circuited and must be replaced.

If gauge shows empty under all conditions, it may be caused by the wires being reversed on the dash unit. Correct by simply placing the wires in their proper terminals. To check for grounding of dash unit, remove wire leading from dash unit to tank unit and switch on ignition. If the gauge now shows full, dash unit is o.k. If it continues to show empty, the dash unit is shot and should be replaced. When a gauge shows full upon completion of this test, replace the wire in the terminal and disconnect wire at the tank unit. Turn on ignition. If gauge still shows full, the wire from dash unit to tank is o.k., but

the tank unit is shorted and must be replaced. If gauge shows empty, the wire itself should be replaced.

CAUTION: If gauge must be removed from dash, be sure to disconnect battery to prevent possible damage to other electrical equipment. If removing or installing tank unit, make certain ignition switch is off to prevent sparks and possibility of fire. If you are connecting battery wire to dash unit, be sure to keep the tank wire away from the ammeter connection and the upper terminal of the dash unit marked "ignition", otherwise possible damage to the tank unit rheostat might result.

Iowa Farm Yields Cache of Cars

Automobiles ranging in age from 1905 to 1951 were recently discovered on a farm

in Rossie, Iowa as a result of processing the estate of their owner, Leopold Brown.

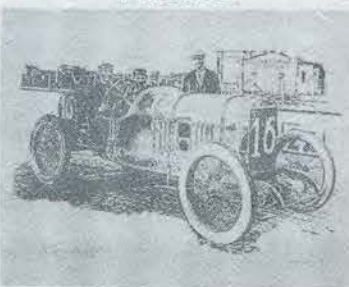
Brown was the descendant of a wealthy farming family but had been known as a recluse. Many of the cars were inherited by Brown over the years.

A number of the cars had been locked away in barns and sheds while others were covered by underbrush and buried up to their axles in dirt. Among the cars discovered on the farm were a 1905 Winton, 1919 Hudson roadster, 1923 Hudson touring car, a 1930 Stutz sedan with 4000 original miles, a number of Whippets, a 1933 Ford truck, 1936 Ford sedan, a 1949 Mercury sedan, and a 1951 Chevrolet with 43 original miles.

The three new owners of the collection; Elmer Knebel, Milo Erickson, and John Dveresden plan to auction most of the cars on September 19. The Winton, Stutz, and 1923 Hudson will be re-

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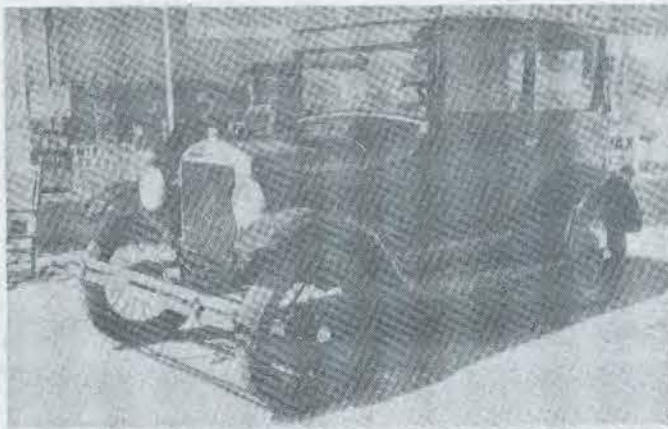
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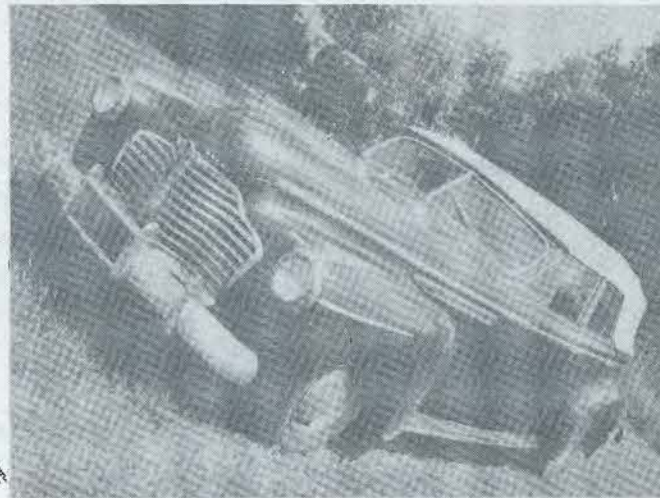
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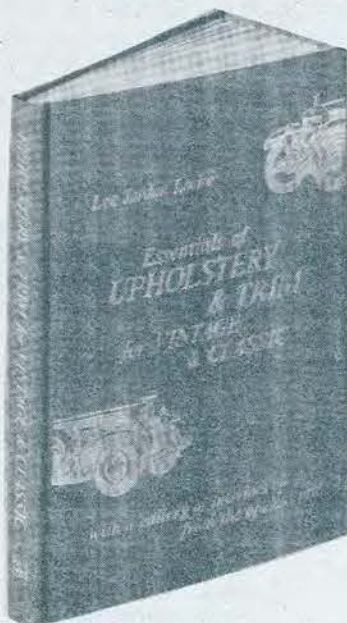
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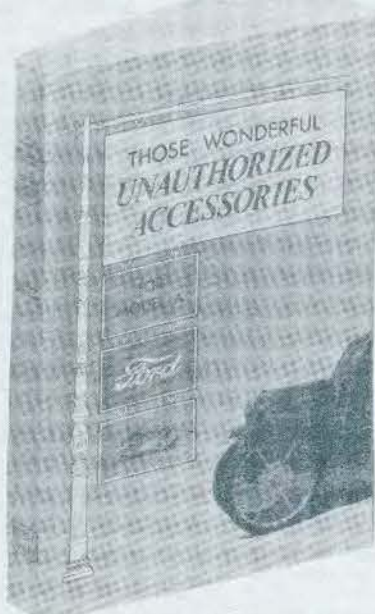
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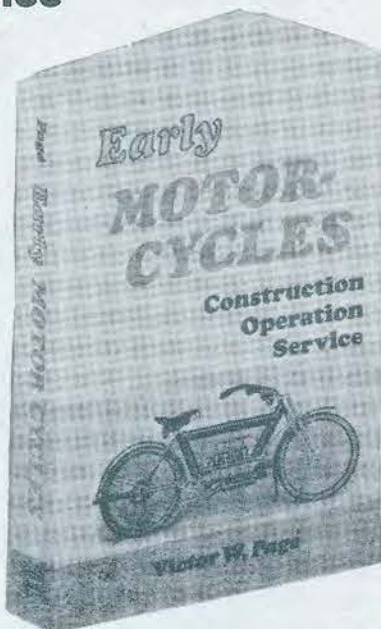
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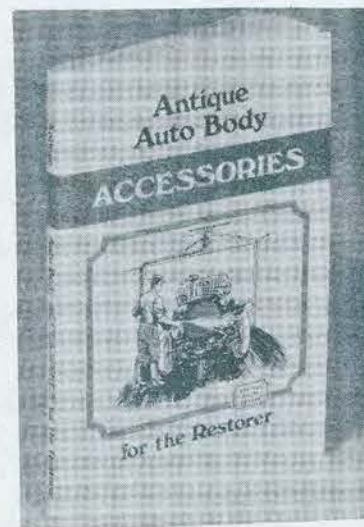
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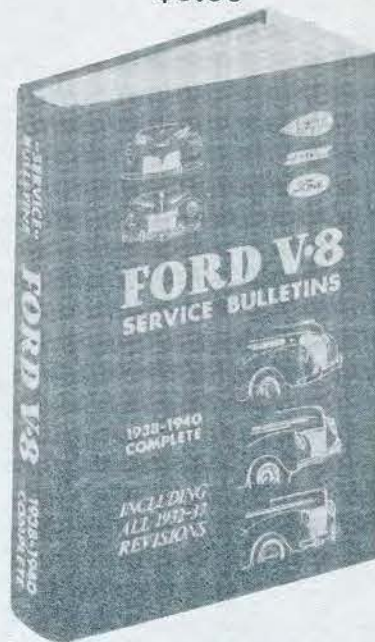
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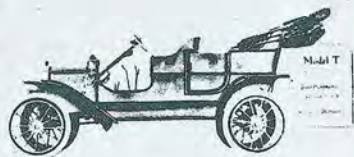
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144 Cadillac LaSalle Cars

1942 PREWAR Cadillac 4-dr. Sedan standard shift. Good parts car \$150.00. Must sell. 201-852-4000. Charles G. Ort, 245 Main St., Hackettstown, N.J. 07840. (11)

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1957 SEDAN DEVILLE, 43,000 original, perfect condition, drive anywhere, every power option, \$500.00. R. M. Mead, 611-B S. Miller, Norman, Okla. 73069.

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150 Chevrolet Cars

1948 CHEVROLET wood station wagon good condition \$1750.00. 201-852-4000. Charles G. Ort, 245 Main St., Hackettstown, N.J. 07840. (11)

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155 Chrysler Corp. Parts

'31 CHRYSLER C.M. parts: good motor \$125.00; steering sector \$20.00; front axle with spindles, brakes, drums, backing plates \$25.00; rear axle assy complete with ring and pinion axles brakes drums backing plates \$25.00; sun visor \$10.00; transmission \$25.00; right front door sedan good \$20.00; gas tank \$10.00. '31 DeSoto parts: front axle assy with spindles brakes drums tie rods \$25.00; left and right doors for coupe good \$10.00 each; radiator very good \$50.00. 216 942-5660. Symanek, 7421 Ohio St., Mentor, Ohio

1948 CHRYSLER T & C 4-door sedan parts car \$75.00 or will part out; exterior wood shot; sheet metal fair; most interior stuff excellent, wood, dash, radio, clock, door handles, escutcheon plates, steering wheel, etc. Have hood trim, grille, hubcaps, bumpers, bumperettes, headlite rims, taillites, trunk lite, etc. Write: Marshall J. Finck, 4121 S. Swift Ave., St. Francis, Wis. 53207.

155 Chrysler Corp. Parts

DeSOTO, PLYMOUTH parts 1935 thru early 1950's six cylinders. Furnished part numbers and SASE for immediate reply. Murray Motor Co., POB 546, Colby, Kans. 67701. (12)

160 Classic Cars

1928 ROLLS P-I Springfield with Brewster conv't coupe body. Extremely sound and nice, this is a rare opportunity to own such a fantastic car at less than Packard prices; \$5900.00 or trade and cash. Townsend, 5809 Lenlock Circle, Huntsville, Ala. 35802. (11)

1957 MARK II Continental-White recently repainted but unrestored. Excellent road car can be driven anywhere in U.S. Office: 813 876-1947; home: 813 839-2250. Ray Anderson, 4716 N. Lois Ave., Tampa, Fla. 33614. (11)

1956 MARK II Continental silver gray with aircondition, 5 new tires, unrestored but excellent road car can be driven anywhere in U.S. Office: 813 876-1947; home: 813 839-2250. Ray Anderson, 4716 N. Lois Ave., Tampa, Fla. 33614. (11)

FRANKLIN 1929 Victoria Brougham, old restoration, good running condition. Asking \$2700.00. Will take trade worth \$1500.00 or less; or \$1000.00 worth of parts and cash. The Auto Barn, 309 N. Wis., DePere, Wis. 54115.

1937 CORD, non-supercharged, trunk sedan. Restorable. \$1500.00 or best offer. Ph: 219 844-6471. Victor English, 7403 Woodmar Ave., Hammond, Ind. 46323. (12)

1938 ROLLS ROYCE 7-passenger limo GZR34 immaculate original condition. Runs well and can be driven anywhere. Black and gray color. Car has won many 1st place trophies at local meets. Realistically priced at \$7500.00. 1 403 244-2903. R. A. Collings, 1623 32 Ave. S.W., Calgary 7, Alta., Canada. (12)

MERCEDES 300Sc roadster, body No. 55-00001. First of only 53 fuel injection roadster built. Fully rebuilt engine still under warranty. A very healthy automobile. One of few post-war cars carrying a classic aura in an essentially contemporary (mechanically) motorcar. \$7900.00 firm. Will deliver. Letters only. Richard Genovese, RR 4 Box 77, Belvidere, Ill. 61008.

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3 1955 T-Birds: black both tops automatic; red both tops stick shift; green soft top automatic. Frank Tippet, RD 1, Wilkes-Barre, Pa. 18702.

1937 MERCEDES-BENZ full classic model 320 cabriolet B 5-pass, convertible. Very rare, just restored. \$6900.00. 213 837-9586. I. Lieberman, 3300 Corinth Ave., Los Angeles, Calif. 90066. (11)

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161 Classic Car Parts

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STONE GUARDS for Fords, Packard, Cadillac, and Buick. See at Hershey Oct. 7-9 Space 0-84-87. Arthur Howell, 3865 Kipling, Beaumont, Tex. 77706.

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181 Ford Parts Model T

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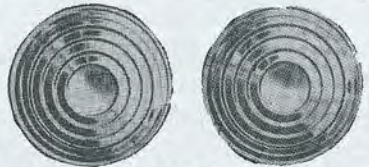
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184 Ford Cars Model A

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1940 MERCURY hardtop coupe, engine quit 1959. With box new pistons \$500.00. Jak-Mar, 624 Augusta, San Antonio, Tex. 78215.

1950 CONVERTIBLE, 90% restored, all original. New upholstery, wide whites, tubes, etc. Excellent runner \$975.00, or reasonable offer. 1934 V-8 pickup very good overall. New rubber, clutch, rebuilt rear end, wiring. Needs minor body work and paint \$650.00. M. Young, 5104 Sunset, Schofield, Wis. 54476.

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1935 FORD Touring complete, excellent, partially restored Asking \$2500.00. Phone: 815 284-2986. John Lambert, Box 230, Dixon, Ill. 61021.

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191 Ford Parts Early V-8

1937 FRONT FENDERS, hood & side panels, excellent \$50.00 or best offer. 1939-40 Columbia rear end complete, excellent \$100.00 or best offer. 7 South Wind and one Motorola gas heaters, Graham supercharger, magic car washer \$30.00. 1940 Nash radio, 1937 Aeronca KC wing, struts and tail group. Ph: 219-844-6471. Victor English, 7403 Woodmar Ave., Hammond, Ind. 46323. 12

200 Hudson-Essex-Terraplane Cars

1947 HUDSON SUPER-6 sedan, 45,000 miles, beautiful rust free body with new black lacquer. Good interior and running gear. Forced to sell below value at \$495.00. 402-443-3060. Harry W. Falke, Wahoo, Nebr. 68066.

1931 ESSEX super six coach, completely original, good upholstery, nice running condition. Drive home. Tel: 207-843-6331. Ralph Day, East Holden, Maine. 04429.

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210 Literature

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CATALOGS, OWNERS Manuals, Service Manuals, Parts Books for Foreign and Domestic cars and trucks 1900-1971. I will have half a ton of literature for sale at Hershey this fall; including original catalogs for Duesenberg, Doble, Packard Speedster, Bugatti, etc.; plus nice reprints of 1929-1930 Packard accessories catalog, Model A Duesenberg Instruction Book and others. Phil Dumka, Box 84, Carlisle, Mass. 01741.

210 Literature

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220 Miscellaneous

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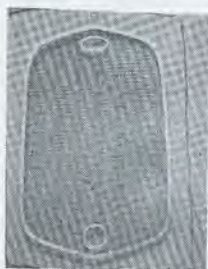
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STONE GUARDS

Ford Model "A" 28-31 also Packard 29-31 and Cadillac 29-31



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Deluxe (as pictured with oval cut out at top) \$80.00

Special Deluxe type 1 (as pictured with emblem mounted on shield at top) \$90.00

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Arthur Howell

3865 Kipling

Beaumont, Texas 77706

Always Look for (H) TM for the Best



30-31 Special
Deluxe type 1

Special Deluxe type 2 (same as type 1 except instead of emblem, has oval cutout for emblem on shell to show.) \$90.00

Packard (wire mesh style) \$98.00

Cadillac (wire mesh style with round cut out for emblem to show or flat plate to mount emblem) \$110.00

Buick (1931 series 50) \$98.00

Any of the above available on special order in chromed brass or stainless steel at \$50.00 extra. Write for details on other makes and models.

240 Olds-Pontiac Cars

FOR SALE: 1948 Pontiac, 47,000 original miles, excellent interior, good motor. Ideal for driving or restoring, \$135.00. 414 823-2108 George Bagnall, Rt. 2, Sturgeon, Bay, Wis. 54235.

250 Packard Cars

1940 BOHMAN-SCHWARTZ Packard custom Victoria convertible, one of a kind. Very good road car. Licensed. Mechanically perfect, drive anywhere. No. 541060. The only B&S Packard assembled on a 1940 frame. 816 727-3083. Paul Gutting, Kahoka, Mo. 63445. (11)

"ASK THE Man Who Owns One" was a slogan with meaning. And the Packard at one time was one of the great prestige cars, now discontinued because of cheapening. The name will live long, and the few that left will greatly increase in value as time passes on. E. J. Arnold, Hobe Sound, Fla. 33455.



1926 PACKARD "243" "The Big 8" Converted to tow truck. Excellent motor and drive train. First \$1,250 gets it; Phone 305-299-0297

AUTOMOTIVE DATA

PACKARD '55 Clipper 2-dr hardtop, excellent motor, good body, radio, heater, ultramatic. Sell outright \$175.00; or parts. Vandalized, needs glass. Call 301 342-4568. Cicone, 3210 Eastern Ave., Baltimore, Md. 21224.



1935 PACKARD 4 dr. Sedan. Side-mounts. White Walls. Runs fine. Good condition. \$1485.00, might trade. Also 1953 Packard 4 dr sedan. Excellent. \$385.00. No Sunday calls or visits! Elmer J. Duisternors, 151 W. Meadow Drive, Sioux Center, Iowa 51250. Phone 712-722-1611

1950 PACKARD 4-door sedan, interior excellent, body good, mechanically fair. Needs: rocker panels, paint job, valve job, exhaust system. Make offer. 419 726-4348. Myers, 2650 104th, Toledo, Ohio. 43611. (12)



1939 Packard Victoria Darrin. Superb Restored Condition. One of two known California Made Bodies on 120 Chassis. Rare Collectors Car.

JACK GREENBERG
P.O. Box 3743 Detroit Mich. 48237
313-5426329

251 Packard Parts

SALES BROCHURES 1934 to 1939 \$35.00 to \$175.00. V-12 valve grind gasket sets \$36.25. Stromberg EE-3, EE-22, EE-23 gasket sets \$5.95. Accelerator pumps \$12.95 and \$14.95 prepaid. Special prices at Hershey. Stainless spokes and nipples. Leslie, Box 24125, Oklahoma City, Okla. 73124. (12)

633 MOTOR AND transmission, steering wheel, headlights, hood, radiator and more! No body parts. SASE. A. R. Mellor, 92 Montgomery St., Pawtucket, R.I. 02860. (12)

FLYING LADY 1939 to 1941 Packard. New Chrome, new plexiglass, \$50.00 ppd. Photo 25c. All inquiries SASE. 602 942-5394. Gaither, Box 9667, Phoenix, Ariz. 85020.

STONE GUARDS for Fords, Packard, Cadillac, and Buick. See at Hershey Oct. 7-9 Space 0-84-87. Arthur Howell, 3865 Kipling, Beaumont, Tex. 77706.

251 Packard Parts

PACKARD 1937 parts car, may still have the part you need. Write; if no prompt answer, "No Got." Daniel E. Kress, Box 200 Rt. 4, Rhinelander, Wis. 54501.

1940-1941 PACKARD 180 Cloisonne hub cap medallions. New, identical to originals. October delivery. Limited run, order now to reserve yours. \$20.00 each, or 4 for \$70.00. Add \$2 for postage and handling. W. C. Williams, 6072 Valewood, Minnetonka, Minn. 55343. (12)

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New, Revised Edition

500 Names—300 Parts & Services

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270 Post War Cars

1953 ASTON-MARTIN special bodied convertible; 1955 Porsche rare continental coupe; 1956 190-SL, both tops, a dandy, overhauled and restored. Ray Wolff, 8114 Warren, Wauwatosa, Wis. 53213.

1952 SINGER "Roadster" (4-pass. looks like MG-Y tourer), complete, authentic bargain. Partly restored with new parts. Leo Hitt, 8809 Stickney, Wauwatosa, Wis. 53213.

271 Post War Car Parts

'56 FORD TAIL LIGHT TRIM

\$2.00 each, two for \$3.00 postpaid.

Guy C. Close, Jr.

13426 Valna Dr. Whittier, Calif. 90602.

280 Recent Sports Cars

1966 FERRARI GTS RH drive, deep metallic blue, 19000 miles, new 5 Borrani wires, wide Parelli tires, 6 Weber carbs, 5 speed, CB Trans., Becker FM, deck rack, all like new & original. List new \$21,000. No quibble sale for \$15,000.00. Phone: 215 948-9708. L. A. Ottaviano, 171 Main St., Royersford, Pa. 19468.

300 Special Interest Car

1940 LINCOLN CONTINENTAL convertible, restorable condition, all parts, can be driven away. Bill Gesner, 75 8th St., Fall River, Mass. 02722. (12)

ENTIRE LOT, one package, 30 Metropolitans, 1954 to 1962, most of them running, many spare parts used and new, includes all manuals and parts catalog. Serious buyers only. For more information call 617 289-3800. Mel Williams, 777 N. Shore Rd., Revere (Boston) Mass. 02151. (12)

1948 CROSLEY Wagon, 16,000 miles; interior, chrome, tires, body, perfect; \$550.00. 313 357-5239. Jon Abbott, 25155 Thorndyke, Southfield, Mich. 48075.

1963 ROLLS ROYCE Silver Cloud III. Long wheel base with electric divider, air cond. \$11,500.00. Write: D. W. Way, Woodstock at Stoneham, Gates Mills, Ohio. 44040.

300 Special Interest Car

CONGRATULATIONS AND Good Luck to the new "Old Cars" publication! Special offer: 1958 Mark III Continental convertible, maroon with black leather interior, excellent body, interior and chrome; good top boot and tires; new carpets and exhaust system; all power, needs very little, \$1250.00. 1959 Mark IV Continental 4-door hard top, black beige leather interior, rear breezeway window, doorlocks, all power, new exhaust system, ignition, plugs, etc., \$895.00. 1960 Mark V Continental 4-door hard top, black with black interior, air condition, electric eye, door locks and new tires, \$1095.00. Buy all 3 only \$2700.00. Write for other lists and prices. James B. Single, 5436 Roberts Rd., Hilliard, Ohio. 43026.

1952 ZIM 7-passenger sedan, former Russian embassy car Oslo, Norway; only one known in U.S.A., interesting museum car, average condition, \$1500.00. F. B. Tucker, 216 Central Ave., West Caldwell, N.J. 07006. (12)

COLLECTION: Bandini roadster restored \$3000.00; Mercedes Gullwing new laquer, new tires, AM/FM/SW, beautiful, sacrifice \$5800.00; Siata Spyder coupe one off 500 miles since restoration, beautiful, rare, \$3200.00. Ph: 717 755-5113. George Sterner, 685 Edgewood Rd., York, Pa. 17402.

MUST REDUCE collection: 1941 Lincoln Custom, restored, scores in high 90's, \$7500.00; 1948 Continental Coupe, extra solid, original, \$1395.00; 1941 Zephyr Sedan, good original with extras, \$750.00; consider package deal on all cars plus spare parts. SASE. E. M. VanderVelde, 2301 2nd Ave. S., St. Petersburg, Fla. 33712. (11)

1942 DODGE LUXURY Liner, like new \$2500.00. 1949 Packard Deluxe Super-8 sedan \$1350.00. 1950 Packard 2-door fastback \$550.00. 1950 Plymouth 2-door fastback \$175.00. 1957 Cadillac Fleetwood "75" Limousine \$1250.00. 1967 Chevrolet "427" sedan \$850.00. Pictures \$1.00. SASE. 1-608-249-8084. Otto Olsen, 605 Riverside Dr., Madison, Wis. 53704. (12)

1957 FORD Retractable; 292 engine with automatic trans. Reliable and good running, used daily. New: tires, batt, exhaust system, starter, brakes rebuilt. Paint fair. Some cancer in lower body parts. Asking \$750.00. Or call 815 472-2033. May consider trade for small 1920's car. Lee Cramp, 300 Market, Mokena, Ill. 60954.

1957 LINCOLN Continental Mark II original medium bronze finish, maroon leather upholstery, excellent original condition, Concours winner. John Crenney, 11 Homestead Lane, Yarmouth, Mass. 02675. (12)

1957 MERCEDES 190-SL convertible, less than 50,000 miles. New radials. New factory top. Red with white leather interior. Amazing condition. Acquired from millionaire with no time to drive it. \$4000.00 cash. Or consider trading up or down for rebuilt like new: Model A or early V-8 Phaeton or deluxe roadster; soft top; 1931 Cadillac, 1937 V-12 Packard, Rolls or Bentley; or late model air conditioned Mercedes or Porsche. Phone: 402 423-6130. Bill Thornton, 2545 Stockwell, Lincoln, Nebr. 68502.

1955 LINCOLN CAPRI 2-door hardtop, beautiful pink with white top in near showroom condition. Original carpets, paint. 54,000 miles, mechanically perfect. Phone: 219 749-0341. Gene Gibson, New Haven, Ind. 46774.

1937 NASH 4-door sedan, big 8, needs work, 6 good tires; mileage 29,588. \$500.00. Phone 238-4208. Clyne, 10878 Pearl Rd., Strongsville, Ohio. 44136. (11)

1959 EDSSEL Ranger Tudor, air, P. steering, P. Brakes, automatic, engine rebuilt, repainted, excellent. Picture \$1. Ph: 703 228-3185. Gates, 195 S. First St., Wytheville, Va. 24382. (12)

1960 LINCOLN For Sale \$500.00

Premier, Tudor Hardtop. Original Owner. Excellent. All Power. Six Atlas Tires on wheels, two Snow, all like new. Dual 90 Spare. Mechanically in A-1 Condition to drive anywhere. George E. Schindler, 1839 Rockingham Street, McLean, Va. 22101 (703) 536-4918 Anytime.

300 Special Interest Car

1948 BUICK Super Convertible, good condition, no rust, stored 21 years, 33,000 actual, all parts included except flat glass. Needs some body work. \$750.00. Ph: 366-2701. C. Y. Taylor, 48 E. Channel St., Newark, Ohio. 43055.

1947 DESOTO Club Coupe, fluid dr., original paint, very clean 45,000, Fulton sun visor, spot lite, radio, \$700.00. 1947 Chev. club coupe, it runs, \$125.00. Leon Moore, 823 Waugoo Ave., Oshkosh, Wis. 54901.

301 Special Interest Parts

CONVERTIBLE TOPS: tops for most cars 1939 to 1956, all cut and ready to install, black, tan; includes tacks and hardware, \$25.00 ppd. The Auto Barn, 309 N. Wis., DePere, Wis. 54115.

1959 EDSSEL Corsair 4-door sedan parting out, good deck lid, fenders, all 4 doors, many other parts. Write needs to: Pete St. Peter Box 327, Winona, Minn. 55987. (11)

320 Studebaker Cars

1935 PRESIDENT Operation & Care (owners) Manuals, 75c a copy ppd. Spiro, The Mad Greek, POB 565, DeSoto, Tex. 75115.

1926 BIG SIX Studebaker, stored 20 years, new paint, overhauled, very good original upholstery. Worth \$1500, must sell, make offer. SASE for pictures. Dennis Passons, 3632 45th Ave. S., Minneapolis, Minn. 55406.

1926 STUDEBAKER Big-6 4-dr sedan, excellent mechanically, finish good, seats need re-upholstering. First in class at Studebaker show. \$1550.00. Schnell, 400 Blanco Rd., Salinas, Calif. 93901. (11)

STUDEBAKER ENTHUSIASTS: In Central and Northern Calif.; join the Sequoia Chapter of the Studebaker Driver's Club, 13150 El Capitan Way, Delhi, Calif. 95315. Nation's largest SDC Chapter. (12)



1940 Studebaker Commander

The motor runs, the sheet metal is not dented or rusted. The interior is good but rotten. Asking \$150.00. Pictures and information sent upon request and S. A. S. E.

Sedell Black

Phone 806-385-4061
705 14th Littlefield, Texas 79339

FOR TRADE

510 Antique Cars & Parts

HAVE 1917 Pierce Arrow hood and carburetor in good condition. Will trade for same on my 1913 38 Pierce. Also need air starter, oil and electric taillight with bracket. Phone: 216 395-8466 days; 392-7872 after 9 p.m. T. Martin, 380 Fairmont N. E., Warren, Ohio. 44483.

1927 REO, new paint, top, brakes and tires, runs good. \$1200.00 invested. Sell or trade toward reasonably priced Rolls-Royce or Bentley. 312 895-1200, 219 923-9696. Henry Feinberg, 3232 Ridge Rd., Lansing, Ill. 60438. (11)

520 Classic Cars & Parts

EXTREMELY RARE 1936 Jaguar SS-1 4-door saloon 1 1/2 litre 4-cyl Jaguar engine, 18" wires, P-100 lamps, nearly complete set factory tools, black leather int., Ace discs. 99% factory original, runs perfectly, very quiet. \$7000.00. Will consider Ferrari. Phone 215 948-9708; or write: L. A. Ottaviano, 171 Main St., Royersford, Pa. 19468.

WANTED: ROLLS Royce, L.H. drive in like mint condition. Will trade both: Jaguar, Mark IV 3 1/2 litre, sun roof saloon, 50,000 miles, in beautiful restoring condition, complete including wire wheel spats, new tires; Jaguar 1960 drop head coupe, over 90% restored, 135 miles since engine & transmission professionally rebuilt, body excellent, original white paint, "no rust." Ph: 713 498-5334. Dan Mouton, 10727 Sela Lane, Houston, Tex. 77072.

540 Ford Cars & Parts

1935 FORD Convertible sedan partially disassembled; will trade for solid, running 1946-48 Ford or Mercury convertible or mint 1941 Dodge, DeSoto, or Chrysler convertible. 914 297-8812. C. D. Johnson, 39 Stephanie Lane, Poughkeepsie, N.Y. 12603.

560 Literature

HAVE ABOUT 150 foreign sales brochures and folders. Good cross section including Jaguar and MG items. Want to trade for pre-war sales literature or any years Packard. Jim Lungwitz, Monticello, Minn. 55362.

570 Misc. Vehicles & Parts

APPROXIMATELY 1800 lbs. new and used parts, mostly Ford. Trade or sell, Millers, Inc., 900 E. Elva, Idaho Falls, Idaho. 83401.

590 Special Interest Cars & Parts

2 MANY 1955's. Immaculate Bel Air hard top Chevrolet, all options but air and windows \$795.00. Cadillac '62 4-door nice \$395.00. Ford 1/2-ton pickup good \$395.00. Want 35 to 48 Buick, Packard, Chrysler limousine. Jim Morgans, 709 N. Park, Watertown S. Dak. 57201.

WANTED

710 Antique Cars to 1915

1914-15 TRUMBULL coupe, must be in restorable condition. Also collect old spark plugs, send list and prices. Geo. Clark, 254 Pond Point Ave, Milford Conn. 06460. (12)

711 Antique Car Parts to '15

WANTED METZ wooden spoke wheels 30x3 or 28x3. James Lyon, 15 E. Miller Rd., Sterling, Ill. 61081. (11)

1911 HUPMOBILE Roadster or Runabout, Model 20: 2 brass headlights, 2 kerosene side-lights and one tail-light, steering wheel, Dragon horn, 1 speedometer cable complete inside & out. Brass hubcaps, 2 rear fenders, 1 right front fender. Arthur Gustin, 115 Sisson Rd., Harwichport, Mass. 02646. (11)

1913 STANLEY engine or parts. 10 hp. Rod No. 6140 18" boiler. Del Beyer, RR 2 Box 92A, Hartford, Wis. 53027.

WANTED: ANY parts for Lozier engine, trans., radiator, literature, anything! Have photos to help identify parts. Thank you. Mike Turner, 11029 14th S. W., Seattle, Wash. 98146. (9/72)



WANTED 26 inch universal rim and wheel as above. 143 C. M. Hall left brass lamp, brass tail lamp, brass spark throttle and quadrant to fit on steering column. Two man top irons for medium sized car.

J. BACHINSKY
7007 92 Ave.,
Edmonton 83, Alberta, Canada.

720 Antique Cars 1916-25

WANTED 1924 JORDAN Play Boy body. Willis Selle, Rt. 1, Turtle Lake, Wis. 54889.

1918 CENTER DOOR Dodge sedan, or older. Must be in good condition. Send Ser. No. with first letter. Rocky Caporusso, 7437 E. Hwy 26, Stockton, Calif 95205.

WANTED OPEN or closed antique or Classic, must be priced right, nearly complete, in running condition with good metal. Upholstery and wood not important. 614 254-4740. James Lindon, Box 512, Gnadenhuthen, Ohio 44629. (12)

721 Antique Car Parts '16-25

WANTED USED radiator for 1924 Ford. Must look good and be reasonable. Harold G. Via, 124 Dupont Circle, Waynesboro, Va. 22980.

NEED CROWN gear or rear end for 1916 Overland. Frank Tippet, Rd 1, Wilkes-Barre, Pa. 18702.

730 Antique Cars 1926-35

WANTED FRANKLIN V-12; must be completely restored or good original condition. All photos will be returned. Phone: 503 838-1521. Clayton Stone, Monmouth, Oreg. 97361. (11)

731 Antique Car Parts '26-35

AUBURN '31, '32, or '33, 17" wire wheels, knock offs, front springs, straight eight distributor, etc. Would consider purchase of mostly complete parts car. Sisson, 12245 Bluhill Rd., Silver Spring, Md. 20902.

FRANKLIN WINDSHIELD wanted. Need complete windshield from 1929, 1930 or 1931 roadster or touring. Also need step plates to enter rumble seat; also rear window frame. Frank Gardner, 141 Prince St., West Newton, Mass. 02165. (12)

741 Buick Parts

1930 BUICK PHAETON top half of windshield, headlights and mountings, misc body hardware; must be in excellent condition. Lorne McLaren, Box 1221, Unity, Sask., Canada. (12)

WANTED FOR 1929 Buick standard engine complete head lights, dash with instruments, steering wheel with spark and gas controls and horn button, two front wheels 20", 4 hub caps, tail light, rear bumper. Baxter Cheatham, 7521 Gable Dr., Little Rock, Ark. 72205.

745 Cadillac-LaSalle Parts

RADIATOR CAP for 1927 Cadillac with or without motometer. Outside threads measure 2" diameter in good condition. Ray Newell, 31 Trumbull Rd., Northampton, Mass. 01060. (11)

WANTED GRILLE for '39 Cadillac 61. Thomas Lamance, POB 2328, Modesto, Calif. 95351. (12)

750 Chevrolet Cars

WANTED: 1938 Chevrolet Sedan Delivery 1/2-ton, fair to good condition. Roger Norland, 503 Cornelia, North Mankato, Minn. 56001.

754 Chrysler Corp. Cars

1925 OR 1926 Dodge Touring, other bodies considered. 1954 Chrysler 4-door deluxe New Yorker, not mint but real good. R. M. Bandy, Rt. 2, Alvaton, Ky. 42122.

WANTED: 1931-39 Chrysler Product roadster, phaeton, or convertible sedan in good restorable condition, reasonably priced. 308 324-4931 or 324-4524. Dean C. Martin, Lexington, Nebr. 68850. (12)

WANTED: Good condition plus! 1949 or 1950 Chrysler Town and Country convertible. Call: 617 444-3137. Leo Duprey, 1116 Great Plain Ave., Needham, Mass. 02192. (11)

WANTED: DeSoto '48 to '50 Limo. Running gear unimportant. Will answer all. Joe Fuerst, 14509 Marlowe, Detroit, Mich. 48227. (11)

755 Chrysler Corp. Parts

WANTED: FOR 1938 Chrysler Imperial C-19, front and rear bumpers, "T" shaped grille mldg., stainless headlight ring, radio bezel for dash, running boards. Roger Baas, 1127 Prince S.E., Grand Rapids, Mich. 49507.

DODGE '48 Convertible, need right front fender. Call 301 342-4568. Cicone, 3210 Eastern Ave., Baltimore, Md. 21224.

1930 CHRYSLER six, need good honeycomb radiator and shell. John Robinson, 400 Fairview, Ponca City, Okla. 74601.

WANTED: 1928 Dodge Victory six any parts, or parts car, in Eastern part of country. R. E. Kane, 106 Vaiden Dr., Williamsburg, Va. 23185. (11)

760 Classic Cars

WANTED: MG type J2 or F2 roadster. Excellent condition only, complete. Will pay for pix. Ownership history appreciated. Roger Mayo, 20 Lakeside S.E., Grand Rapids, Mich. 49503.

760 Classic Cars

WANT 1952-54 MGBC-F running mechanically sound. Tel: 1-617-893-7646. Joe Williams, 169 Hammond St., Waltham, Mass. 02154. (12)

WANTED: 1931-1941 Cadillac, Mercedes-Benz, Packard, or like classic touring car; secondarily, convertible sedan. Must withstand professional inspection. Quality accentuated. 614 882-1221. Inland Engineering, POB 66, Westerville, Ohio. 43081. (11)

WANTED: ROLLS Royce, L.H. drive in like mint condition. Will trade both: Jaguar, Mark IV 3 1/2 litre, sun roof saloon, 50,000 miles, in beautiful restoring condition, complete including wire wheel spats, new tires; Jaguar 1960 drop head coupe, over 90% restored, 135 miles since engine & transmission professionally rebuilt, body excellent, original white paint, "no rust." Ph: 713 498-5334. Dan Mouton, 10727 Sela Lane, Houston, Tex. 77072.

Wanted

Lincoln K B: any body style. Prefer good unrestored or with older restoration. Complete description with pictures (3) and price. All pictures to be returned.

Graham Hollywood SC or Hollywood sedan: Prefer good unrestored or older restoration. Complete description with 3 pictures and price. All pictures to be returned.

LEON BARNETT

207 Wheeler St., Hartselle, Ala. 35640

775 Fire Engines-Commercial Vehicles

MOTOR DRIVEN steamer, any type, any shape, for restoration. Write. Tom Chapman, 2 Newton Rd., Wayne, N.J. 07470. (12)

781 Ford Parts—Model T

WANTED: 1926 roadster front fenders and windshield frame. For sale Edsel Ranger body parts. Neptune, 615 Riverside Dr., Richland, Wash. 99352. (11)

1913 TOURING body or 1912 rear half touring body or parts. Steve Davis, RD 2, West Winfield, N.Y. 13491.

784 Ford Cars Model A

WANTED: 1930-31 Ford A sedan or coupe, fair to good condition. Reasonable price within 100 miles. Albert Florentine, 2707 Maple Ave., Vineland, N.J. 08360.

WANTED: 1930-31 Ford, reasonable. Will consider open car. 633-7503. Bernard Hartaub, RD 2, Hanover, Pa. 17331.

WANTED IN restorable condition, '29, '30, '31 roadster; will buy, trade, or swap other make cars. Call 301 342-4568. Cicone, 3210 Eastern Ave., Baltimore, Md. 21224.

785 Ford Parts Model A

FOR 1929 Roadster: dash panel, hood, rear fenders, splash aprons, top sockets, and Texas title. For sale: 2 '30 Ford gas tanks, Muncie trans, '37 (?) LaS trans and diff. Bob Purcell, 305 Redbud, Ferris, Tex. 75125.

WANTED: Window regulator for front doors 1931 Model A Victoria; window channel for left door only; state prices. David Boice, 616 Sylvan Dr., Longview, Tex. 75601.

WANTED SETS or pieces to Model A windshield stanchions, landau irons, horns, roadster hinges, handles, latches, top bows; SASE. 878-6543. W. Gibson, 230 Falcon Lane Las Vegas, Nev. 89107. (9-72)

790 Ford Cars Early V-8

WANTED 1932 Ford Roadster Highway Hot Rod. Full Fendered or not. Streetable. No rust or gutted interior. Within 1000 miles, farther will pay to deliver. Send pictures. Dennis D'Amico, 2323 E. 12th St., Brooklyn, N.Y. 11229.

WANTED: '35 thru '37 Fords, coupes, convs., or roadster. No wagons, no sedans. 717 397-3113. Dr. Harry Stewart, 1616 New Holland Pike, Lancaster, Pa. 17601. (12)

WANTED EARLY Ford V-8 roadster or phaeton. Clayton C. Nichols, R 2, Wisconsin Dells, Wis. 53965. (12)

790 Ford Cars Early V-8

WANTED '40 Ford deluxe convertible. Must be near mint original or restored like new. All letters answered, all photos returned. No junk please! Give price and description first letter. Sedell Black, 705 14th, Littlefield, Tex. 79339.

791 Ford Parts Early V-8

1940 FORD deluxe wagon parts. I want everything I can get. New old stock only. Del Beyer, RR 2 Box 92A, Hartford, Wis. 53027.

800 Hudson-Essex-Terraplane

WANTED 4-cylinder 4-door Essex Sedan in good condition. Overall, Ftgeo Star Rt. Box 433, Jacksonville, Fla. 32229. (9-72)

801 Hudson-Essex-Terraplane Parts

NEEDED TWO rear wooden spoke wheels for 1927 Essex. Send information. Also would like shop manual for this car. 2207 12th St., Brownwood, Tex. 76801. (11)

810 Literature

WANTED: LITERATURE 1936-40 Model D-15 Int. Truck. Also mech. procedures manual 1942-47 Hudson. Any ads or photos available. Sam Phillips, 550 S. Clifton, La Habra, Calif. 90631.

LITERATURE, MANUALS, pictures of antique, classic, and special interest cars & motorcycles. Thomas Lamance, POB 2328, Modesto, Calif. 95351. (9-72)

EDSEL LITERATURE, books, reprints, data books, soft trim catalogs for club files. Write: Edsel Owners Club, West Liberty, Ill. 62475. (12)

1900-48 SALES Literature, brochures, owners manuals, dealers parts catalogs and fabric sample books, 1912-40 ignition parts. Bob Futterman, 887 N. El Molina, Pasadena, Calif. 91104.

1915 INTERNATIONAL Truck literature wanted. This is truck with radiator behind engine. Dave Sherer, 117 W. Lakeview, Clinton, Miss. 39056. (11)

McFARLAN. THERE are a few sales catalogs I still need for my McFarlan research files, especially those catalogs designated as Nos. 33, 35, 38, 40. Name your price if you can offer any of these; it will be seriously considered. Please describe your offering fully including the specific cars that are illustrated. My McFarlan material eventually will be donated to the Detroit Library's Automotive History Collection and I wish to make it as complete as possible. I will also consider firm offers of catalogs other than the above as well as photos, ads, and other McFarlan paper. Some duplicates are available for trades if desired. A. J. Arnheim, 10 W. 66th St., New York, N.Y. 10023. (12)

CADILLAC AND Porsche factory sales literature, catalogs, & manuals. Will buy or trade. Jim Perrin, Box 4415, Columbus, Ohio. 43212. (12)

WANTED: SALES literature, showroom book, good owner's manual, shop manual for either a 1938 Chevrolet or 1935 Buick. Roger A. Norlund, 503 Cornelia, North Mankato, Minn. 56001.

INDIAN MOTORCYCLE sales catalogs wanted. Richard Braund, Elroy, Wis. 53929. (11)

WANTED OLD color catalogs, shop manuals, marble gear shift knobs; pay top prices, try me! Prefer lots of 10 or more, but will buy individual choice pieces. Automotive Data, Box 15614, Orlando, Fla. 32808.

MACK TRUCK Literature. Ken Dilabough, 3439 Midvale Ave., Philadelphia, Pa. 19129. (11)

AUTOMOBILE and motorcycle owner's manuals and sales material wanted. Price and condition first letter. One or 1000. Howard Hoelscher, 4 Pleasant Ter., Boonton, N. J. 07005. (12)

SALES CATALOGS, brochures, advertising booklets, issued by car manufacturers to describe their autos, wanted in any quantity 1900-1942. Premium prices for items I need, the older the better. F. Simeone, 1205 Lombard, Philadelphia, Pa. 19147. (9-72)

810 Literature

I WILL buy complete collections of pre-war literature. Just name it, year, and total price. No fancy descriptions. Branham books, motor magazines. I am a collector, not a dealer. Del Beyer, RR 2 Box 92A, Hartford, Wis. 53027.

ATTENTION LITERATURE dealers: I want any and all literature on the Porsche automobile. Bring sales items, part books, shop manuals, to Hershey. I'll stop by your booth. Brad Ripley, 488 Main St., Wilbraham, Mass. 01095.

WANTED FOR our reference library: Motors Factory Shop Manuals (repeat: shop—not flat rate manuals); pre-1955 Interchange Manuals, pre-1955 G. M., Ford, and Chrysler Corp. body manuals. Please describe and price. Immediate payment. Old Cars Library, Iola, Wis. 54945. (12)

820 Miscellaneous

WANTED OLD toy cars and trucks made before World War II. Either cast iron or pre-war Tootsietoys with white tires or metal wheels. George Dietrich, 1799 Ridge Rd., Hinckley, Ohio. 44233. (12)

WANTED OLD Dirt Track race car; Hisso, D.O. Hal, or Ranger. Others considered. R. M. Bandy, Rt. 2, Alvaton, Ky. 42122.

WANTED: EARLY Mich. License plates, prefer pairs but will take what comes. Want to complete my teen-age son's collection. Write first. Phone 1 313 676-7777. Richard Hood, 1875 Woodside, Trenton, Mich. 48183.

CURTISS AVIATION, motorcycle material, old wooden propellers, antique aircraft & parts, antique motorcycles material, TWA material. C. Weeks, 915 Valentine Rd., Kansas City, Mo. 64111. (9-72)

WANTED: INFORMATION on museums, libraries with automotive collections; new periodicals and clubs in field; corrected addresses for old. Prospects send us inquiries. Brigham Press, 136 Park Lane, Marietta, Ga. 30060.

WANTED LICENSE plates under 1940 to finish collection from following states: Miss., Del., Md., Tenn., Alaska. Have traders, some 1920's, 1930's. Write, Leo Zandacki, Rt 1 Box 803, Centralia, Wash. 98531. (11)

WANTED: OLD toy cars made before 1940. Please send price and description. Gates Willard, 233 Manhasset Ave., Manhasset, N.Y. 11030.

830 Motorcycles

ARIEL 4-cyl square, must be in running shape. Indian 4-cyl in running shape. R. M. Bandy, Rt. 2, Alvaton, Ky. 42122.

OLD CYCLES and sidecars before 1930. Must be original. All letters answered. Robert Twine, 305 Suffolk St., Agawam, Mass. 01001. (12)

851 Packard Parts

WANTED WEATHER stripping for 1949 Packard convertible, parts #391946 thru 51; fitting under top frame. Windshield pieces are a pair, rear quarter windows are a pair, 4 center pieces are alike and straight. Can be same stripping as interchangeable parts. Also, Hydraulic valve assembly to raise top part #410158. All new parts. T. E. Fink, 7 Fair Ave., Hanover, Pa. 17331.

FOR 1928-29 Super-8: carburetor, coil, 20" 8-lug wire wheels, rear fenders, r. rear door, etc. Linden, 19031 Blackhawk, Northridge, Calif. 91324.

861 Plymouth Parts

FOR 1932 PB Business Coupe: wood wheel hub caps, Delco 629M distributor assembly, overhaul gasket set, starter switch, cylinder head, step plates, any original accessories. Prefer NOS, if used 'excellent' or 'mint' stockpiling spares. What have you? Bill Mead, 1578 Eastridge Dr., Slidell, La. 70458.

880 Recent Sports Cars

MERCEDES-BENZ 300 SL Gull Wing or roadster fitted with luggage. Also sales literature and owners manuals. State condition, price. Ph: 303 333-7129. R. Moran, 801 Colorado, Denver, Colo. 82006. (9-72)

900 Special Interest Cars

WANTED: FLAT Rad Morgan, pre-1954, any body style. Also want 3-wheel Morgan, F-Type or Twin, Len Haffenden, 1026 W. Keith Rd., North Vancouver, B. C. (11)

WANTED FOR 1939 Nash Lafayette: taillight lenses, suspension parts, radio, rubber parts, interchangeability info., what-have-you? Gene Kasmar, Rt 2 Box 244, Osseo, Minn. 55369. (11)

901 Special Interest Car Parts

WANTED: 1949 V.W. Chassis with mechanical brakes, 26 h.p. motor, original transmission, no rust. Do not need body. Phone 305 461-4781. Austin Lloyd, 403 S. 18 St., Ft. Pierce, Fla. 33450. (11)

921 Studebaker Parts

WANTED FOR 1941 Stude President: rear fender gravel shields 278502-3; fender lamp 280910 or 281617; front bumper wing guards 514804-5; hood ornament. H. Beckman, 1019 N. 17th, Manitowoc, Wis. 54220.

930 Tires

WANTED

Firestone non skid clincher tires 28x3. Must be mint condition. Model "F" Ford 2 Cylinder opposed engine.

ELDON WORMLEY
1907 Ernest Ave.
Redondo Beach, CA. 90278
Phone (213) 379-6366

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DEADLINE NOTICE

All advertising copy must be in our offices by deadlines listed. Early copy is appreciated.

ISSUE

November, 1971

December, 1971

AD DEADLINE

Friday, Oct. 8

Wednesday, Dec. 8

ADVERTISING COPY REGULATIONS

1. Advertisements will stand on their own size to determine rate charged. Grouping of several advertisements in any one issue for total inches will not be permitted.

2. All advertising orders are accepted subject to the terms and provisions of the current rate card.

3. The forwarding of an order is construed as an acceptance of all rates and conditions under which advertising is at the time sold.

4. The publishers assume no liability if for any reason it becomes necessary to omit an advertisement.

5. Old Cars will not be bound by any conditions, printed or otherwise, appearing on the order for advertising space, billing instructions or copy instructions which conflict with its policies.

6. All advertising is subject to the publishers' approval. The publishers reserve the right to reject advertising which they feel is not in keeping with the publication's standard and also reserve the right to edit advertising copy to conform with Old Cars Advertising Policy.

7. This publication does not guarantee, and disclaims all knowledge of, the right of seller or buyer to contract. Specific inquiries should be made on question of minority or ownership.

8. Advertisers and advertising agency assume liability for all content (including text representation and illustrations) of advertisements printed and also assume responsibility for any claims arising therefrom made against the publishers. It is the advertiser's or agency's responsibility to obtain appropriate releases on any item or individual pictured in the advertisement.

9. All agreements are subject to strikes, accidents, fires, acts of God, or other contingencies beyond the publishers' control.

10. Copy running longer than the space ordered will be cut from the end of the listings, or wording, and returned at the discretion of the publishers unless permission to increase space has been given the publishers by the advertiser.

11. Advertisements offering prizes, contests such as grab bags of any nature are not acceptable unless prior written approval has been obtained from the Post Office Department, Washington, D. C.

12. Religious, ethnic, or political opinions will not be printed in advertisements.

13. All reprinted literature offered for sale must be stated as such in each advertisement.

QUICK COST CHART FOR CLASSIFIED ADS

\$1.10 Minimum Any Ad

No. Words	One Issue	Two Issues	Three Issues	Twelve Issues	No. Words	One Issue	Two Issues	Three Issues	Twelve Issues
to 25	1.10	1.95	2.75	10.20	131-140	6.20	10.80	15.40	57.00
26-30	1.35	2.30	3.30	12.25	141-150	6.60	11.55	16.50	61.05
31-35	1.55	2.70	3.85	14.25	Per Issue				
36-40	1.80	3.10	4.40	16.30	4c per word over 150 words				
41-45	2.00	3.50	4.95	18.35	Sample Word count ad:				
46-50	2.20	3.85	5.50	20.35	1911 Pierce-Arrow 36 Touring. Complete, excellent un-				
51-55	2.45	4.25	6.05	22.40	1 2 3 4 5 6				
56-60	2.65	4.65	6.60	24.45	restored. R. H. Coachling, 91 Miller Avenue, Providence,				
61-65	2.90	5.05	7.15	26.45	7 8 9 10 11 12 13 14				
66-70	3.10	5.40	7.70	28.50	R. I. 02837.				
71-75	3.30	5.80	8.25	30.55	15 Free Zip				
76-80	3.55	6.20	8.80	32.60	Remember, cars with hyphenated names such as Stod-				
81-85	3.75	6.55	9.35	34.60	dard-Dayton, Stearns-Knight, etc. count as one word.				
86-90	4.00	6.95	9.90	36.65	States using two words for names such as New York,				
91-95	4.20	7.35	10.45	38.70	South Dakota, etc. count as one word. Your zip code is				
96-100	4.40	7.70	11.00	40.70	free in all classified ads.				
101-110	4.85	8.50	12.10	44.80					
111-120	5.30	9.25	13.20	48.85					
121-130	5.75	10.05	14.30	52.95					

Please print and punctuate. Clip and Mail to Old Cars, Iola, Wis. 54945 before 8th of month.

CLASSIFICATION DESIRED.

Number of words ----- Number of issues ----- Amount Enclosed -----

Important: Box number ads require name and address of advertiser for our confidential files.

Please print and punctuate. Clip and Mail to Old Cars, Iola, Wis. 54945 before 8th of month.

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Important: Box number ads require name and address of advertiser for our confidential files.

DEADLINE: 8th of Each Month

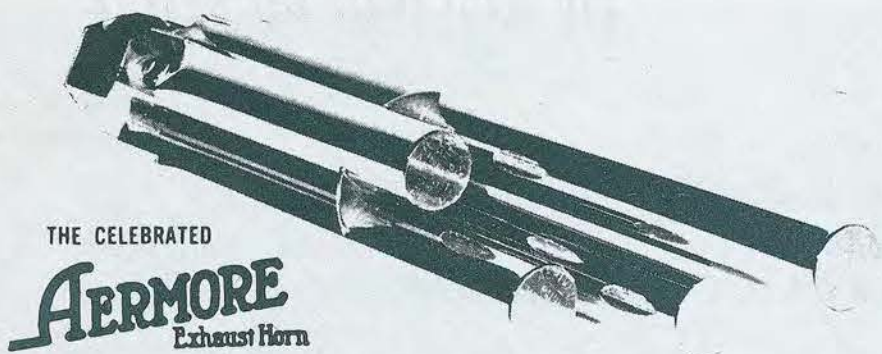
Phone 715-445-2217

DISPLAY ADVERTISING RATES PER INSERTION

Consecutive Issue Rates — Cost Per Issue.

Advertising is CASH in advance. If you are uncertain as to the cost of your ad, send it in and we will advise the cost to be remitted in advance or refund any over payments that you send. Cash with copy is in no way a reflection on your credit. By cash with copy, we are able to offer lower ad rates and thus you realize more profit for your advertising dollar. Please add \$1.50 per photo.

Col. Inches	One Issue	3 Issues	12 Issues
1	\$2.25	\$2.14	\$2.03
2	3.95	3.75	3.56
3	5.85	5.56	5.27
4	7.80	7.41	7.02
5	9.80	9.31	8.82
6	11.75	11.16	10.58
7	13.70	13.02	12.33
8	15.25	14.49	13.73
9	17.10	16.25	15.39
10	19.00	18.05	17.10
11	20.90	19.86	18.81
12	22.85	21.71	20.57
13	25.00	23.75	22.50
14	26.60	25.27	23.94
15	28.55	27.12	25.70
16	29.15	27.69	26.24
18 (1/4 Page)	30.10	28.60	27.09
20	33.45	31.78	30.11
21	35.10	33.35	31.59
22	36.80	34.96	33.12
24 (1/3 Page)	40.15	38.14	36.14
26	43.45	41.28	39.11
27	45.15	42.89	40.64
28	46.80	44.46	42.12
30	50.15	47.64	45.14
32	52.80	50.16	47.52
33	55.15	52.39	49.64
35	50.50	55.58	52.65
36	60.15	57.14	54.14
1/2 Page	61.85	58.76	55.67
39	64.35	61.13	57.92
40 (Magazine Size Page)	65.20	61.94	58.68
44	67.32	63.95	60.59
45	68.90	65.46	62.01
48	72.00	68.40	64.80
50	75.00	71.25	67.50
52	78.00	74.10	70.20
55	82.50	78.38	74.25
56	84.00	79.80	75.60
60	90.00	85.50	81.00
65	97.50	92.63	87.75
1 Page (75 inches)	115.00	109.25	103.50



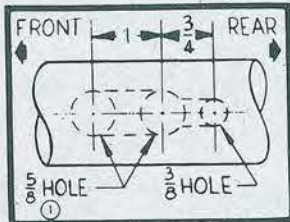
THE CELEBRATED

AERMORE
Exhaust Horn

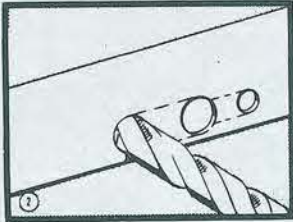
BRASS AERMORE—15 inches of solid brass. Beautiful but very noisy.
Perfect copy of the original. **\$18.75**

ALUMINUM AERMORE—Just as noisy as the brass one but not so heavy or expensive. Put this one on your Model A. **\$14.95**

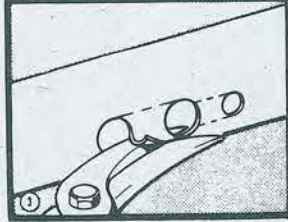
Whistle prices do not include control valves.
THE WHISTLE CONTROL INSTALLS SO EASILY.



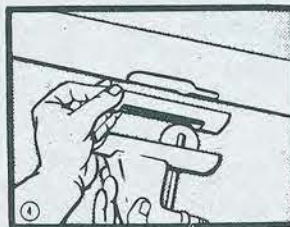
1. Mark out the cuts you're going to make directly on the pipe.



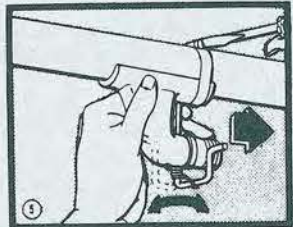
2. Drill three holes.



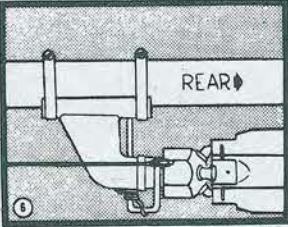
3. With metal shears or keyhole hack saw take out the metal between the holes.



4. Put asbestos gasket and valve in place.



5. Install clamps, slide valve to rear of hole in pipe.



6. Tighten clamps, screw the whistle on, and connect a control cable.

MAJOR BRAND TIRES — AUTHENTIC TREAD PATTERNS

Tires have authentic original, tread patterns because they are made by these major rubber companies in their original molds used years ago and now finally brought out of storage and put back in limited production. We are exclusive distributors for all sizes listed. Your local tire shop cannot supply them.

BEST PRICES ANYWHERE!

All tires and tubes sent freight collect. More sizes coming—Inquire.

NOTES

- (a) 600 x 20 - Replaces 30 x 5
(b) 650 x 20 - Replaces 32 x 6
(c) 525 x 21 - Full size tire. Diameter 31-3/4" tread width 4-1/8" Replaces 525/550 x 21.
(d) 440 x 23 - Diameter 32", tread width 3 1/2", replaces 31x4.
(e) 500 x 23 - Diameter 33 1/2", tread width 3-3/4", replaces 32 x 4 1/2", or 33 x 5
(f) 500 x 24 - Diameter 34 1/2", tread width 4 1/4", replaces 32 x 4 oversize, 33 x 4 1/2 or 34 x 5.

Whistle Control Valves

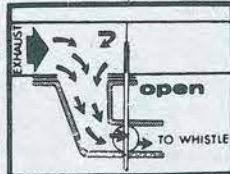
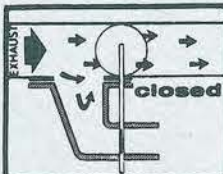


MODEL T WHISTLE CONTROL VALVE \$8.75

Easy installation. Fits all 1 1/2" O.D. exhaust pipes. No welding, no cutting pipe in two, no cussing. Double butterfly design for positive shut-off. Stainless steel shaft and return spring for rust protection. Cast iron housing for strength. 1" pipe thread outlet. Includes gasket, 2 stainless clamps, instructions.

LARGE CONTROL VALVE \$12.85

Identical to Model T unit except for size. Order by exhaust pipe outside diameter. Available in 1 1/8, 1 1/4, 1 1/2, 2, 2 1/4, 2 1/2, 2 3/4, 3.



Double Butterfly design as used on all Lucas Whistle Control Valves gives positive shut-off when closed and forces full exhaust back pressure into whistle when opened.

MODEL A WHISTLE CONTROL VALVE \$11.85



The Whistle Valve for people who would have had a whistle a long time ago if they were not all so hard to install. Easiest possible installation. Four bolts do it all. Clamps rigidly in place between manifold and muffler pipe. Top and bottom flanges machined for perfect fit. Double butterfly design. Stainless steel shaft and return spring. One manifold clamp and instructions included.

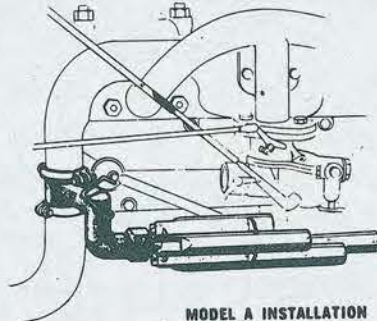
LOCKING KICK PEDAL \$2.75



Exact duplicate original. Mounts in floor-board to connect a cable and operate Whistle Valves or Cooper Cutout. Locks in open position with spring return. Not for A Ford. On A Fords you pull cable by hand.

CABLE KIT 45c

Contains 72 inches of aircraft quality, flexible, galvanized steel cable (not soft picture cord) and 2 cable clamps. Perfect for operating all your whistles and cutouts.

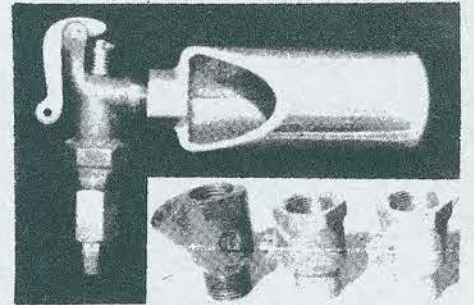


MODEL A INSTALLATION



What's a Parade Without a Whistle?

an explosion whistle

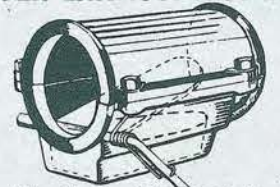


Adapters shown left to right.

Model T Ford—Model A Ford—Chevrolet & Buick—For all 4 cylinder Chevrolets and most pre-1920 Buicks.

EXPLOSION WHISTLE **\$11.75**
ADAPTER Extra **2.00**
CABLE KIT 45c

COOPER EXHAUST CUT-OUT



Installs without cutting pipe in two
Won't do a thing for performance but makes getting there a lot more fun!

Model T (1 1/2") **\$7.95**
1-5/8, 1-3/4, 1-7/8 or 2" **\$8.95**

Also see kick pedals & cable kits.



Model T
Steering Wheel

\$27.95

Beautiful Imported hardwood. Looks like walnut. Six wood segments on each face. No cross grain at ends. Interlocking joints. Hard glossy polyurethane finish resists hand oils, acids, won't scratch. Polished brass spiders have clear enamel finish baked on. 15 inch outside diameter, 12 3/8 inside. (Specify brass or chrome)

Finished and Coated Rim **\$13.95** Polished Center **\$13.95**
Unfinished Rim **\$10.00** Early Ford V8 Taper Center **\$3 extra**

HOW TO ORDER —

Always give make and model of car. Specify exhaust diameter, state choice of brass, aluminum, chrome, hardwood, walnut, etc. where applicable. Submit check or money order. It's that simple. We pay postage except on COD orders, tires and tubes. Minimum order: \$3.00.

RETAIL SHOP OPEN DAILY 1 - 6 P.M., SATURDAY 10 - 5.

Closed Sunday and Monday.

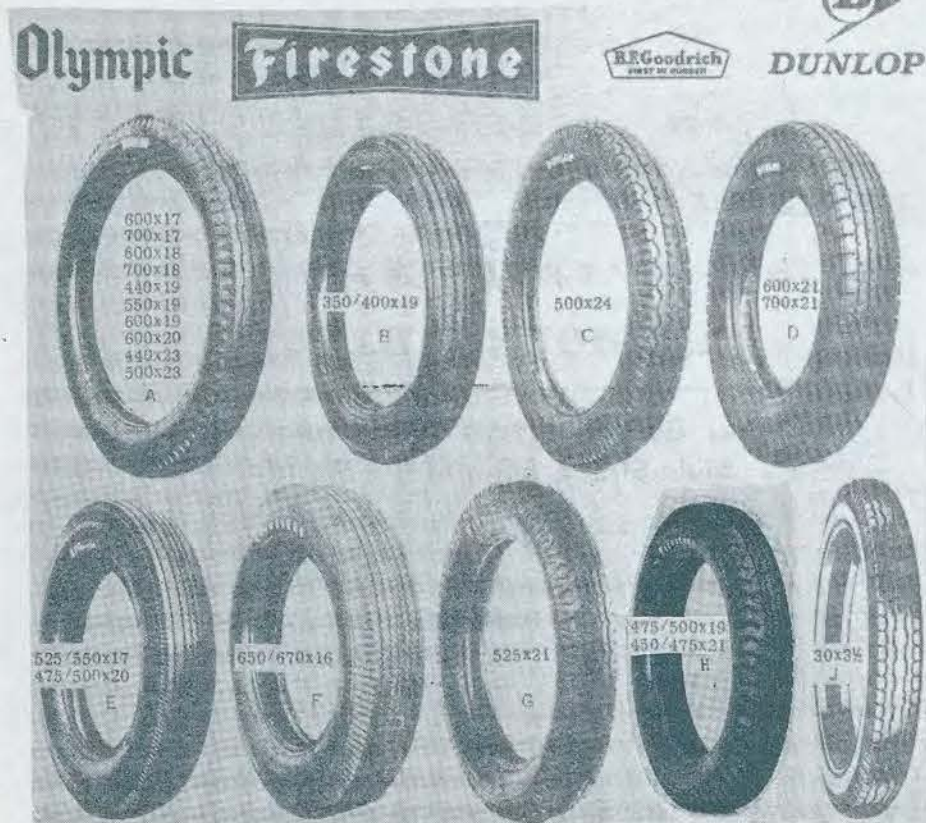


11848 W. Jefferson Blvd., Culver City, Calif. 90230

(In Los Angeles take San Diego Fwy. to Jefferson exit then 1 blk. west.)



213/397-3732 — If no answer call 213/392-7106



Size	Tread Photo	Ply	Tire Price*	Tube Price*	Size	Tread Photo	Ply	Tire Price*	Tube Price*
Wide Whitewalls									
600 x 16	A	4	35.75	3.80	600 x 19	A	6	41.55	5.15
670 x 16	A	6	41.60	4.00	475/500 x 20	E	4	22.00	3.25
Blackwall					600 x 20 (a)	A	6	41.40	5.40
600 x 16	A	6	25.75	3.80	650 x 20 (b)	—	8	43.11	7.40
650/670 x 16	F	6	31.60	4.00	450/475 x 21	H	4	22.60	3.25
525/550 x 17	E	6	25.50	3.60	525 x 21 (c)	G	4	29.75	4.65
600 x 17	A	6	49.60	5.75	600 x 21	D	6	46.50	5.40
700 x 17	A	6	55.40	5.80	700 x 21	D	6	61.40	6.50
600 x 18	A	6	46.80	5.60	30 x 3 1/2	J	4	32.95	3.25
700 x 18	A	6	57.60	5.80	440 x 23 (d)	A	4	46.70	6.25
350/400 x 19	B	4	17.50	2.90	500 x 23 (e)	A	4	47.50	6.10
400 x 19	A	4	27.35	4.95	500 x 23 (e)	A	4	47.50	6.10
475/500 x 19	H	4	22.75	3.25	500 x 24 (f)	C	4	48.80	6.10
500 x 19	A	6	27.88	5.15					

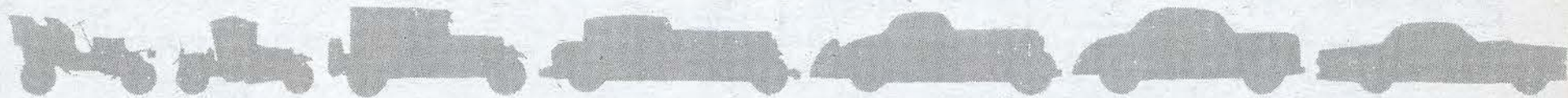
Tire and tube prices include Fed. Ex. Tax.

Until Now, There's Never Been
a Complete Antique Auto Publication

INTRODUCING

Old Cars

THE COMPLETE
ANTIQUE AUTO PUBLICATION



What's your pleasure?

Brass cars, classic, special interest, motorcycles, commercial vehicles? Or a certain make like Ford, Chevrolet, Buick, Studebaker, Franklin, Plymouth, or??? Old Cars will cover them all—including the exotic makes—their history, the men who built them, technical aspects, and restoration tips.

Old Cars Classified Advertising. A new, easy way to shop.

Old Cars has 105 ad classifications—all in alphabetical order! You can pinpoint exactly what you want to buy, sell, or trade.

The broadest news coverage in the hobby.

Old Cars will have reports on meets from coast to coast. Price reports on major antique auto auctions throughout the country. Constructive editorials which speak out on developments in the hobby. And in-depth reports on legislation which affects our hobby. You'll read well-written columns by recognized old car experts. And Old Cars staff of consultants will dig deep to answer your technical and historical questions.

If you want to share some news with the hobby, our letters to the editor column will give you room to tell the world!

A refreshing new approach

Rather than filling our pages with reproductions of old ads, we'll fill them with news and information vital to the enthusiast. Instead of being a hard-to-read hodge-podge, Old

Cars "Calendar of Events" will be separated geographically for quick, convenient reference. Perhaps most important, Old Cars won't play guessing games with you about delivery. Our ad deadline is the 8th of each month and we'll be mailing on the 15th of each month.

Special Charter Subscription Offer!

Subscribe to Old Cars today and you'll receive a free charter subscriber gift of quality reprinted sales literature of your choice. This is Old Cars' way of saying "thank you" and acknowledging your order. Choose from the rare, charming, authentically reprinted 1909 "T" Ford souvenir sales booklet or the 9 other desirable catalogues listed below.

First Issue—September 1971

Only \$4 brings you a full year of Old Cars—twelve months' worth of interesting ads, authoritative articles, restoration advice, news of museums, collectibles within the hobby such as literature and radiator emblems, interviews with leading collectors, and much, much

more. (After all, we've got to save some surprises). Just \$4 brings you a year's worth of pleasurable reading about your favorite pastime, starting with volume 1, number 1 in September. And that's a promise.

SUBSCRIBE TODAY!

GET YOUR FREE CHARTER SUBSCRIBER GIFT!

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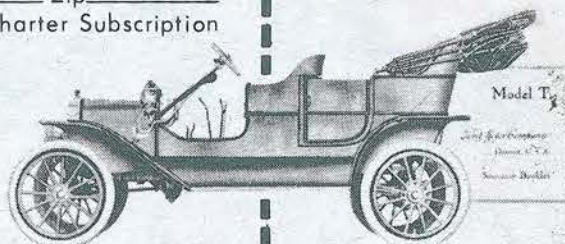
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