

# HORSELESS CARRIAGE GAZETTE



Vol. 21, No. 2  
MARCH - APRIL, 1959

## STACKS

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SCIENCE & TECHNOLOGY



### SPECIAL LOZIER ISSUE

# Horseless Carriage Club of America

Founded in Los Angeles November 14th, 1937

*A nonprofit corporation founded by and for automotive antiquarians and dedicated to the preservation of motor vehicles of ancient age and historical value, their accessories, archives and romantic lore*

## OFFICERS

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 WALTER FIFE ..... Vice President  
 SAM DE BOLT ..... Secretary  
 ERNEST BOYER ..... Treasurer  
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 GAZETTE ..... Dr. Alfred S. Lowerenz  
 REGIONAL GROUPS ..... Ralph Cherry  
 BY-LAWS ..... Don Colee

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1957-59	1958-60
Lester Barnett	Warwick Eastwood
Ernest Boyer	Walter Fife
Dr. Alfred S. Lowerenz	John Gillespie
1959-61	
Donald Colee	
Ralph Cherry	
Sam DeBolt	

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Lindley F. Bothwell	Herb Prentice
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	Arthur E. Twohy

Executive Secretary - Truman Welch

## MEMBERSHIP INFORMATION

**Active Members** have all privileges of the club. Annual dues \$7.00, \$5.00 of which is for a one year subscription to the HORSELESS CARRIAGE GAZETTE.

**Life Members** are Active Members for life upon payment of \$100.00 dues.

**Associate Members** have all privileges of the club except holding a National office, and voting. Annual dues \$5.00, which includes a one year subscription to the GAZETTE.

**Wives of Members** may become either Active or Associate members, corresponding to their husband's membership. Only one copy of the GAZETTE, the Roster and other mailings will be sent jointly to husband and wife. Annual dues, \$2.00.

**Honorary Members** have all privileges of the club except voting.

**Regional Group Members**, who must be National Active or Associate members, pay additional dues as established by the local clubs.

## NOTICE

The next GAZETTE will be a special CARAVAN ISSUE, and in order to include everything, will appear about two weeks later than usual. Taking advantage of the extra time, we'll also have an extra large Classified Advertising section. Watch for this big Tour Issue!

# NATIONAL COMMENTS

With 1958 behind us and the financial records of the club closed for 1958 a full financial report is in the hands of your National Directors. The Audit report from Paul Linnell, C.P.A., show an increase in Club income due to greater membership. Also shown is a large increase in Club expenses due to rising cost in printing, postage, stationary, club activities and improved membership service.

### Statement for Year Ending December 31, 1958:

Total Receipts	38672.95
Total Disbursements	40664.65
Excess of Disbursements over Receipts	1991.70

This increase in expenses made it necessary to increase the National dues for 1959. This is the reason for the New Associate Membership Classification at \$5.00 and the increase of Active dues to \$7.00. Approximately 50% of our 1959 Members have selected Associate membership and 50% have continued their Active membership. This should place the treasury in a better condition at the end of the year 1959.

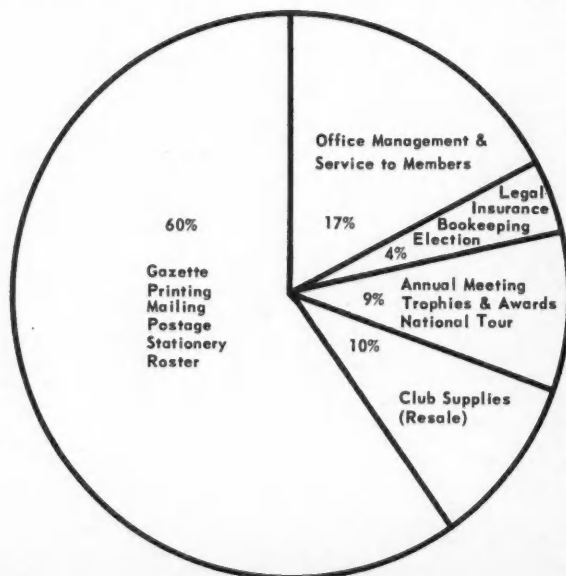
The HCCA enjoyed a year of remarkable growth in 1958. This very growth, however, has indicated the primary challenge of the coming year - to maintain a satisfactory balance between expense and income. The officers are without exception determined to exploit every proper and prudent means for meeting this challenge. There is every reason to believe that the Horseless Carriage Club of America will continue to prosper as it has in the past.

*Warwick Eastwood*

National President, Horseless Carriage Club of America



## Where H.C.C.A. \$ went in 1958



*Available* FOR IMMEDIATE DELIVERY

A MATCHED SET OF TIRES FOR MODEL "T" FORDS  
WITH 30 x 3 ON THE FRONT AND  
30 x 3 1/2 ON THE REAR.



IN **4** TYPES

1. All Black
2. All White
3. Black Tread Both Sidewall White
4. Red Tread Both Sidewall White

SIZE	PLY	TYPE	BLACK	ALL WHITE	BLACK TREAD DBL. WH.	RED TREAD DBL. WH.	TAX
30 x 3	4	CLINCHER	27.95	50.56	39.93	61.19	.90
30 x 3 1/2	4	CLINCHER	28.95	53.65	42.39	64.91	1.14

All Tubes Available for Shipment From Factory with Brass Stems.

SIZE TUBES	RUBBER STEM	TAX	WITH BRASS STEM
30 x 3	3.84	.20	6.34
30 x 3 1/2	3.84	.20	6.34



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FORT WAYNE, INDIANA

**OBITUARIES**

**Fred Bennett**, past president of the Veteran Car Club of Great Britain. He introduced the curved dash Olds to England in 1902-03, then secured the British Cadillac agency. Under his guidance, Cadillac won the famed Dewar Trophy in 1908, and again in 1912. The 1908 Standardization Test required three cars to be completely disassembled, then reassembled from the mixed parts. Bennett's Cadillacs were the only cars to come through successfully.

**Vincenzo Florio**, creator of the "Targa Florio" road race in Sicily. Most difficult of the world's great races, and the oldest (1906), model T Fords were prominent in many early Targa Florios, winning 5th in 1911 and 6th in 1912.

**John Walter Forbes**, son of Dr. J. R. Forbes of Phoenix, Arizona. One of the most ardent members of the Valley of the Sun regional group, John's absence will be felt on all western tours.

**Capt. John Neren**, an Honorary Member of Stockholm, Sweden. In the early days of the HCCA he was a regular contributor to the GAZETTE, and was the author of a monumental work on the pioneer autos.

**Eddie Page**, a founder of the Santa Rosa, (California) regional group. A regular participant with his 1912 Ford torpedo, his leadership in club affairs will be missed by all. He is survived by his wife, Emma, and children Terry, Nancy and Linda.

**LOOK!**



**Witty Auto Signs**

Repeat Orders have proved the popularity of Witty Auto Signs. Every sign has a comic illustration and a friendly warning to keep "hands off"! They are printed on 5"x8" white card stock and can be used over and over again. Every package contains ten different signs. Get several packages. Give some to your friends.

**10 DIFFERENT SIGNS \$1<sup>00</sup>** Postpaid

DON'T DELAY...ORDER TODAY! IMMEDIATE DELIVERY  
Mail cash, check, or money order with your name and address to:

*Winford Company*

DEPT. HC P. O. Box 9525 Dallas 14, Texas

# COMING EVENTS

**MAY**

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 <sup>31</sup>	25	26	27	28	29	30

**JUNE**

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28	29	30				

**JULY**

SUN	MON	TUE	WED	THU	FRI	SAT
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**AUGUST**

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23 <sup>30</sup>	24 <sup>31</sup>	25	26	27	28	29

**SEPTEMBER**

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27	28	29	30			

**OCTOBER**

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

May 4-5-6-7 / Grand Canyon Tour  
Arizona Regional Group

May 7-8-9-10 / Texas Tour  
San Antonio Regional Group (Kerrville)

May 8-9-10 / Old Auto-Aero Meet  
Yakima, Washington

May 8-9-10 / Nojoqui-Cachuma Lake Tour  
Southern California Regional Group

May 17 / Annual Spring Meet  
Fairfield County, Connecticut

June 7 / Swap Meet  
Newport Beach, California

June 7 / Joyland Show  
Wichita, Kansas

June 13-14 / National Parks Tour  
Tulare County (Calif.) Regional Group

June 23-26 / Western National Caravan  
Thru California Gold Fields

June 26-27-28-29 / Third Midwest Tour  
Storm Lake, Iowa

June 26-27-28 / Tri-Club Meet  
Centralia, Washington

July 25-26 / Tour & Field Meet  
Bay Area (Calif.) Regional Group

August 9 / Hunt Club Meet  
Fairfield County, Connecticut

August 14-15 / Franklin Trek  
Syracuse, New York

August 21-22-23 / Coastal Tour  
Central California Regional Group

September 5-6-7 / 3-Bridge Tour  
San Francisco Regional Group

September 13-18 / Glidden Tour  
Cincinnati to Detroit

October 4-5 / 1 & 2 Cylinder Car Tour  
Southern California Regional Group

Mid-October / Warner's Hot Springs  
Newport Beach (Calif.) Regional Group

January 16, 1960 / National Dinner  
Statler Hotel, Los Angeles

June 21-22-23-24, 1960 / Reno Tour

## If You Love That Car- INSURE IT

We Have The Cheapest  
AND THE BEST PROTECTION  
YOU CAN BUY



Public Liability (\$50/100,000) \$14.50  
Property Damage (\$5,000) \$5.00  
Comprehensive Fire and Theft 75¢ per \$100  
(Minimum Premium \$10.00)  
\$50 Deductible Collision \$1.15 per \$100  
(Minimum Premium \$15.00)

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Insurance of Every Description



**1959 Western National  
H.C.C. CARAVAN**

TUE. WED. THUR. FRI. - JUNE 23-24-25-26



## HCCA gets AACA award



L. Scott Bailey, Editor of the *ANTIQUÉ AUTOMOBILE* and Vice President of the AACA, shown presenting a brass plaque in recognition of the HCCA's contribution to the preservation of automotive history. HCCA Past President Floyd Clymer is shown accepting the award on behalf of the HCCA. Award was made at the AACA annual meeting in Philadelphia, and the plaque now hangs in HCCA national headquarters. The HCCA is one of the first to receive this new award, which will be presented to organizations, industries, museums and individuals in recognition of their contribution to the preservation of automotive history.

## ATOMIC SCIENTISTS DISPUTE GAZETTE

A few weeks ago the Editor received a late-evening phone call from Lee Davenport, President of the Sylvania-Coming Nuclear Corporation at Bayside, L. I., which was followed the following morning by a call from "Nucleonics" magazine in New York City. It seems that Eastern nuclear research circles had been stirred by a feature in the Nov-Dec GAZETTE (p. 23) headed "Report of a Joint Congressional Committee on the Horseless Carriage in 1875."

The language of the piece, and the alarm expressed, was much like that heard today with reference to atomic energy, and recognizing the parallel the piece was circulated with amusement at a Columbia University symposium on atomic power.

But it then occurred to Mr. Davenport and others that the report could well be a hoax — simply a clever piece dreamed up for amusement. The Library of Congress at Washington has thus far been unable to trace the origin of the piece, and in fact finds no record of such a Congressional committee in 1875!

The GAZETTE Editor can't identify the source of the report (it arrived anonymously last Summer while he was away), and is most anxious to do so. If you know anything about it please get in touch with us. If it has a basis in fact we want to establish the details, and if it's fiction we should give credit to whomever conceived such a clever hoax.

## Announcements

**Technical hints** of value to every old car owner appear in this issue under the byline of Harry Johnson, former HCCA President and one of the west's top restorers. This will be a regular feature from here on!

**Photo Quiz** in the last GAZETTE was won by Don Emmons of Compton, California. The car Ralph De Palma was shown driving to a win in the 1912 Elgin race was Ernest J. Schroeder's 1908 G. P. Mercedes, the same car that let him down at Indianapolis the following year.

**New application forms** are available free to anyone needing them. On the back there's printed a useful Fact Sheet answering many of the questions usually asked by prospective members. Please enclose a large self-addressed envelope with your request for application forms.

**Classified ads** are now limited to 50 words. This has proven adequate for member-to-member exchanges, and will allow us to include more late ads in each GAZETTE. Please continue to submit your ads on a postcard.

**Coming Events** of more than local interest should be listed in the enlarged GAZETTE calendar of activities. Listings for the next issue should be in hand by May 25th.

**Mid-South Auto Museum** (formerly at Benton, Arkansas) has moved to HOT SPRINGS, Arkansas. It's located at Central Avenue and Olive Street, one block from the Como Hotel.

**No Gazette?** If a friend doesn't have his GAZETTE, remind him that National HCCA dues became delinquent February 1st. But immediate payment NOW will bring a copy of the current issue as well as the rest for '59.

**An Economy Run** will be a feature of the Western National Caravan this year. Organized by Mobilgas officials, it will be held the final day of the tour. Full details later to all tour entrants.

**Classified ads** in the GAZETTE are intended as a service for members who need something, or who want to dispose of an unwanted car or part on a noncommercial member-to-member basis. In order to include more ads, and adopt a later closing date, we're asking that ads be limited to 50 words. If you run over a few words we won't quibble, but please try to be as brief as possible. And remember to print or typewrite on a POSTCARD.

**Car Identification Contest** in the last issue was won by Kenneth Hall of Garden Grove, California. Car was a 1911 CUTTING.

**AACA President** for 1959 is Bill Pollock, who held the office last year, too. Headquarters of this club are being moved to Hershey, Pennsylvania.

**National Awards** are being planned for a number of the major Regional Group events during the year. The Texas Tour will be the first, a National trophy going to the best '15 or earlier car and the best post-'15 on the tour.

**Temrowski Automobilana Museum** of Detroit has moved. New location of this fine museum (dozens of cars 1910 and earlier: free admission) is on a 10 acre site at 59625 Van Dyke Avenue near 25 Mile Road, just outside Detroit, Michigan. Joseph F. Temrowski will keep the museum open every Sunday during the Summer, and by appointment for groups.

FREE EXHIBIT

# AUTORIUM

Museum of Beautiful  
**OLD TIME**  
**AUTOMOBILES**  
 Unblushing Brassiness  
 INCOMPARABLE HANDICRAFT  
**COUNTRY STORE**  
 YAKIMA, WASHINGTON

**OFFICIAL**

**EMBLEM**

Three and one-half inches in diameter.  
 Design as shown in Red, Blue, and Black  
 on Brass Metal. \$3.50 ea., mailed postpaid.

# FOR SALE

**BIG AUTO AND OTHER ANTIQUE MUSEUM**  
 LOCATED IN THE HEART OF IOWA PLAYGROUND

## Okobji, Iowa

FOR FURTHER INFORMATION CONTACT:  
**ED SHAFFER**  
 PIPESTONE, MINN.

# 1959 Western National H.C.C. CARAVAN

SANTA CLARA VALLEY  
 BAY AREA  
 NORTHERN CALIFORNIA  
 YOUR HOST CLUBS  
 THRU THE MOTHER-LODE & COUNTRY  
 CALIFORNIA  
 ITS 49th '59

**TUE. WED. THUR. FRI. - JUNE 23-24-25-26**

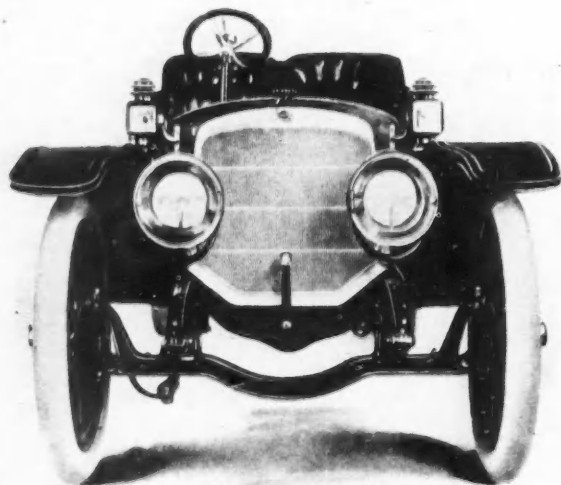
# THE LOZIER

A special illustrated feature on one of  
America's most illustrious automobiles

by **DICK PHILIPPI**

A small item in *HORSELESS AGE* for April 26, 1899, in a gossip column called "Minor Mention", is the first notice of Lozier in connection with motored vehicles. It went like this: "George A. Burwell, superintendent of the Lozier works at Toledo, Ohio, is the designer of a three-wheeled motor carriage which was first seen on the street the other day."

The Lozier Company had been making marine gasoline engines and CLEVELAND bicycles in Toledo, Ohio for a number of years and was just beginning to view the new horseless carriage as a possible source of business. This gasoline tricycle was the first experiment and it was followed in 1901



Snout-on view of 1910 Model "H" Lozier. Crank was spring loaded and always returned to upright position shown. Axle was drop forged steel. Front tires were 36x4, rear sported 36x4½, both clincher. You must admit this was a clean, uncluttered, racy looking car.

Thanks are due Don Colee, Bill Harrab and Dick Alexander for photos and information contributed for this GAZETTE feature.

by a steam carriage. None of these machines was ever placed on the market and it was not until 1903 that a concerted effort was made to develop a gasoline driven automobile.

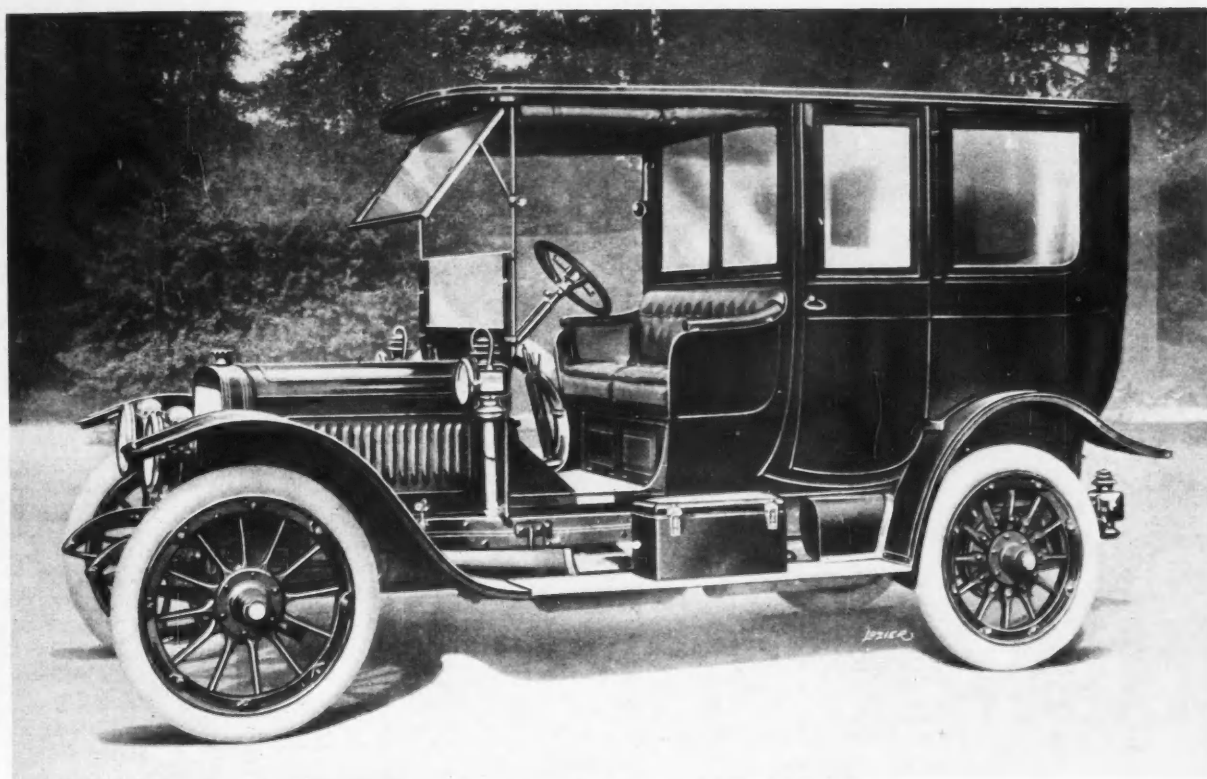
By the end of 1904 Type B had been perfected and Lozier was launched on a spectacular career as automobile purveyor to the person of discerning taste, and money. Probably no better car was made than the Lozier. There are many students who feel that it was the finest vehicle ever built in America. Certainly no stock car ever made a bigger impression in auto racing.

For many years they were the personification of elegance and style in motor cars. They catered to people of wealth and the price range was a crowd eliminator.

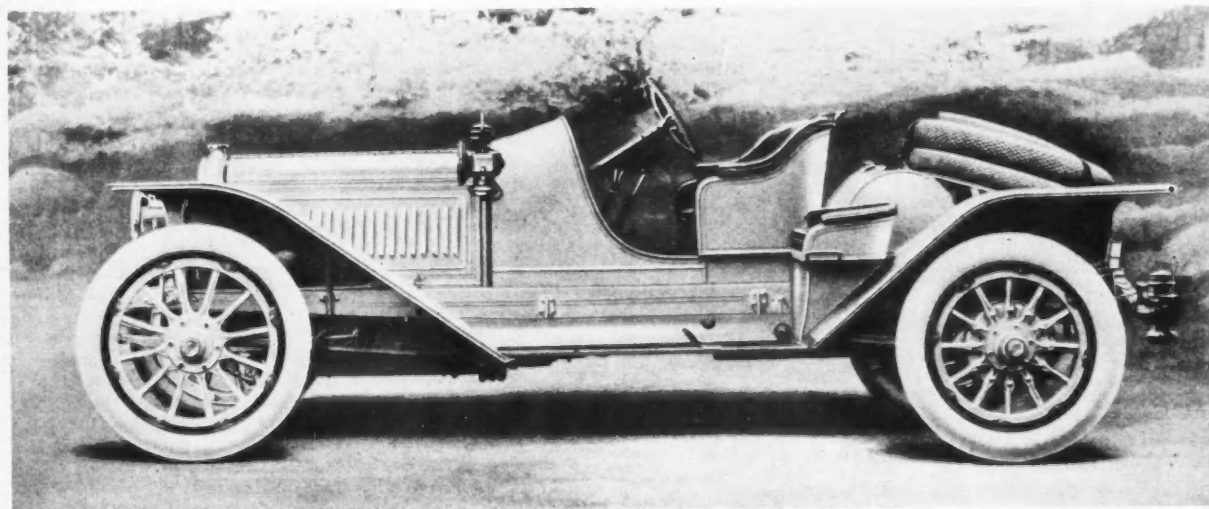
Adding snob appeal were the body style names: Riverside, named for Riverside Drive, N. Y. City; Lakewood from the Georgian Court, Lakewood, N. J.; Briarcliff, from the Briarcliff Manor Lodge, N. Y.; Meadowbrook from Meadowbrook Hunt Club, Long Island; and Knickerbocker from Knickerbocker Hotel, N. Y.

Here is a quotation from Cleve Poole giving his recollection of the Lozier car as a boy living near Boston: "Back in 1909 there were a lot of Loziers owned by wealthy families in the Massachusetts coast north and south of Boston. I remember when they were very common back then. We went to see President Taft come out of church at Beverly Farms in our 1908 Stevens-Duryea and it seemed to me as a small boy that about three fourths of the cars parked by the church were Loziers. They were very sporty cars and quite distinctive looking. They would do well on the highway today, other than the brakes. What made them stand out in their day was the sporty coachwork, not so high and tubby as the average high price touring car of the period."

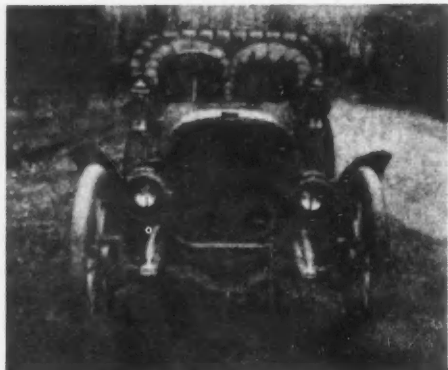
The span of Lozier was about twelve years. There were the early days of development, the middle years of phenomenal success on race track and exclusive avenues, then the sudden decline, and receivership. During the first few years, the company seemed to be constantly on the alert for new mechanical developments. Then in 1908 John G. Perrin designed the two cars that made the name Lozier preeminent in the auto industry. These two cars were models H and I. The other event of significance occurring in 1908 was the introduction of the Ford model T. One aimed at the Park Avenue clientele, the other at the Main Street trade. Henry Ford by his stubborn adherence to one model made millions of cars. Lozier by being equally stubborn with a superb design rapidly went broke.



Nothing more elegant purred over the cobblestones of 1912. Appointments and fittings of the limousine and landaulet bodies were superb. Electric dome light, speaking tube, watch, writing table, and get this, toilet articles. Upholstery was optional Bedford cord, goat skin or fine hand-buffed leather. Price tag was \$7,000 and those were days of hard money.



This runabout was named for the Meadowbrook Hunt Club, Long Island. It was built to meet the large demand (they said) for a racy-looking two passenger car. The running board seat was a precarious perch provided to keep the chauffeur in his proper place when the owner wished to drive. The Meadowbrook stripped of its fenders was the Lozier racing car.



THE LOZIER MOTOR CAR, 30-35 H. P.

## LOZIER

**I**N the matter of correct mechanical construction the name "LOZIER" sticks out so prominently that in the building of Automobiles it is certain to make an unquestionably strong impression as to what a thoroughly reliable and up-to-date Motor Car should be.

LOZIER high grade Motors and Motor Boats have long been famous and "top-notch," and we therefore bring into the Automobile field a well merited reputation for doing all things well.

The Trade, generally, has known that for the past twenty-three months we have been working out our Automobile ideas, and it gives us pleasure to announce at the beginning of the new year

### "THE LOZIER MOTOR CAR"

We have now in preparation our Motor Car Booklet, and would be glad to enter your name for a copy.

MOTOR BOAT AGENTS  
are requested to write us for  
our Motor Boat Discounts.

**The Lozier Motor Company,**

1 BROADWAY, NEW YORK CITY.  
Salle 4.

This ad appearing in the HORSELESS AGE for December 28, 1904 is the first announcement of Lozier cars. It pictures the Type B.



## Cars Through

**W**ith January 1905 came the first Lozier car offered for sale. This was Type B of four cylinders, 30-35 horsepower. Body styles offered were Touring, Limousine and Landaulet. Prices began at \$5,000 and an ambiguous slogan was used "The Name Guarantees the Grade."

In 1906 Lozier came out with types C and D. Here we run into some confusion for the CYCLE AND AUTOMOBILE TRADE JOURNAL of February 1906 labels the type C as 40 H.P. and the type D as 60 H.P. In the MOTOR AGE for January 11, 1906 type C is called 35 H.P. and type D is 40 H.P. while the Lozier Catalog for 1906 ignores the whole subject and does not mention horsepower at all! Most evidence points towards 35 and 40 H.P. Both types were offered in Coupe Touring, Limousine and Landaulet body styles. On the matter of price the catalog has the following statement to make "The Lozier Motor Car is one of the highest priced stock cars made in America. Price is not an infallible indication of quality, but a car which sells readily at the prices obtained for Lozier cars indicates that discriminating purchasers recognize superior merit." The price was not further spelled out in dollars and cents.

As 1907 dawned, Lozier was showing a familiar present day Detroit tendency to change every year by bringing out two new models. These were type E of 60 H.P. and type F of 40 H.P. Again we have the familiar body styles with the addition of a type F runabout with mother-in-law seat.

1908 was a year of innovations. Types G, H, and I were placed on the market. Type G was 40 H.P. and the last of the chain drive cars.

Type H was the first ball bearing crankshaft, and first shaft drive model. Engine was 45 H.P., four cylinder, T-head cast in pairs, stroke  $5\frac{1}{4}$ " and bore  $5\frac{1}{4}$ ". Type I was the first six cylinder Lozier, rated at 50 H.P. and had a ball bearing crankshaft. Interesting sidelight: they were using up surplus stock of type G blocks on this model. Typical prices were: Touring car \$6,000 and Limousine \$7,000.

In 1909 models H and I were continued with minor changes. 1909 also saw the introduction of the Type J light six. This had the first L-head engine with bore  $3\frac{3}{4}$ " and stroke of  $4\frac{1}{2}$ ", and no ball bearings on the crankshaft. It was a cheaper, competitive car selling for approximately \$3,500. Since it lasted only one year, demand was apparently on the moderate side.

Types H and I were still being offered in 1910, again with minor changes. Bodies for both 4 and 6 cylinder models were interchangeable. Difference in wheelbase was accounted for by length of hood, shorter for 4 cylinder car, longer for 6 cylinder.

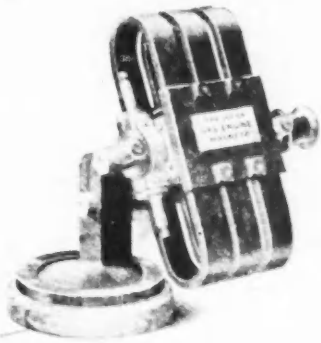
By 1911 the H and I series was beginning to sound old, so names were changed to type 46 (4 cylinder) and type 51 for the 6 cylinder car. Again there were only minor mechanical changes. Bore and stroke of type 51 was same as type I, however Type 46 had bore  $5\frac{3}{8}$ " by stroke 6", a considerable increase in displacement over Type H. Type 46 was the hottest race car ever produced by Lozier. Ralph Mulford was clocked at a remarkable 106 MPH driving a stock Type 46 in 1911.

## The Years



Second attempt at building a car was this Lozier steam carriage. According to *HORSELESS AGE*, January 16, 1901 it was going to be placed on the market in the near future, an event that didn't materialize. At this time the company was building its Plattsburg, N. Y. plant "for the production of automobiles, gasoline tricycles, marine and stationary gas engines and naphtha launches." No mechanical details on the steamer are available.

## THE LOZIER MAGNETO



FOR AUTOMOBILES  
AND STATIONARY  
GAS ENGINES. \* \* \* \*

Price, \$25.

Send for Catalog.

*The Lozier  
Motor Co.,*

PLATTSBURG, N. Y.

(Gas Engine Dept. 50 Water Street)

An idea of early day Lozier diversification is obtained from this 1901 ad for the Lozier magneto. From the earliest days this firm built almost every part of its cars - a matter of great pride to them.

In 1912 Types 46 and 51 were continued with no change. On either chassis the following body styles were available:

7 passenger	Riverside Touring
5 passenger	Briarcliff Toy Tonneau
2 passenger	Meadowbrook Runabout
4 passenger	Lakewood Torpedo
Knickerbocker, Landaulet or Berline.	

In addition a chassis was available with combination Riverside and Knickerbocker body. This was so the owner could have an open touring car in summer and closed body for winter use.



## LOZIER MOTOR BOATS

and Marine Motors for 1905 will comprise a line of models that embody many new and distinctive features. New models in both Two-cycle and Four-cycle types. Prices greatly reduced, although the Lozier high grade quality is maintained throughout. We build Motor Boats to 90 feet, and Motors from 3 H. P. upward. Ask for a copy of *THE PROPELLER* for March, to tell you all about them.

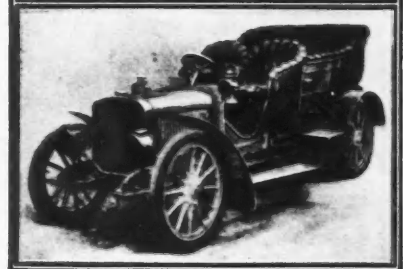
The Lozier reputation for high grade construction is given further expression in our absolutely high grade

## MOTOR CARS

a product that embodies the very best in modern automobile construction. **THE LOZIER MOTOR CAR** here illustrated is equipped with a 30-35 H. P. Lozier vertical type motor. Absolutely automatic carburetor. High tension magneto. Perfect control. Handsomely finished and fitted throughout. Seats 5 to 7. Wheel base, 115 1/2 inches. Wheels, 36 inches. **THE LARGEST AMERICAN CAR!** Price with double side-entrance aluminum tonneau, \$4,000 (and upward according to style of body). Send for Catalogue.

**THE LOZIER MOTOR CO.**

Dept. F, 1 Broadway, New York City



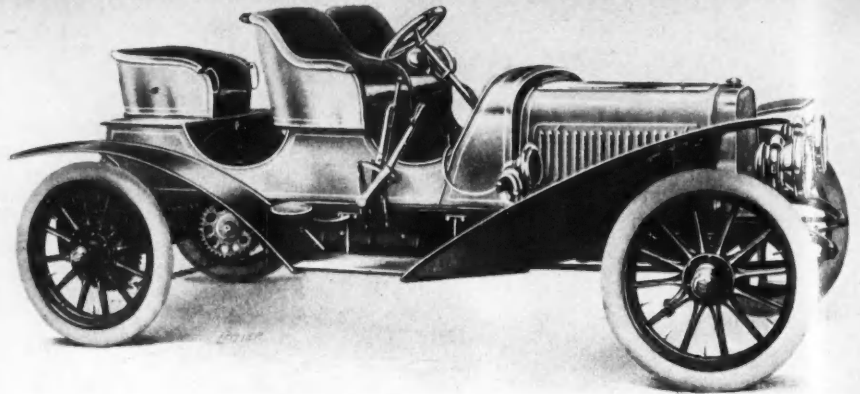
In March 1905 McClure's Magazine, Lozier was hedging its entry into the automotive field by continuing to advertise both motor boats and motor cars. All products were manufactured in the marine engine factory on Lake Champlain at Plattsburg, N. Y.

For 1913 the Lozier line consisted of Types 72 and 77, both 6 cylinder cars. Type 72 was almost the same as previous Model 51 with some changes such as left hand drive. This was the last ball bearing crankshaft car and probably the finest Lozier built. Competitive conditions forced Lozier into production of Type 77. This was a light six quite similar to the Type J of 1909, with L-head, 36 horsepower engine of 3 5/8" bore by 5 1/2" stroke. Price for the Touring car was \$3,250.

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# LOZIER

CONTINUED



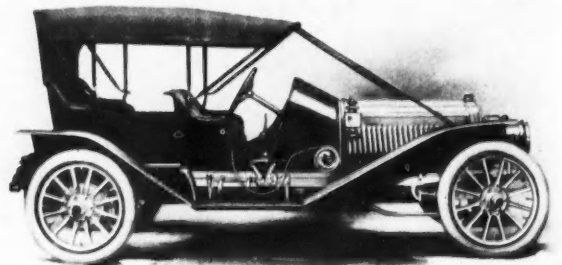
Here was a car to bring heartburn to present day collectors. Chain drive is plainly in view. No known specimen of this 1907 car survives. Motor was an adaption of Lozier marine engine with open fibre and bronze timing gears.

In 1914 Lozier dropped all pretense of being "Legitimately High Priced" and chucked the fancy trimmings. Type 77 was continued with modifications and Type 84 was brought out. This was a light 4 cylinder car of good design and appearance, priced at \$2,100.

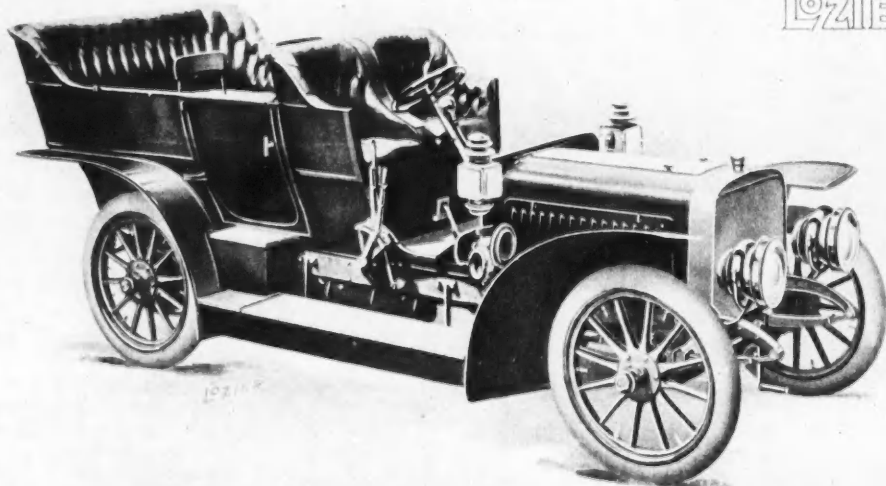
Type 82 was produced in 1915. This was a 6 cylinder car with engine block cast in two units of three each, bore 3 7/8" with stroke 6", 36 H.P., 132" wheelbase, three forward speeds, 36x4 1/2 tires. This model was continued in 1916, priced at \$3,250. Also, during 1915 and 16 Type 84, the four cylinder model, was continued in production.

In January 1917 issue of MOTOR gave specifications for Types 82 and 84 to be built in that year. Type 82 price was dropped to \$2,775. During 1917 production on Lozier motor cars ceased. NEW! Meanwhile there were splinters off the Lozier family tree. Sometime in 1913 the Chandler Motor Car was formed. This was headed by Engineer F. C. Chandler formerly with Lozier; many of the Chandler officers were ex-Lozier people. Early Chandlers resembled the Lozier.

In 1916 H. A. Lozier, son of one of the Lozier Motor Co. founders, started the H. A. Lozier Co., in Cleveland, Ohio, and began building the HAL TWELVE. This company lasted through most of 1917.



Type I Lozier was built in 1908, '09 and '10 with minor changes. Essentially it had a six cylinder engine, T-head cast in pairs, 50 HP, 4-5/8" bore, 5 1/2" stroke and 131" wheelbase. In 1909 it was made in following body styles at prices shown: Touring or Briarcliff \$6,000, Limousine \$7,000, Landaulet \$7,100, Chassis with Touring and Limousine bodies, \$7,750, Chassis with Touring and Landaulet bodies, \$7,850.



Largest car in 1907 line was this 60 HP model. Defensive slogan "LEGITIMATELY EXPENSIVE" had not been dreamed up at this time. The price tag was unblushingly \$7,000.00, and you didn't have to buy it.

## Recollections of RALPH MULFORD

January 3, 1959

Lozier test driver and  
winner of 2nd place in  
the first Indianapolis "500"

Mr. Richard Philippi  
12020 South Rives Avenue  
Downey, California

Dear Mr. Philippi:

In answer to your request of December 26th I will try to give you some Lozier history from what I remember while associated with the Company or heard at that time.

The Lozier Company was organized in Cleveland by Harry Lozier's father. They manufactured Cleveland bicycles. Later, they moved to Plattsburg, New York and built marine motors and boats. I cannot give you the exact dates as I was not employed by the Company until they opened a branch plant in Westchester, just north of New York in 1901. A young man named Harry Michener and I tested and installed the motors and later on raced the boats. We often traveled long distances to do this work, one trip taking me to the wilds of Nicaragua where the government was building a railroad.

I believe it was in 1903 that the Lozier Company decided to build automobiles. (If Mr. Perrin writes you he will probably have the exact date as he was sent to Europe to study the project). A model was developed in 1904 and ten cars built the following year. They were carefully designed and well constructed with the emphasis on reliability and stamina rather than speed. Michener and I tested, adjusted and demonstrated these cars.

In order to advertise the car and promote sales the Company decided on a racing campaign in 1906. First there were 24 hour races on mile dirt tracks in which they made an enviable record from 1907 through 1909. Road racing came next, starting with the Briarcliff, Fairmount Park and Grand Prize races in 1908.

At the close of 1908, Michener gave up racing and in later races cars were driven by Harry Cobe, Cyrus Patsche, Teddy Tetzlaff, Joe Horan and Harry Grant.

In 1910 Lozier won at Elgin, was first in it's class at Fairmount Park and fifth in the Vanderbilt Cup race. This fine car also showed to advantage on speedways, winning at Atlanta in 1910 and finishing second in the first 500 mile race at Indianapolis in 1911.

The fall of 1911 saw the climax of Lozier racing with first in it's class again at Fairmount Park and winning the Vanderbilt at Savannah, breaking former records. The Company then decided to discontinue racing and my association with them ended.

I am sorry I do not have any pictures of Harry Lozier or early factory scenes. In recent years quite a number of people have written me for material and pictures for Lozier articles so all my racing pictures have been in print at one time or another.

I trust the information above will be of some help to you in preparing your article.

Very truly yours,

*Ralph K. Mulford*

A Parody on Edwin Markham's

"I RIDE ON THE HILLS"

*I ride in the Lozier car, I ride,  
We never break down, so I'm satisfied,  
Onward I ride o'er the slippery street,  
Blowing our horn at each thing we meet.*

*Slightly we slide  
From side to side.*

*Under my feet the chains I bear,  
Skidding about, I need not fear.  
The way from school does not seem far,  
When you can ride in a Lozier car.*

*We skim along at our highest speed,  
Mounted police we do not heed,  
Automobiles by the dozen we've passed,  
None are going half so fast.  
We race with one: They're ahead! Now we  
Pass by them with great shouts of glee.  
From city to country is not far,  
When one can ride in a Lozier car.*

The above poem was the composition of a thirteen-year-old girl attending the Pratt Institute in Brooklyn, N. Y. and was one of her school exercises.

From the July 1909 LOZIER LOGIC

1904

### LOZIER

#### GAS ENGINES LAUNCHES

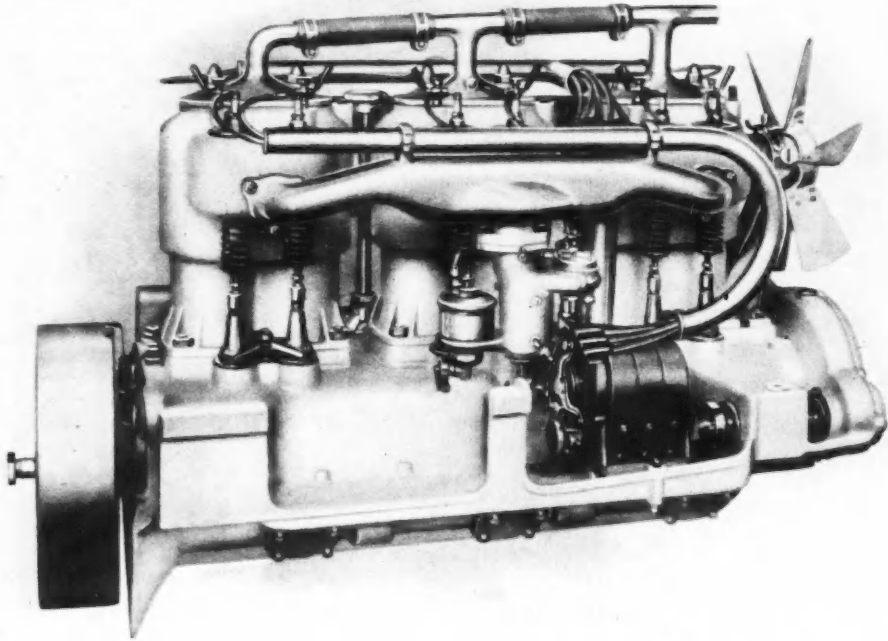
Three handsomest and most elaborate catalogues ever published, free on request.

THE LOZIER MOTOR CO.,

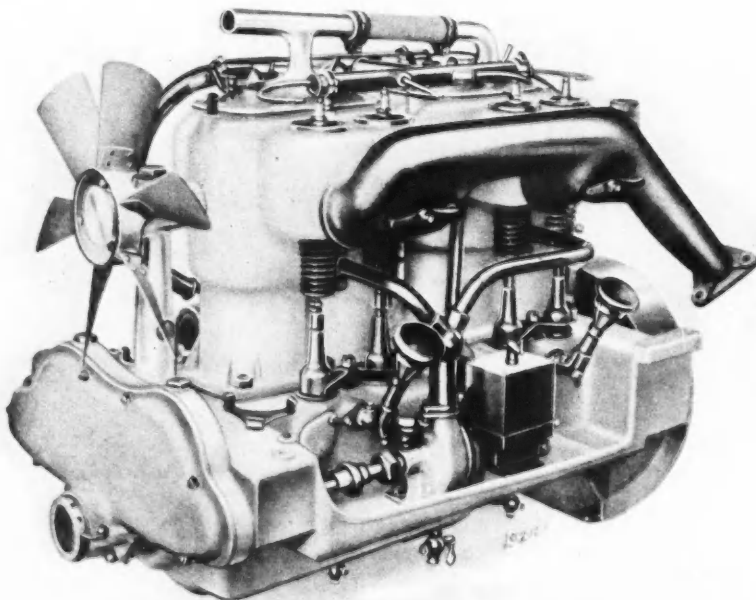
26 Water Street,  
PLATTSBURG, N. Y.



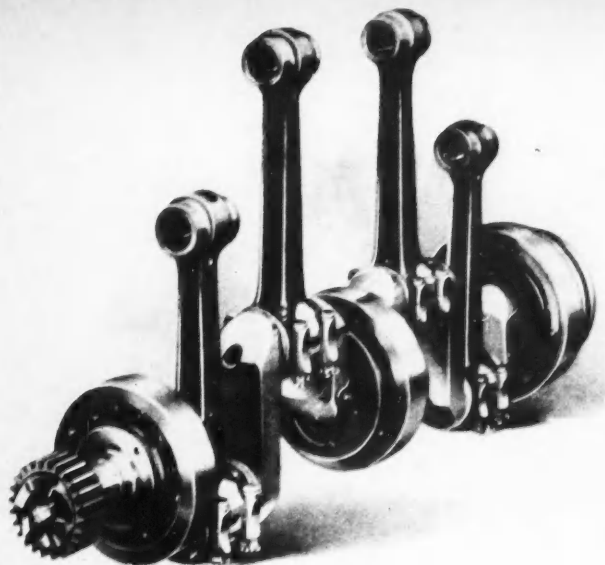
# LOZIER CONSTRUCTION



INLET SIDE OF LOZIER SIX-CYLINDER MOTOR—TYPE 51

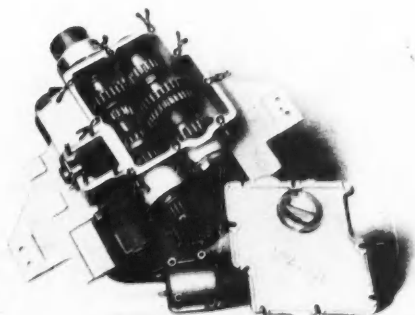


EXHAUST SIDE OF LOZIER FOUR-CYLINDER MOTOR—TYPE 46



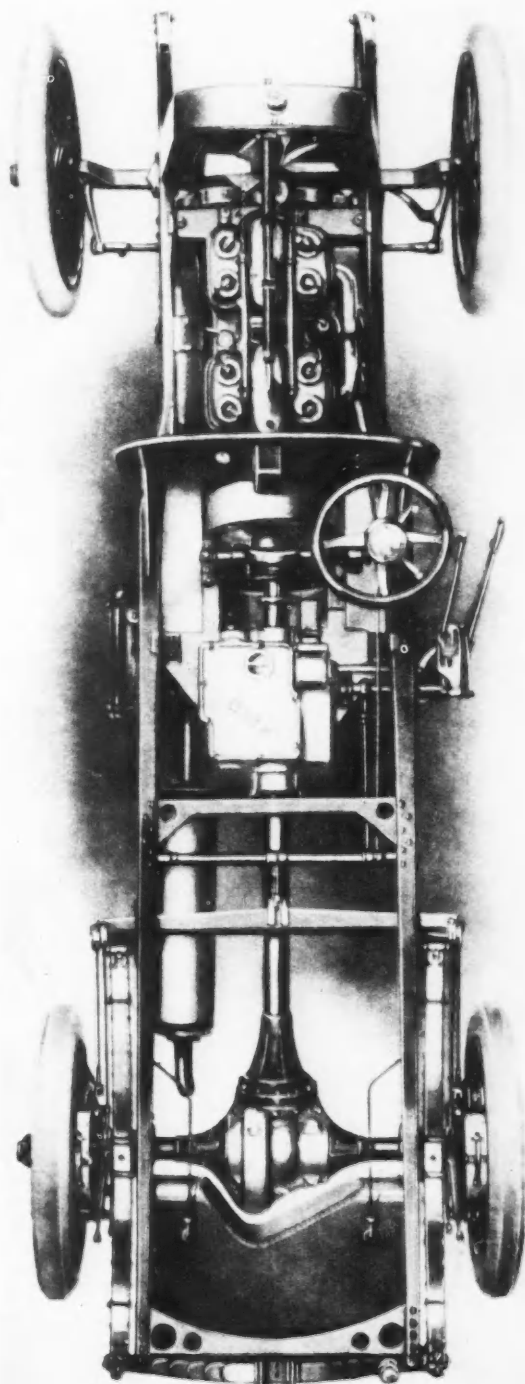
Here is the most famous feature of the Lozier car – its massive ball bearing crankshaft used in most models from 1908 to 1913. The shaft itself was machined from a solid hunk of nickel steel, specially heat treated crank bearings hardened and ground to a ten-thousandth of an inch. It was the most expensive crankshaft used on any motorcar. In 1913 the type 72 six cylinder Lozier required 58 sets of ball bearings – more than any other American car.

Lozier engines were models of design and engineering. The 1912 type 46 and 51 engines shown had ball mounted bearings throughout. Valves were single nickel alloy forgings, while pistons were ground and weighed with connecting rods to insure balance. The cylinders were cast in pairs and ground to a glass-like surface, then finished in oven-baked pearl gray enamel. Dual ignition was supplied by Bosch magneto or battery, vibrating coil and distributor. The Lozier automatic oil level system was a feature of these engines. A tilting trough underneath the connecting rods was hooked to the accelerator pedal, and as the throttle opened the trough was raised so rod ends dipped deeper into the oil, giving more lubrication as speeds were increased. It was claimed this prevented fouling of plugs and insured smokeless exhaust at all times.



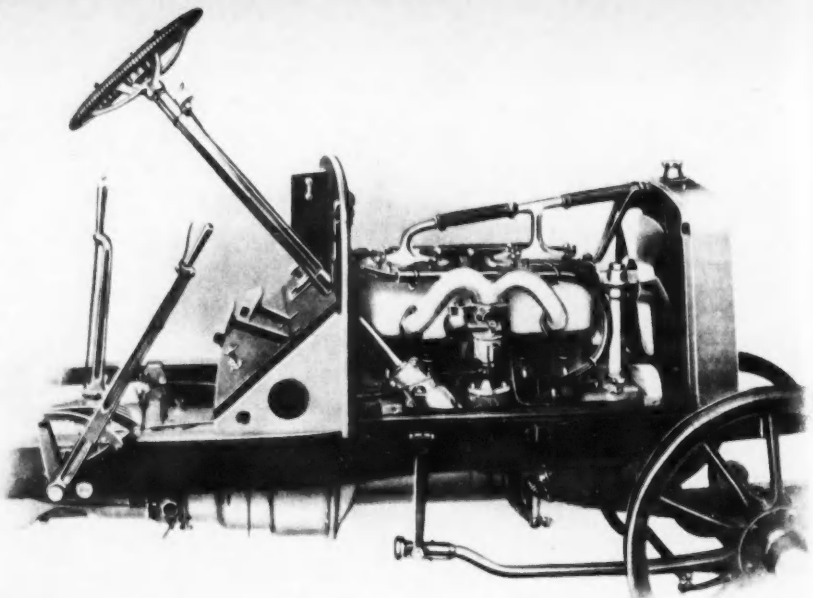
Lozier gear box was noted for sturdy interior. All gears were cut from chrome-nickel projectile steel, heat treated and ground. All gear shafts were mounted on annular ball bearings. Illustration shows transmission from model "H" of 1910. Four speeds forward and reverse were provided. Third gear was direct and gave a speed range from four to sixty miles an hour. Quoting from the catalog, "It is only when excessive speeds of sixty miles per hour and upward are required that the fourth gear will be brought into service." The whole box was one aluminum casting with a flat cover. This eliminated excessive grease leakage.

Type "H" Lozier chassis. This four cylinder model was manufactured during 1908, '09 and '10. It was the first with ball bearing crankshaft. Idea of rugged construction may be seen from this view. Note heavy platform rear springs, large muffler, transmission and differential. Engine was 5-3/8" bore by 5/4" stroke. Twenty-six gallon copper gasoline tank was formed around rear axle. All Loziers had pressure gasoline feed systems. The entire vulnerable underbody of the chassis was protected by a continuous casting of aluminum alloy. This armorplate was stout enough, according to the catalogs, to allow lifting the car with jacks at any point. Further, it gave complete protection from dust and flying rocks or high road centers.

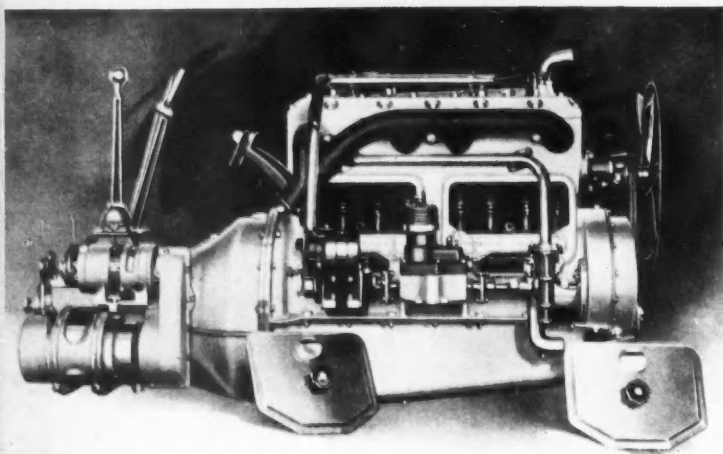


# LOZIER

CONTINUED



Right hand view of Model "H" 1910 Lozier. All manifolds were polished copper or brass. Fan driven by shaft and worn gears. Carburetor by Schebler. Irreversible steering gear with worm and sector of nickel steel. There was the following boast in one catalog: "The best evidence of the efficiency of the Lozier steering gear is the fact there is no case of breakage or derangement on record."



Lozier always made a big point of building every part of the car except the starting and lighting systems. The 1914 "Light Four" catalog proudly describes in glowing terms the strictly Lozier-built engine: "We have never yet discovered any concern we would be willing to entrust with building our motors," it said, "We prefer to have them designed by Chief Engineer John G. Perrin and constructed in our own factories."

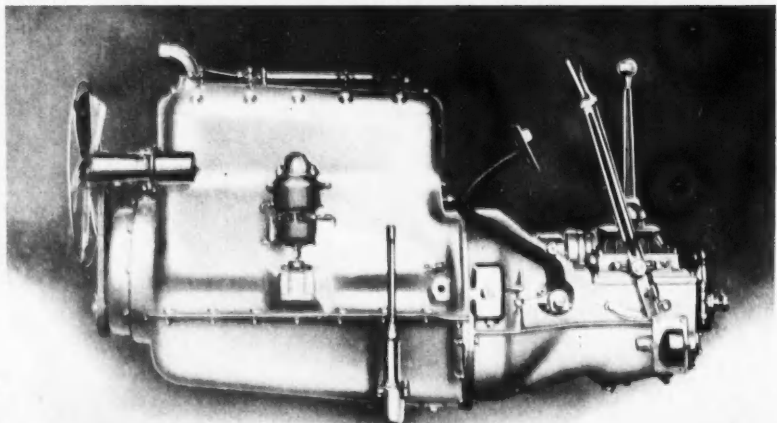
#### LOZIER "LIGHT FOUR" POWER PLANT

Showing large hand plates on intake and exhaust side of motor. Hand holes give easy access to valve lifters. Unit cylinder head comes off by turning a few nuts, giving access for removing carbon deposits from cylinders or grinding valves.

Note its extreme simplicity, its compactness, its refined appearance, its neatness and the lack of superfluous parts to get out of order. There are four cylinders and no complications. This motor is designed especially to meet the requirements of the man who drives a moderate priced automobile.

# LOZIER

The name Lozier on a motor car is a form of insurance that cannot be measured in dollars



# The 2-Woman Top

By 1914 when these advertising pictures were used, the Lozier company was skidding into financial disaster. Four-part instructions on operating top make it sound so simple. No mention is made of hazard to fingers and head from using the "easy" one-man top. Car is a Model 84 Light Four.



1. "O, I feel a drop of rain! Believe we're in for a storm - Pull up to the side of the road here. Let's get out and raise the top. Aren't the roads a fright? We'll be covered with mud!"



On March 19th Teddy Tetzlaff with a 46 H.P. Lozier stock car, defeated Ralph De Palma with his 90 H.P. imported Grand Prize Fiat racing car in a 100 mile match race on the 1 mile Los Angeles Motordrome, winning by over 6 miles and breaking the World's Records from 25 to 100 miles in the phenomenal average time of 80 55-100 miles per hour. Time for 100 miles: 1 hour, 14 minutes and 29 seconds.

### Lozier Cars Are Not Racing Cars

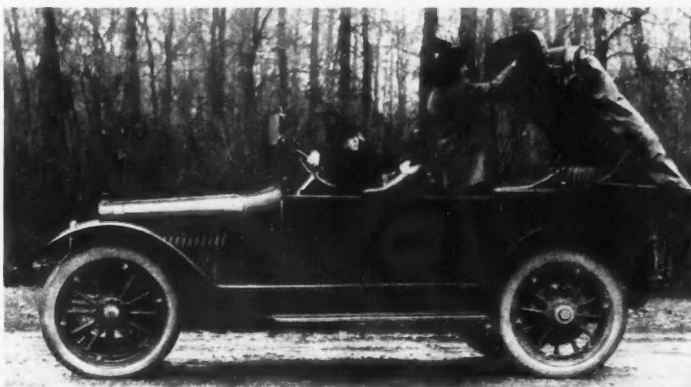
they are beautiful, comfortable cars of character and refinement, raced merely to demonstrate their wonderful powers of endurance and perfect mechanical construction. No other car is used by so great a number of experienced motorists—men of experience with other high-class cars of the world—who demand and are satisfied with nothing less than absolute satisfaction.

Can you afford to overlook a car of this remarkable character?

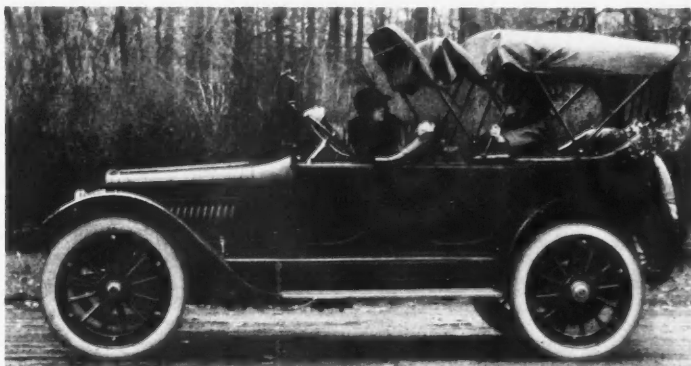
The agency for the Lozier car is a valuable asset. Correspondence solicited with dealers in unaccepted territory

**LOZIER MOTOR COMPANY, DETROIT, MICH.**  
P. O. Box 718

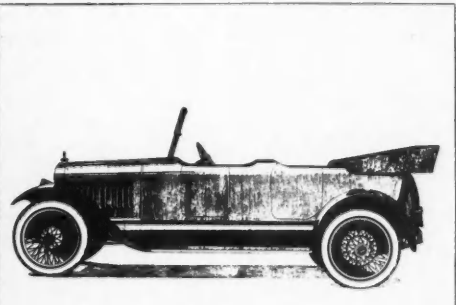
A famous 1911 Lozier advertisement.



2. "No, don't get out. Stay right where you are. We have a new kind of top on the Lozier "Four". Simply stand up in the tonneau, catch the top with one hand and give a slight pull upward."



3. "Now sit down again and give a little push forward on the bows. There you are. Isn't it easy?"



# The Hal Twelve

Gasoline consumption is low for a car of such power, averaging 10 to 13 miles to a gallon. The consumption of oil, too, is low. Multiplication of cylinders, with valve-in-head type construction, means something more than great smoothness, great power and wonderful activity. It means unexpected economy. Hal Motor Car Company, Cleveland, Ohio

End of the Lozier line -- the 1917 HAL.



4. "Then you see I fasten it tight on the top of the windshield by turning the thumb screws. All done now. Simplest thing you ever saw."

# Review of Lozier Motor Co. and Lozier car

BY JOHN G. PERRIN

When the Lozier Motor Company was organized in 1900 it had a background of approximately 20 years under the name Lozier Manufacturing Co., H. A. Lozier, Sr., President, manufacturing products of high standards such as the Home Sewing Machine in Orange, Mass. and Cleveland bicycle in four factories with main factory in Toledo, Ohio. The great success of the Cleveland bicycle is a matter of bicycle history. It commanded premium prices here and abroad.

About 1897 Mr. Lozier sold the bicycle business to the American Bicycle Company for four million dollars cash. He was wise, as the American Bicycle soon began to lose money, for bicycle sales began to fall off. Mr. Lozier had built up a wonderfully efficient organization (with factories staffed with New England trained men) and some of his key executives persuaded him to finance a new company to manufacture motor boats and engines or automobiles or both.

During the period of 3 years in which the Lozier Mfg. Co. controlled the factory, before turning it over to the American Bicycle Company, quarters were allocated for the new company to investigate the contemplated field of activities. Mr. G. A. Burwell, the mechanical genius and inventor who was responsible for the success of the Cleveland bicycle was appointed by Mr. Lozier, who made his headquarters in Cleveland, Ohio, to head the group working on the project. The writer was in charge of drafting and engineering. We secured several European cars, as there were no American gasoline cars meeting our ideas of what we wanted to build. We also bought American steam cars for testing.

We thought the steam car was a boiler problem and we designed a flash tube boiler after the French Serpollet. The White Motor car subsequently adopted this type of boiler. One of the French vehicles was the Rochet tricycle and quadricycle, a beautifully designed job powered with a De Dion engine, same as used in the De Dion Motorette. The designs of the motor tricycle were turned over to the American Bicycle Co. who manufactured 100 of them. None of the prototype steamers were put on the market by the Lozier Motor Company



◊ Only available picture of H. A. Lozier Jr., taken from A.L.A.M. Directory for 1909. No picture of H. A. Lozier Sr. could be unearthed.

◊ One of the French Rochet tricycles used experimentally by Lozier in 1897. American Bicycle Co. built 100 of them. ◊

although I have seen a "Lozier Steamer" mentioned on list of early American cars. This is not a fact. Our steam car were only experimental ones.

After three years of experimenting with, and designing gas and steam automobiles and marine gas engines, it was decided by Mr. Lozier and the sales organization to confine our efforts to marine engines and launches. We used two cycle engines for small boats, and four cycle for engines suitable for a 75 foot cruiser. This preliminary work was done in Toledo but a new factory was being built at Plattsburg, N. Y. on the shores of Lake Champlain where we moved in 1900. Mr. Burwell, two mechanics and I made the trip to the new Plattsburg factory in a 45 ft. Lozier cabin cruiser powered with a Lozier 2 cycle engine via Lake Erie, Erie Canal, Champlain Canal to Lake Champlain to Plattsburg. The distance was 900 miles.

As assistant to Mr. Burwell, I had charge of all this experimental work, which was a wonderful opportunity to get familiar with what was being done in this country and abroad with power driven vehicles on land and water.

It seems difficult to believe, when one sees the large factories now located in Toledo, that between 1897 and 1900, when one of the few automobiles then on the road was passing through Toledo and encountered trouble, the owner was advised to call up John Perrin at the Lozier factory, "as he is the only man in town who might help solve the trouble". After three years work at Plattsburg designing new and larger marine engines and launches, I again began to be restless to get in the automobile "game".

The company finally agreed to give me necessary time away from the factory to investigate the best foreign cars and design and build a model automobile meeting Lozier standards. This was to be a more serious study than was possible in Toledo.



# John G. Perrin

## A SHORT BIOGRAPHY BY DICK PHILIPPI

John G. Perrin was almost solely responsible for the Lozier car. He designed practically every part himself, taking his ideas from a fertile brain and the best that could be gleaned from contemporary American and European vehicles.

Before he was thirty, he had risen in a few years from apprentice in a bicycle shop to one of the top automobile designers. Just past thirty, he became vice-president in charge of engineering and manufacturing—manager of Lozier Motor Company, Detroit. On January 22, 1914, the DETROIT FREE PRESS quotes the following statement by Henry Ford when he was asked if he had seen the new Lozier Four. "No, I failed to see the Lozier exhibit on my hurried inspection of auto show," Mr. Ford replied. "But if it was designed by John Perrin, it must rank with the best cars built in America."

When Lozier went into receivership in 1914, Perrin became chief engineer for the Timken Detroit Axle Company. During World War I, he directed a group of engineers and draftsmen adapting Liberty engines to foreign airplanes. Then followed a few years with Stevens-Duryea, Inc., Chicopee Falls, Mass. as vice-president in charge of manufacturing and engineering.

In 1924, Perrin became a private consultant in automotive engineering. In 1934, he joined Pratt and Whitney Aircraft, East Hartford, Conn., and since retiring has lived in Springfield, Mass.



Picture of John G. Perrin taken while he was with Pratt and Whitney Aircraft, East Hartford, Conn. Mr. Perrin now lives in Springfield, Mass.



28 PERSONS AND ONE PUP, 1903. Illustration from Lozier launch catalog, obviously meant to emphasize load carrying ability of Lozier boats. Picture taken at Plattsburg plant of Lozier on the shores of Lake Champlain.

After studying the best that Europe had to offer regarding design and materials used, testing them for 6 months, I made layouts myself and supervised the making of detail drawings. Then a model car was built in a special machine shop in Stamford, Conn.

There were many difficulties in designing and producing a car in 1903 to compete with the large powerful European vehicles. There were few or no materials or accessories available in this country as there had been little or no demand for them. I had to import steel from Krupp of Germany and Derihon of Belgium, ignition apparatus and carburetors from

France and Bosch magnetos from Germany. I found that Gill Forge Shop in Brooklyn had a supply of nickel steel, as they had some work for the Navy, from whom I obtained forgings for axles and crank shafts. Chrome nickel was unavailable until in 1907 when the Carpenter Steel Co. in cooperation with the Cape Ann Tool Co. were able to produce gear forgings. This company pioneered the forging and proper heat treating of chrome nickel gears. They were located on a tip of Cape Ann, Mass. at Pigeon Cove near Rockport, a very inaccessible point in the winter.

CONTINUED ON NEXT PAGE

# LOZIER CONTINUED

In less than two years the first Lozier car was driven to New York for H. A. Lozier, Jr., whose father, the founder of the Lozier interests, had died in May 1903. He had his sales group on hand at the time of delivery for inspection. It was enthusiastically approved and 25 more ordered to sell at \$5,000.00 for chassis. This first Lozier car was exhibited in 1905 at the Automobile Show at the old Madison Square Garden.

H. A. Lozier, Jr. had two younger brothers, E. R., who assisted the president in sales department for a short period of time, and Joe, who never took an active part in the business. He was interested in music.

During the testing of our first car, I made frequent trips to New York city to test the behavior of the car in heavy traffic, for cooling, carburation, clutch action, brakes, etc. The city traffic consisted of horse drawn trucks and if one of them got in a slow moving jam, adequate cooling and responsive carburetion was a problem and only solved by adequate design.

On one test trip driving through Rye, N. Y. at not more than 25 miles per hour, we were caught in a 3 man speed trap, taken to a judge, (playing cards in a barber shop) and fined \$10.00. (Original fine was \$50.00 but we had only \$10.00 with us). It was a speed trap set up to catch wealthy New Yorkers racing through on their foreign Panhards and Mercedes.

The automobile development was interrupted by the design of a special motor to be fitted in a speed boat. I used the cylinders and other suitable parts common to the automobile engine but with a special crank case and clutch adapted to an in-board drive. This speed boat was very successful in many races around N. Y. city. A speed of 25 miles per hour in one of these light boats gave the same sensation as 60 MPH on land.

The automobile work gradually supplanted the marine engine and launch work at Plattsburg. It was also necessary to expand the Stamford factory.

In 1906, I was given complete charge of all manufacturing and engineering, and a free hand to build up the automobile division of the company. A larger 4 cylinder engine  $5\frac{1}{2} \times 6$ , a 6 cylinder engine  $4-5/8 \times 5\frac{1}{2}$ , a shaft drive and left hand steering were features added and marketed in 1908. A shaft drive on large powerful cars was a departure from similar leading foreign cars like the Panhard, who used chain drives, and the Mercedes, but it was quieter in action, and all enclosed, even though it added to un-sprung weight of rear axle. It would have to be larger than used in any of the lighter and less powerful cars, but by careful design and selection of materials and workmanship it was successful and gave us no trouble. Having a shopful of new and regular work I selected the American Ball Bearing Co. of Cleveland to do the machine work as I knew they had a very high standard of workmanship.

To make sure the housing would never fail I had it made by Isaac Johnson Foundry of Spuyten Duyvil, N. Y. of their special grade of heat treated casting. It had a grain structure similar to steel. On one of my frequent visits to Cleveland in connection with the design and construction of this axle,

larger than on any car in use at that time, I was met at the office by the superintendent with the salutation: "Here comes Perrin to see his "HE" axle."

In 1910 the winning of the Elgin National Stock championship, beside many other events, inspired the Motor Age of January 1911 to award the Lozier the "Undisputed American Road Championship". On May 31, 1911 in Indianapolis the Lozier finished second to the Marmon, losing by only 1 min. 43 sec. in a 500 mile race. The Lozier used 8 tires to the Marmon's 3, causing delays which lost the first place for the Lozier.

In the year 1911 at Savannah, Georgia the automobile classic event for the Vanderbilt Dup was run in which the two Lozier cars finished 1st and 4th with two special Mercedes 2nd and 3rd. The Mercedes were sent to this country with the intention of winning this race.

I was sitting at my desk in our new factory in Detroit November 27, 1911 when I was handed a telegram from our Advertising Manager, Charles A. Emise, who was in charge of the Lozier cars at Savannah: "We are bringing home the bacon". This was our Swan Song in racing as the company announced it would discontinue factory sponsored racing.

The large cars at that time used engines with T head cylinders which was common practice for cars in the Panhard and Mercedes class. While this is passe design for modern cars now, it was good enough in the Lozier cars to win 1st and 4th places in the Vanderbilt Cup Race of 1911 with 2 Mercedes cars, 2 and 3, which had valve-in-head design, prototypes of engines which the Germans used in their Albatros Airplane in the 1st World War.

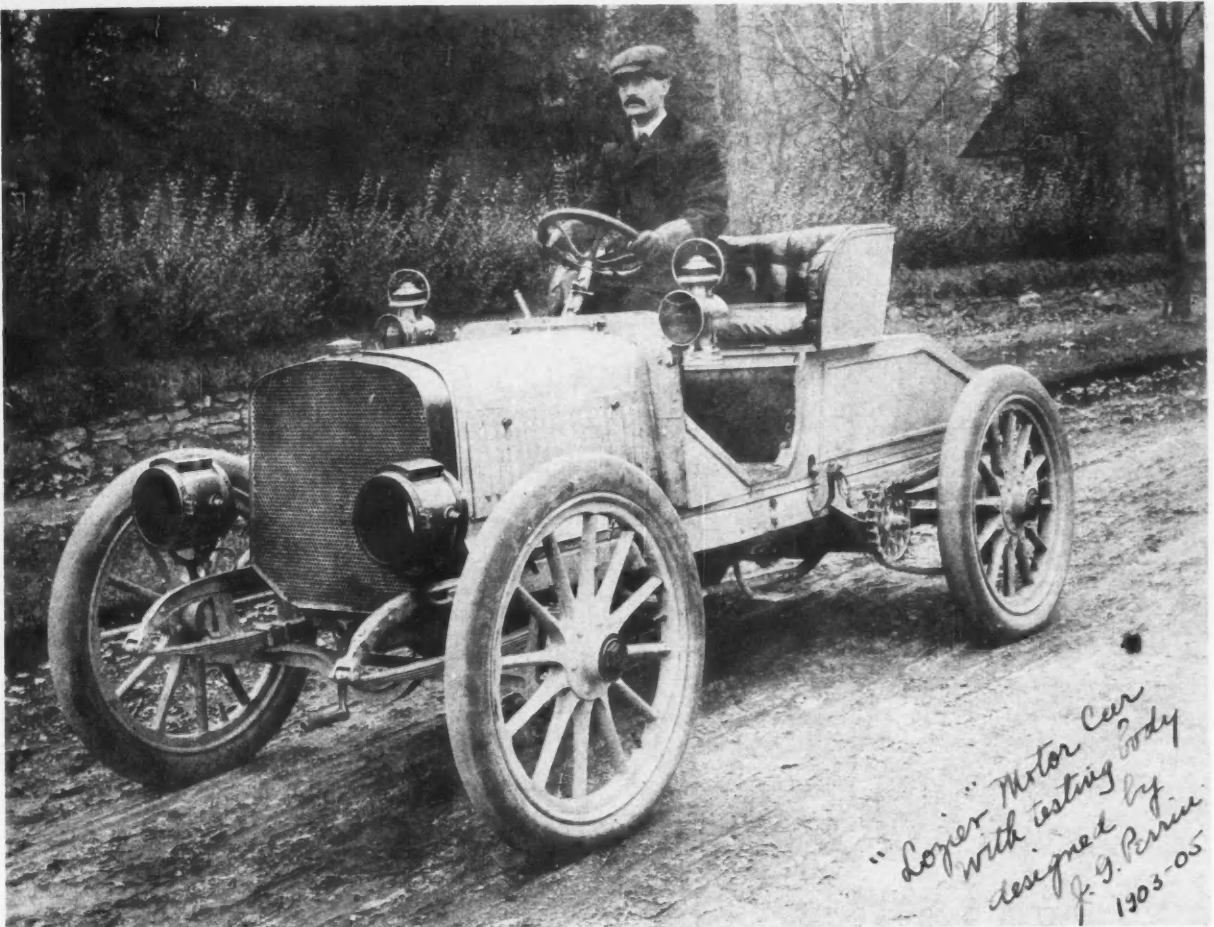
Speed and reliability were the necessary features in a car built to win the market sought by the leading foreign cars in the first 12 years of the present century. To prove these features racing was a favorite means of showing the ability of the car. The Lozier success in racing from 1907 to and including 1911 gave grounds for company's slogan: "Lozier The World's Champion Car".

The last two years of racing, 1910 and 1911 were special proof of this claim. The reason for the Lozier's success in races requiring speed and reliability was due to a good conservative design, finest materials, and a rugged testing ground provided by the Adirondack Mountain roads around Plattsburg, N. Y. The testing of model cars was merciless in sand, rough terrain and hills. Foreign car owners visiting the factory were horrified at the tests which were routine in Lozier requirements.

During the Tercentenary celebration of the Discovery of Lake Champlain held at Plattsburg in 1909 the reception committee borrowed my car for use of President Taft and Governor Hughes.

In 1910 the prestige of the Lozier Car in metropolitan centers had spread throughout the country. In Detroit, the Packard car was the prestige car, partly due to the fact that the Packard Co. was financed by the old "four hundred" of Detroit and many leading citizens outside of the directorate of the Packard Co. conceived the idea of having a Lozier factory in Detroit and a competitive prestige car. The Cadillac at that time was only medium priced.

This Detroit group interested Mr. H. A. Lozier, Jr., President of Lozier Co., and the Lozier Motor Co. of Michigan was formed. Heretofore the Lozier Co. was a family affair composed of the sons and family of the founder. The directors



First Lozier car designed and built by John G. Perrin between 1903-1905. After much road testing it was approved and 25 chassis were manufactured to sell at \$5,000 each. Mr. Perrin is at the wheel.

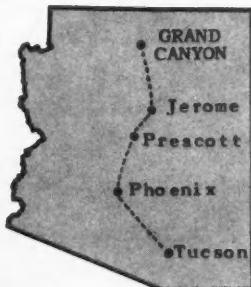
of the new corporation were leading wealthy citizens of Detroit. A new factory was authorized to be built on Mack Ave. on the Belt railway. Albert Kahn, the architect, had planned most of the large automobile factories. He stated after the factory was completed that it was the best planned and best built of any with which he had been associated.

We occupied the new factory in 1911 giving us two factories, including the one at Plattsburg, N. Y. The machine shop at Stamford was discontinued.

In 1912 a smaller 6 cylinder car was put on the market and very favorably received. This had L head cylinders and left hand drive 3-5/8x5½ - 127½ W. B. price \$3250.00. The large six was still being made to sell for \$5000.00.

Henry Ford and Jim Couzens of Ford Co. used to visit our factory frequently and enjoyed watching the assemblers working on the chassis line. Edsel Ford would often visit the factory on Saturdays while other sons of rich men were spending their free time in teen-age sports.

CONTINUED ON NEXT PAGE



ATTEND THE

## GRAND CANYON TOUR

A 540-mile event for cars 1923 and older, sponsored by the Arizona Regional Group. Tour starts at Tucson with overnight stops at Phoenix, Prescott and Flagstaff; tour ends at the Rim of the Grand Canyon.

**May 4-5-6-7**

Information from DON CUPPE  
4225 E. 16th Street  
Tucson, Arizona

# LOZIER CONTINUED

One of the firsts in automobile design claimed by the Lozier Co. in this country was the crowned fender. On a visit to Europe in 1910 — the writer saw a car in Belgium with fenders suggesting the idea. On my return to Detroit, I took drawings of fenders, as shown in photograph, to Fred Fisher, then head of a stamping plant in Detroit, but subsequently President of the famed Fisher Body organization. He agreed to make up a sample set by hand, but was not particularly enthusiastic over the departure from conventional flat fenders, for production reasons.

After several weeks Fisher 'phoned me that he had a sample set ready. He met me with the statement: "You have got me in a hell of a lot of trouble. One of your competitors has seen those fenders and wants me to make them in mass production, and I don't know how to curve sheet steel in two directions in a press operation!" Before this time body panels with curved shapes in two directions were "bumped" by hand. Fisher solved the problem by having steel mills furnish him a ductile drawing steel, getting special presses and expensive dies to produce the finished shapes desired. He later used the same method in producing elaborate body panels.

In 1912 there was a disagreement among the directors, some of whom thought there would be more profit in a lower priced car and Mr. H. A. Lozier, Jr. resigned as president and Mr. Harry M. Jewett was elected in his place, August 1, 1912. Mr. Jewett was also president of the Paige Co., makers of a low priced 4 cylinder car, which had been a financial success. He was also interested in other enterprises which interfered with the necessary decision as to what type cars the Lozier Co. should market.

During Mr. Jewett's regime the original Lozier Group, Chandler, Emise, Regar and I became dissatisfied with the lack of definite sales policy of the company and planned to leave to form a new company and concentrate on a light six

such as the Lozier already had developed. Jewett accepted the resignations of Chandler, Emise and Regar, but insisted on the writer remaining to help him reorganize the company. My contract ran for three more years, so I was compelled to stay. The others left and organized the Chandler Co. and copied my light six. The side view of the Chandler looked so much like the Lozier you couldn't tell them apart.

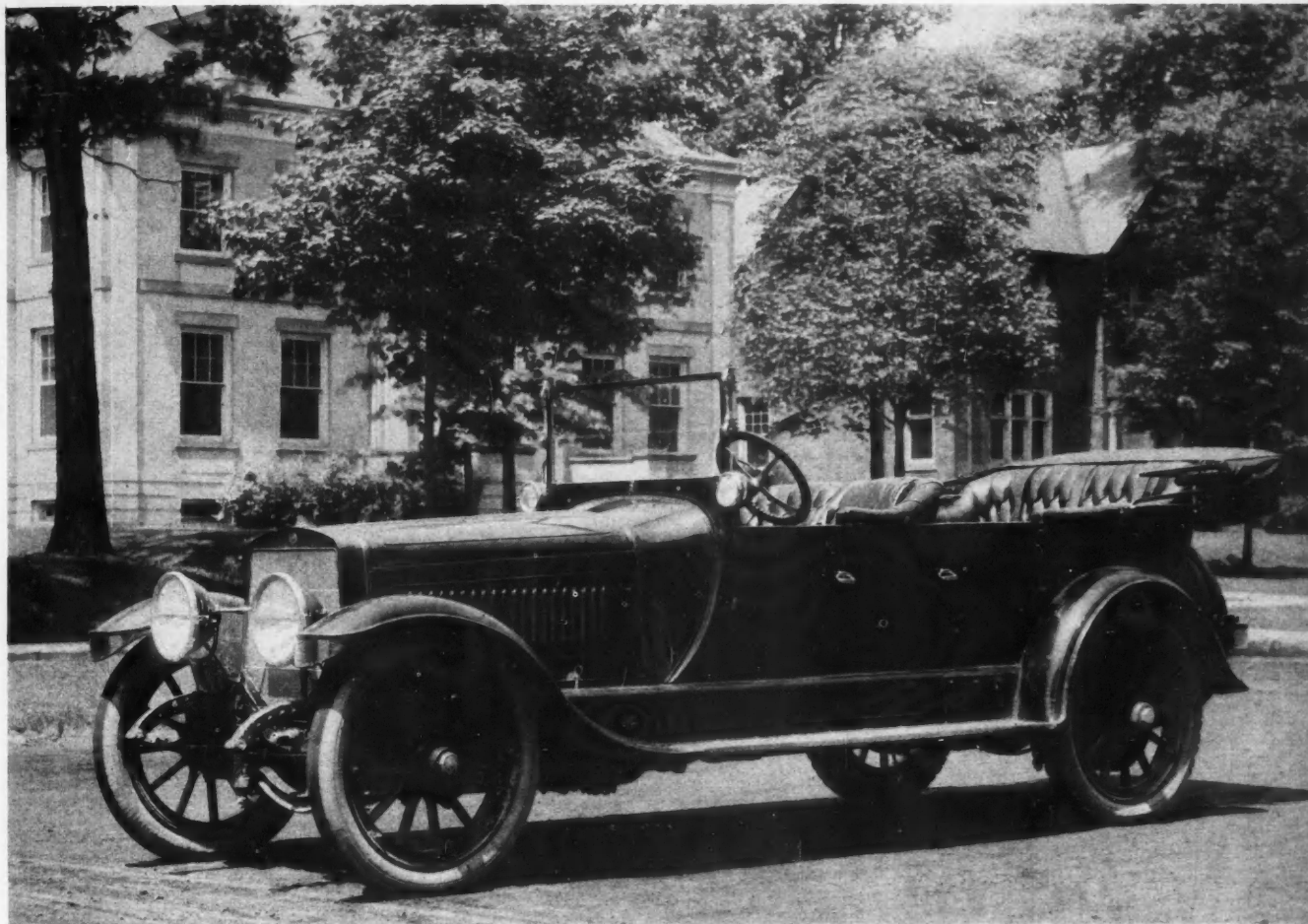
Mr. Jewett resigned in May 1913 and Mr. J. N. Gilbert, an executive of one of the large tire companies became president and he immediately said, "build a four like the Cadillac, only better for the same price". The Cadillac selling at \$2100.00 was the best money maker in the industry, except Ford. A very fine engine and car out-performing the Cadillac was designed and put on the market in a year's time. But it was too late. The Cadillac came out with a V8 at about the same price, hurting the sales of the Lozier Four. Then the general financial depression due to the start of World War I throughout the country tightened credit and several small creditors requested a Receivorship 'on Sept. 24, 1914.

One of the suggestions of the directors to reorganize the Lozier Co. was to interest Henry Ford in such an undertaking as they knew he was very friendly to the Lozier Co. and to me personally. One of the directors came to me one day and said Mr. Ford had been approached with the idea and he said to ask John Perrin to see him and he would discuss the matter. Henry Ford was known to be suspicious of bankers. I called on him at his Highland Park office and we talked for a considerable time about matters of mutual interest, bird houses for example. Then he told me he had been asked by the Detroit directors to take over the Lozier Co. and run it as a subsidiary of the Ford Co. But he said he was not interested in any business that was not directly concerned in building the Ford automobile. He stood up and pointing his finger at a fire-place in the end of his office said: "If somebody showed me traces of gold in a mine shaft, I wouldn't buy a share of stock in the mine". He changed his position in 1922, nine years later, when Edsel Ford persuaded his father to buy the Lincoln Motor Car Co. at a receiver's sale.

Before expanding to the large expensive plant in Detroit, the business was a Lozier family affair. When we located in Detroit, there were too many different opinions as to the type



Letterhead showing the four "Cleveland" bicycle factories sold by H. A. Lozier, Sr. to the American Bicycle Co. in 1897. Price was 4 million cash!



1912 Lozier with first one piece crowned fenders used on any American car. These fenders were produced by Fred Fisher who was running a stamping plant in Detroit at that time. Fisher experienced many headaches completing this job, which opened the way for the fancy multi-curved bodywork we have today.

of product. We did not concentrate on the market for the lower priced six, soon enough.

A review of the circumstances existing at time of the decision to build another factory in Detroit confirmed the opinion voiced by some of the Lozier executives that the company was expanding too fast without a definite plan for utilizing the larger facilities to build a companion car in a lower price bracket. A high priced car has a limited market, and with a big overhead due to over-expanded facilities a profitable business is impossible.

Reorganization of the Lozier Co. was immediately undertaken and there were prospects for an early resumption of business which were thwarted by uncertainty in financial circles as to the effect of World War I on business.

The Stevens-Duryea Co. had the same problem, but was fortunate to have the Westinghouse Co. buy their factories at Chicopee Falls, Mass. as Westinghouse had received a contract to make rifles for the Russian Government.

After the war in 1918 the Detroit factory was occupied by the Metal Products Co., building automobile accessories.

**DON'T MISS IT** 

## Surviving Lozier Cars

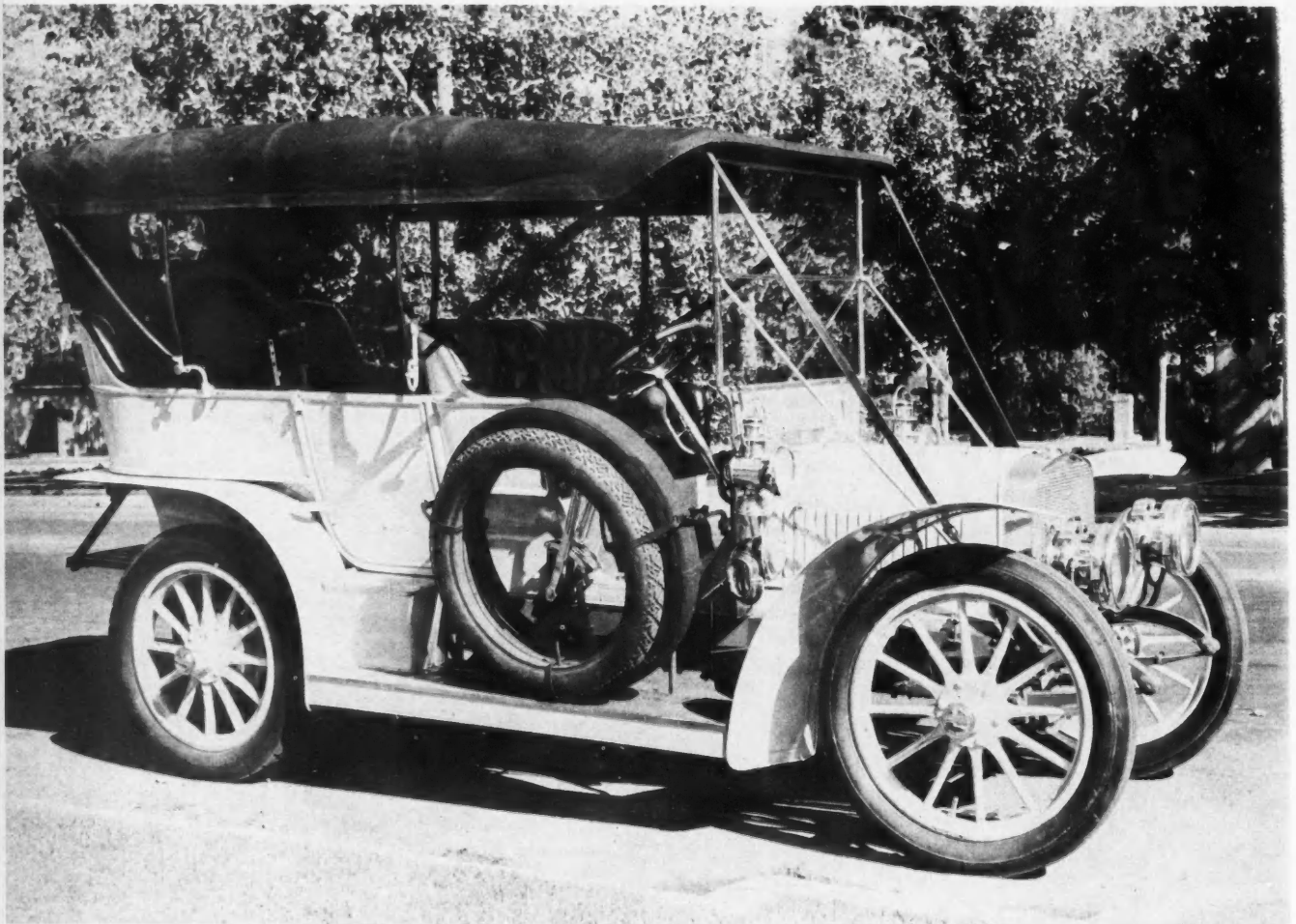
Here is a list of the Lozier cars known to exist at this date — the cars of record. Of course, there are bound to be more of them show up and the Gazette will publish any further information on cars and owners.

I talked to one well known Lozier owner who says he knows of three not included here, but he wouldn't give any details because of an ambition to own at least one of them.

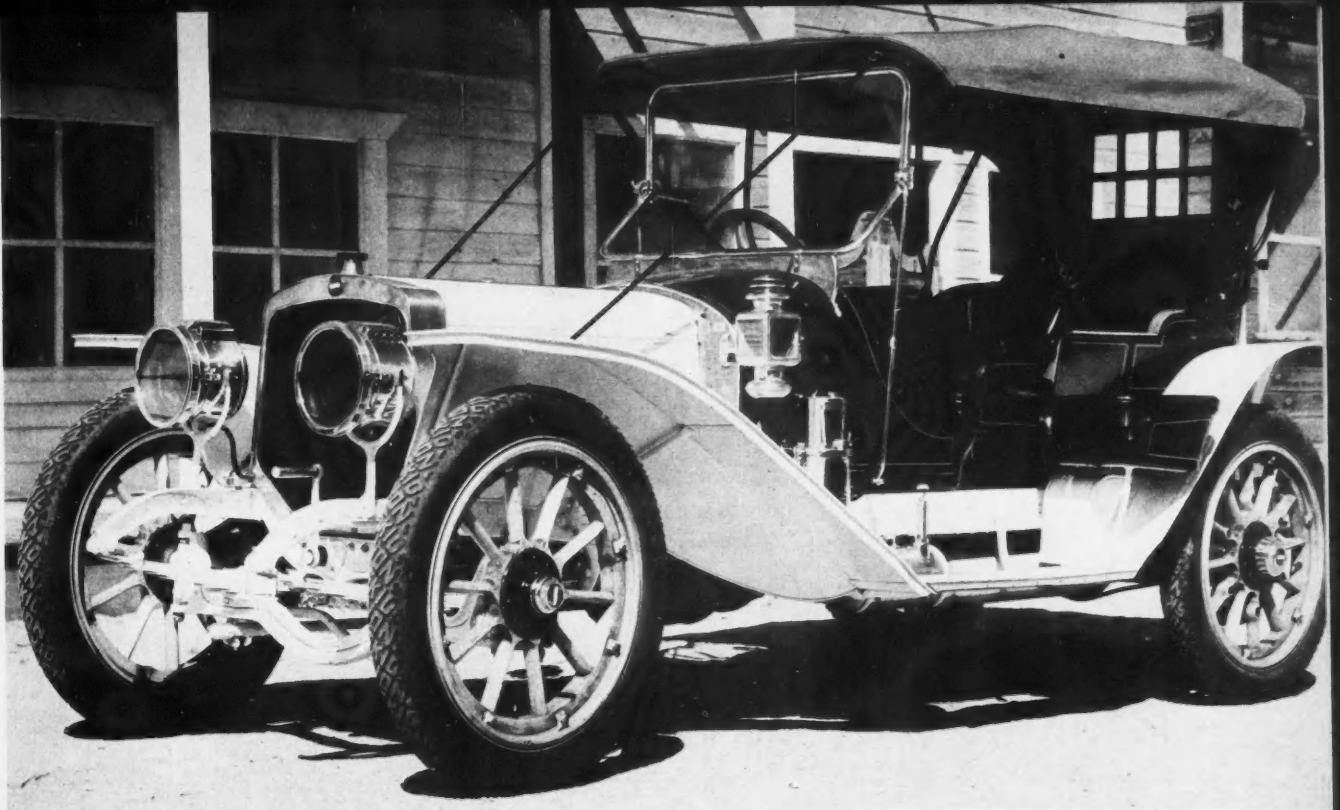
There is supposed to be a musty Briarcliff hidden away in some middlewestern barn, known only to a select few people with a gleam in their eyes.

I held in my hand and examined the picture of a Type 72 Lozier, further details withheld. That is why I say this is the list "of record," and any further additions will be gladly received.

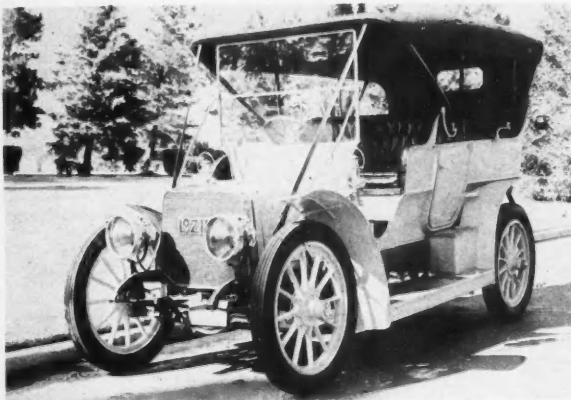
Year	Type	Body Style	Eng. Number	Owner
1906	"D"	7 pass. Touring	227	Bill Harrah
1909	"H"	7 pass. Riverside (touring)	823	*****
1909	"H"	Briarcliff	888	Don Colee
1910	"H"	Chassis	2209	Don Colee
1909	"J"	Meadowbrook	1460	Chris Linschoten
1909	"I"	Lakewood	1274	Geo. H. Waterman
1911	"46"	Briarcliff	2579	David Gray
1911	"51"	Lakewood	3217	John Hebden
1911	"51"	7 pass. Riverside (touring)	3539	Henry Ford Museum
1913	"72"	?	?	Tom Dunham
1913	"72"	Meadowbrook	4237	Tom Lester
1913	"72"	Lakewood	4362	Dick Alexander
1913	"72"	7 pass. Riverside (touring)	4269	Paul J. Tusek
1913	"72"	Limousine	4485	Lindley Bothwell
1913	"72"	?	4450	Richard Shreve
1913	"77"	Touring	?	Henry Anderson
1913	"77"	Touring	7949	Tom Dunham
1914	"77"	Touring	8135	Art Rippey
1914	"77"	Touring	8205	John Philip
1914	"77"	Touring	7912	H. B. Pierce
1914	"77"	Touring	8140	H. B. Pierce



Oldest known surviving car and pride of the Lozier fleet is this 1906 Model D touring car. It has a four cylinder 40 HP T-head engine, 5-5/8" bore, 5 1/2" stroke. Transmission has four forward speeds. Tires are 36x4 front and 36x4 1/2 rear, both clincher. Present owner is Bill Harrah, Reno, Nevada. Original price was \$5,500, and was bought in New York and shipped to Chloride, New Mexico, a small gold mining town.



Beautiful 1909 Type H Briarcliff owned and restored by Don Colee. Observe the sleek lines of this car. Most Lozier fans are hard put to choose between this car and the Lakewood or Meadowbrook.



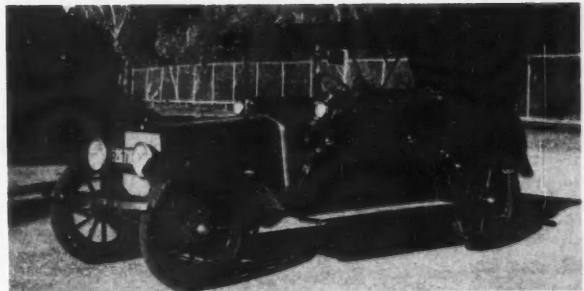
Left hand side of Bill Harrah's 1906 Model D.



1913 Type 72 Riverside seven passenger touring car owned by Paul J. Tusek. Massive nature of this vehicle may be gathered from photo.



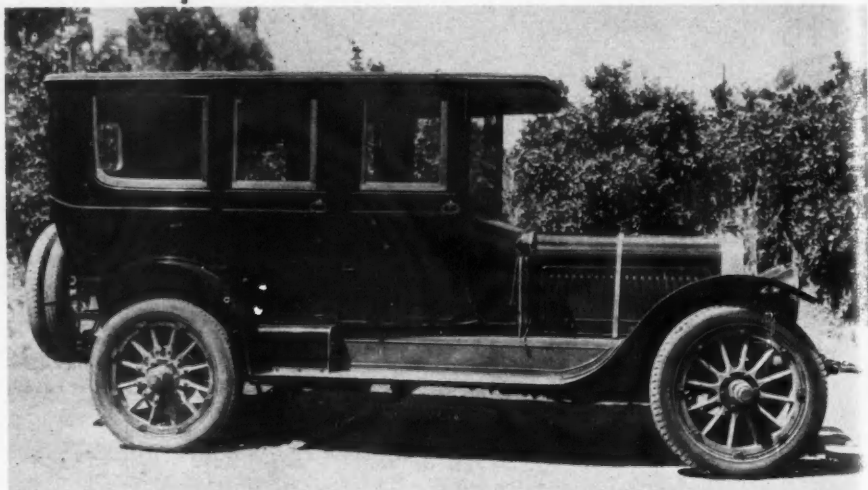
This photo shows Bill Harrah's 1906 Lozier as it was brought out of New Mexico by Ben Moser.



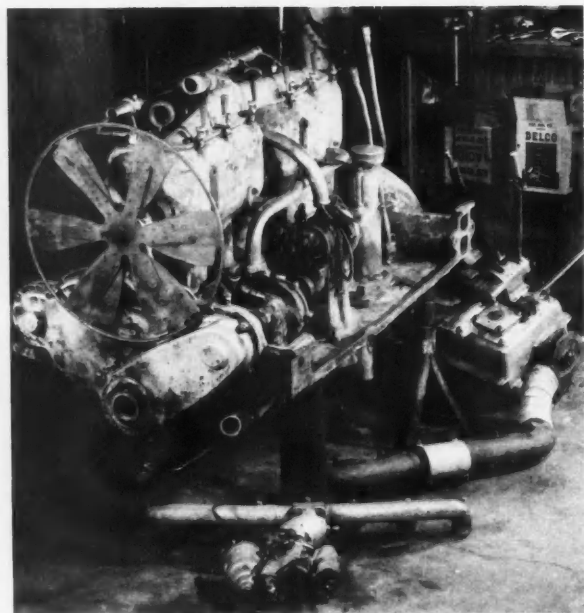
1914 Type 77 Lozier touring car; owner, John Philip of Goleta, California.

# LOZIER

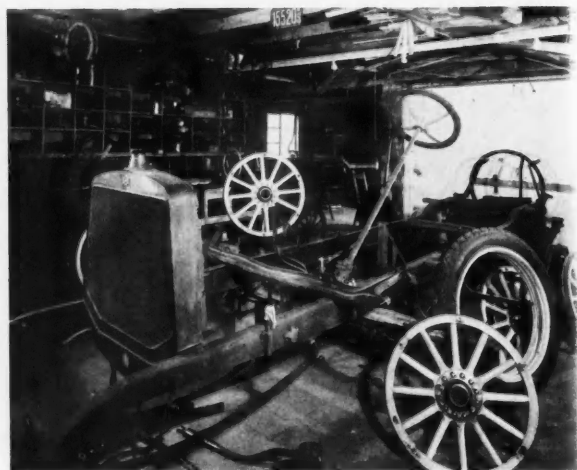
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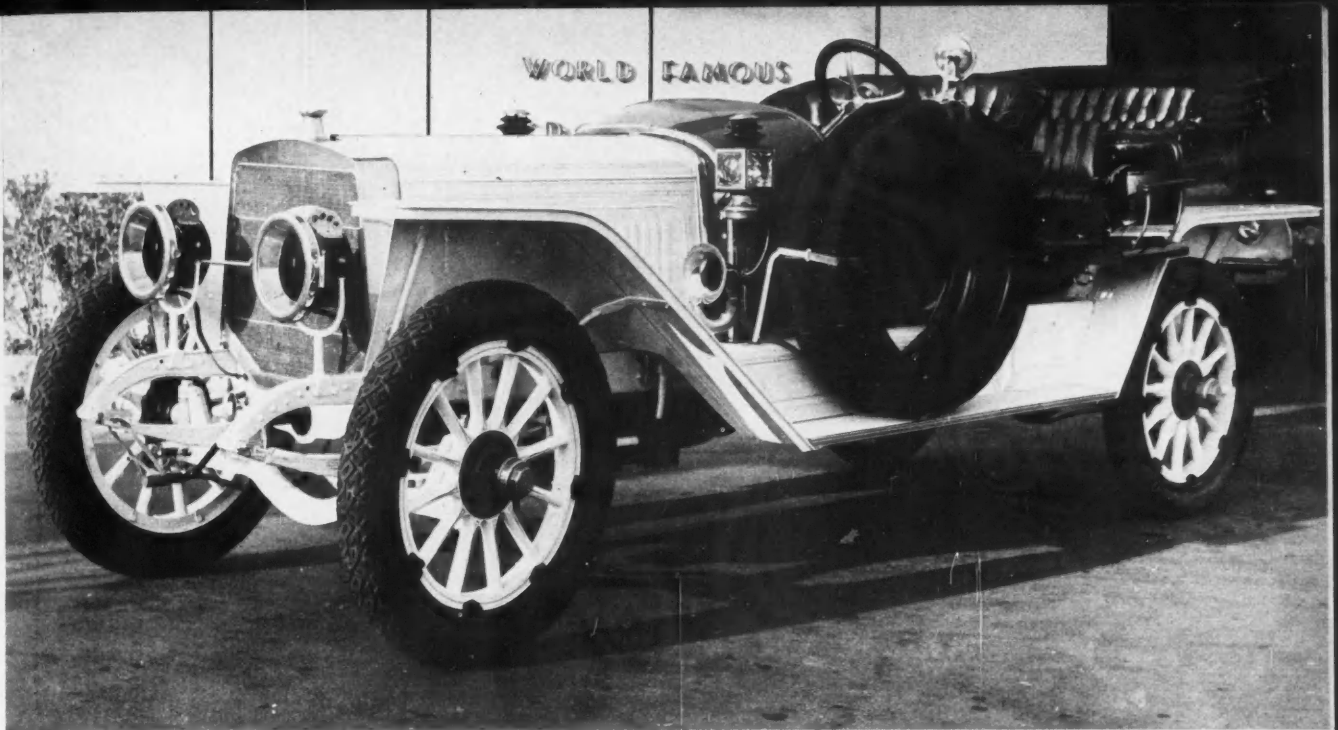


1912-13 Lozier that belonged to Henry Huntington. Cost: \$17,000. Interior completely covered in tufted pin-grain leather. All interior fixtures silver plated. Now owned by Lindley Bothwell.

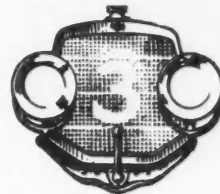


Various stages of restoration on 1914 Type 77 Lozier touring car owned by Arthur Rippey. Job is being done in shop of James Howell. This car was used for many years as a bus and mail carrier between Cheyenne, Wyoming and Scottsbluff, Nebraska before it was towed to a junk yard in the latter city.





These two photos show the remarkable transformation accomplished by Dick Alexander on his 1913 Lozier Model 72 Lakewood Torpedo. Left photo shows typical rebuilding job perpetrated on this car sometime along about 1920. Result was an ugly jumble of rounded fenders, electric lights and nightmare top. Restored car is one of the finest in existence. This six cylinder model sold for \$5,000.



## More on Model T

John Hackler living at Chino, California was cutting wheat with four horses hitched to a binder in a field located about three miles east of Buffalo, Missouri, as near as he can remember it was the year of 1922, when he came to a fence near a public road across which flowed a small open creek and here he saw a man stuck with his Lincoln car. John unhitched his team from the binder and pulled the Lincoln car to dry ground from which the driver could continue on his journey. The driver offered to pay for the service which Mr. Hackler refused to accept and when the driver insisted on paying John suggested to him, that if he wished to do John a favor, to go to the nearby town of Buffalo to the Ford dealer and buy himself one of those Model T's - they don't get stuck in that creek!

Next day John received a telephone call from the Ford dealer in Buffalo, who happened to be John's cousin, asking him if he knew whom he pulled out of the creek the day before.

John of course did not know but was told it was Henry Ford himself, and would he come to town and pick out the Model T he wanted. And that is the way John came to own the first car in his life, and for free.

*Adolph M. Whitney*

### PHOTO CREDITS

Cover .....	Mike Roberts, Berkeley, Calif.
Page 6 .....	Thos. Shannahan, Bethlehem, Pa.
Page 18 .....	1909 A.L.A.M. Directory
Page 19 .....	Pratt & Whitney Aircraft Co.
Page 24 .....	Sam DeBolt, Reno, Nevada
Page 25 .....	Arizona Photographic Associates, Phoenix
Page 26 .....	L. A. Lucas, Denver, Colorado
Page 30 .....	E. H. Taliaferro, La Jolla, Calif.
	Donald Dudley, Jacumba, Calif.
Page 32-33 .....	Wichita "Eagle"

# Southern Ontario Group makes NORMOSKA HOLIDAY TOUR

Reported by Bruce Cole



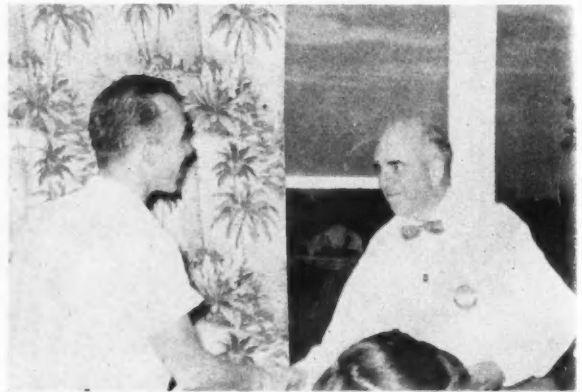
The thirty old cars lined up at Richmond Hill (north of Toronto) ready to start on the six hundred mile tour.



First lunch stop on the four day tour at Barrie, Ontario, Gateway to Ontario's picturesque north country.



Mr. Gord Edington cranking his beautifully restored 1912 McLaughlin, en route in the Haliburton Highlands.



At the conclusion of the Normaska tour a windup banquet was held at Richmond Hill. President Ross Campbell presents a trophy to Mr. Court Myers (Canadian Klaxon editor) for the most consistent driver on the tour.

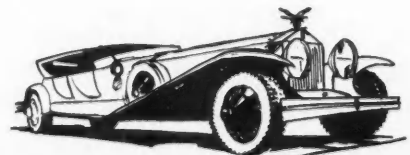
**ATTENTION: ALL MIDWEST MEMBERS**



**SERPACI TOUR - June 26, 27, 28**

**SPONSORED BY STORM LAKE, IOWA, REGIONAL GROUP**

Details from: STAN HAAHR  
518 Northwestern Dr.  
Storm Lake, Iowa



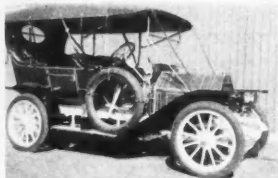
# ANTIQUE CAR AUCTION

➡ Saturday, May 16th, 1959 ◀

at

**BURD'S ANTIQUE CAR MUSEUM**

**LOCATED ON U. S. HIGHWAY 20 BETWEEN WATERLOO & CEDAR FALLS, IOWA**



**RESTORED CARS**

*The following cars have been beautifully restored. Price indicated is the minimum bid that will be accepted.*

1903 Model A. Ford Touring. All original except new clinchers tires replace the Fisk Bolt On. Third car sold by the Ford Motor Car Company. Have verification from Ford Motor Co. Archives Dept. that this is third car sold by the company.	\$7500.00
1906 Model N Ford runabout.	\$2500.00
1909 Model T Ford Touring Motor No. 1400. Model with built-in water pump. 99% original.	\$2500.00
1909 Holman runabout. Original.	\$2500.00
1910 Model 42 Overland touring. Original.	\$3000.00
1906 Model F Buick touring. New tires. Original.	\$3000.00
1904 Curved Dash Oldsmobile. Original.	\$2850.00
1904 Cadillac Roadster. Original.	\$2850.00
1914 Baby Peugeot.	\$2000.00
1913 Stanley touring 20 HP not restored mechanically.	\$3000.00
1940 Graham, Hollywood Super charged, Cord 4 door sedan.	\$500.00
1931 Rolls Royce PI convertible sedan, Hibbard Darwin Body built in Paris. Did not go thru' motor but runs good.	\$3000.00

HAVING CLOSED MY MUSEUM TO THE PUBLIC, I AM OFFERING 34 ANTIQUE CARS TO THE HIGHEST BIDDER. SALE WILL START AT 9 A.M. AND CONTINUE UNTIL ALL CARS ARE OFFERED FOR SALE.



**UNRESTORED CARS**

*All cars in running condition. Price indicated is the minimum bid that will be accepted.*

1909 Chalmers 30 touring car. Original and complete. Upholstery nice. Top fair, side curtains.	\$1750.00
1937 Cord, Model 812 convertible 4 passenger, repainted new top, not super charged.	\$1400.00
1929 Cunningham 4 Door Sedan. Very nice and clean.	\$800.00
1928 Model 12A Franklin 4 D Sedan. Clean.	\$400.00
1927 Buick, Country Club coupe. 57,000 actual miles. New tires.	\$250.00
1921 Milburn Electric. Clean. No batteries.	\$750.00
1924 Model T Ford, touring. Clean.	\$300.00
1928 Model A Ford, factory made pick up. Open top.	\$300.00
1907 Sears runabout.	\$1200.00
1927 Chevrolet Landau Sedan. Purchased from original owner, like new.	\$300.00
1914 Metz roadster, partially restored, not running.	\$400.00
1910 One Cyl. double chain drive, Reo truck, solid tires.	\$750.00
1911 Maxwell Roadster. Good original condition.	\$1750.00
1932 Ford V8 4D Sedan. Very clean.	\$300.00

## CARS RUNNING

*No minimum price.*

1927 Model 50 Buick 4 D Sedan.
1926 Chrysler Model 60 Coach.
1929 Model A Ford 2D exceptionally clean.
1927 Pontiac. Landau sedan, not running.
1935 Chrysler Airflow 2D coupe.
2 - 1931 Model A 4D sedans
1931 Model A 2D sedan.

*All cars listed above will carry 1959 antique car licenses and titles.*

*Pictures available on any of the cars at 25¢ each.*

*A sale bill will be mailed on request which will give you more detail of each car.*

*Terms of sale, cash or 40% down and balance upon delivery within 30 days after sale.*

*Cars will be demonstrated to anyone coming on Thursday or Friday, May 14th or 15th.*

*A licensed auctioneer will conduct sale.*

*Hotel or Motel reservations will be made upon request.*

*Sale will be held regardless of weather.*

**HARRY E. BURD, 519 Washington St., Waterloo, Iowa**

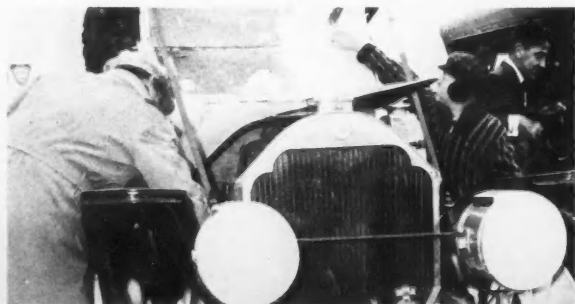
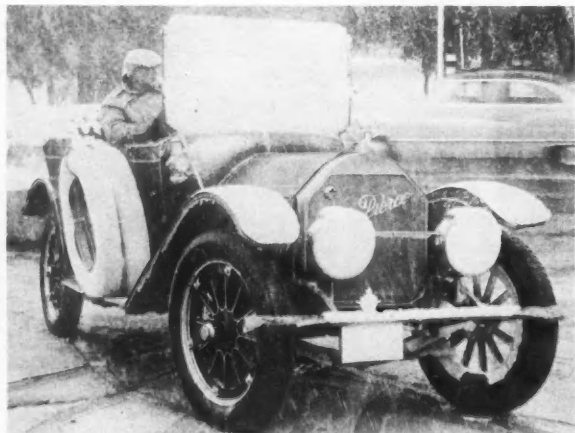
# Regional Group Highlights

**Dallas** club members recently held a tour to their county's Convalescent Home, where the patients greeted the sight of the early cars with enthusiasm. A fine public-spirited move on the part of these Texans. This will be a big year for Dallas, 15 major events being on the season's schedule.

**Seattle-Tacoma** has an attractive new cover for their publication, the EVERGREEN GAS-ETTE; it was designed by member Jack Stevens. Fire recently destroyed ten cars owned by Harold Musolf of Kenmore, Washington. Oldest was a 1912 Overland.

**Kansas City** seems to be a light car fancier's center; the latest K. C. KRANKER features photos of a Brush and two cyclecars, an Imp and a DeShort. A novel tour just staged by this group took in the barns and garages of the club's members.

**San Francisco** is still adding to their treasury by the sale of old-style men's collars. They're a good buy at six for a dollar plus postage. Write Finance Committee head Lu Stelling, 1478 35th Avenue, San Francisco, for details.



**Bay Area** (California) has a "new look" for their monthly GASLIGHT GAZETTE. They'll feature a different cover photo each issue from now on. **San Francisco** regional group members joined this group for their first tour of the season.

**Wichita's** famous publication, the SPARK PLUG, is now in charge of Bob Bitler, Allan Master retiring after building it up to something so unique we'll probably never see the equal. Bitler has organized a big staff, and the first issue under his hand gives promise of one of the newsiest publications out.

**Central Illinois** members, scouting routes for Summer tours, have discovered that a part of U. S. highway 51 follows an early elephant trail! It seems that an ancestor of member Guy Hockaday built his home on the government-surveyed route, only to find that everyone was using an old route near a stream, leaving his farm isolated. So when he learned a circus was on the way to Decatur he intercepted the caravan of elephants, zebras, horses and dozens of heavy wagons, and led them by way of his property. The route was so well marked by this heavy, and strange, traffic that it thereafter became the accepted road, and the present highway still follows this "elephant trail."

**Minneapolis** old car sleuths have turned up a hoard of early cars that includes such rare models as a Stanley mountain wagon, an American Underslung, a 1910 L-head Mercer and a 1912 Locomobile. Only trouble is they're buried under about 50 tons of dirt, rocks and mud! If you're interested, they're near the River Parkway and Marshall N. E. in North Minneapolis.

◊ **El Paso** Regional Group, for the third year, participated in the Auto Show held at Biggs Air Force Base. Contrasting with the host of new American and Foreign cars, the central exhibit at the main entrance was a 1914 Model T on a revolving stand. Ten well-polished cars, in all, caught the attention of the 53,000 show visitors. The El Paso group published a special edition of their newsletter, "THE DUSTER," which was passed out to interested persons. Pictured is one corner of the display area.

◊ **La Jolla** (California) regional group staged an "Over the Mountains" tour to the desert in late February, and met road conditions experienced by few old car drivers. Eleven brass-bound cars and 35 persons left La Jolla in heavy rain which changed to snow in the mountains. While many modern cars were halted by the four inches of snow on the road, all eleven horseless carriages made it over the 4500 foot crest and down to Brawley in the desert. Returning the following day, the route followed the old Butterfield Stage road, finding weather conditions less rigorous.



# 1959 REGIONAL GROUP SECRETARIES

- ARIZONA (Tucson)  
Ralph Simons, 5401 E. Holmes St., Tucson, Arizona
- VALLEY OF THE SUN  
Jack G. Howe, 1521 E. Pierce, Phoenix, Arizona
- BAY AREA, California  
George Skopecek, Jr., 6134 Ocean View Dr., Oakland, California
- CENTRAL CALIFORNIA  
Glenn Pitts, 4831 Amherst, Fresno 3, California
- KERN COUNTY, California  
Elizabeth Glass, 1316 S. Union Ave., Bakersfield, California
- LA JOLLA, California  
Howard M. Raish, 5011 E. Mtn. View Dr., San Diego, California
- NEWPORT BEACH, California  
Kenneth G. Hall, 12451 Frieda Pl., Garden Grove, California
- NORTHERN CALIFORNIA  
Howard F. Galez, 5233 Dover Ave., Sacramento 19, California
- SANTA CLARA COUNTY, California  
Wilfrid B. Harrison, 4136 Dake Ave., Palo Alto, California
- SAN DIEGO, California  
Gerald Wright, 1428 Sutter St., San Diego, California
- SAN FRANCISCO, California  
Louise Wentzel, 1609 Irving St., San Francisco 22, California
- SANTA ROSA, California  
Mrs. Dorothy M. Walters, 1061 Stevenson St., Santa Rosa, California
- SOUTHERN CALIFORNIA  
Cecil Frye, 140 N. Bridge St., San Gabriel, California
- TULARE COUNTY, California  
Maxine Bear, 4519 E. McKenzie St., Fresno, California
- SAN RAFAEL, California  
Kay Pickart, 105 Montecito Rd., San Rafael, California
- COLORADO  
John McNichol, 1510 S. Filmore, Denver 10, Colorado
- HARTFORD COUNTY, Connecticut  
Paul A. Melnick, 461 Jerome Ave., Bristol, Connecticut
- FAIRFIELD COUNTY, Connecticut  
Theodore A. Gemza, Spruce Mountain Rd., Danbury, Connecticut
- ATLANTA, Georgia  
Tommy Protsman, 2045 Robson Pl., N. E. Atlanta, Georgia
- MACON, Georgia  
James Mc Fadden, 102 Green St., Warner Robins, Georgia
- GOODING, Idaho  
Robert S. Meyer, 737 Main St., Gooding, Idaho
- SOUTHWEST IDAHO  
Zena Louderbough, Box 547, Meridian, Idaho
- CENTRAL ILLINOIS  
Bill Eschbaugh, 1504½ N. Broadway, Decatur, Illinois
- INDIANAPOLIS, Indiana  
Joe Payne, R.R.1, Box 143A, Carmel, Indiana
- WICHITA, Kansas  
Charles H. Ivey Jr., 2144 Wallace Dr., Wichita 18, Kansas
- NEW ORLEANS, Louisiana  
Thomas B. Favrot, 6161 Loyola St., New Orleans 18, Louisiana
- GRAND RAPIDS, Michigan  
Thomas Hills, 2426 College Ave., S.E. Grand Rapids 7, Michigan
- MINNEAPOLIS, Minnesota  
Einar Granaas, 6016 Sheridan Ave., So. Minneapolis, Minnesota
- KANSAS CITY, Missouri  
Charles Nash, 9009 Cherokee Lane, Kansas City, Missouri
- ST. LOUIS, Missouri  
C. Henry Stratmeyer Jr., 19 Daniel Rd., La Due 17, Missouri
- OMAHA, Nebraska  
Capt. Tom H. Nichols, 1 Bonner Rd., Offutt AFB 13, Nebraska
- NEVADA  
J. P. Harrington, P.O. Box 879, Carson City, Nevada
- TRENTON, New Jersey  
Jack Kennedy, 536 Perry St., Trenton, New Jersey
- CANTON, Ohio  
Jack Ittner, 1013 28th St., N. E. Canton, Ohio
- SOONER GROUP, Oklahoma  
Carol Elliott, 2612 N.W. 34, Oklahoma City, Oklahoma
- TULSA, Oklahoma  
Clinton Webb, 5907 E. 4th Pl., Tulsa, Oklahoma
- PITTSBURGH, Pennsylvania  
Joseph M. Pugliano, 245 Clover Dr., Monroeville, Pennsylvania
- CHARLESTON, South Carolina  
W. Lucas Gaillard, 1 Limehouse St., Charleston, South Carolina
- RAPID CITY, South Dakota  
Carmela Henderson, 810 Iowa St., Rapid City, South Dakota
- SIOUX FALLS, South Dakota  
Dr. J. L. Pinard, 218 S. Main Ave., Sioux Falls, South Dakota
- ALAMO CITY, Texas  
Maury Apfel, P.O. Box 9111, San Antonio, Texas
- EL PASO, Texas  
Alan H. Lerner, 1105 Stockwell Lane, El Paso, Texas
- HEART O' TEXAS  
Karl F. Binner, 805 N. Davis, West, Texas
- NORTH TEXAS  
Jim Eitelman, 626 Hartsdale Dr., Dallas 11, Texas
- SOUTH TEXAS  
Fred L. Lundstrom, 4430 Sanford Dr., Houston, Texas
- WISCONSIN, Green Bay  
June Boswell, Rte. 1 Box 155, Menominee, Michigan
- CASPER, Wyoming  
Bruce H. Thompson, Box 285, Mills, Wyoming

## Yakima Fly'n Tour

SOMETHING NEW UNDER THE SUN  
HORSELESS CARRIAGES and ANTIQUE AIRPLANES

Just when the old timers in the Horseless Carriage Club were about to agree that everything had been done, and that there was nothing new to do, the Yakima Valley Regional Group breaks through with an entirely new Tour idea. Called the First Annual FLY'n TOUR, this event will feature the combined efforts of the Antique Airplane Association and the Yakima Valley Regional Group of the HCCA. Always an event of special interest, this year's Annual Blossom Tour by combining with the Old Airplane enthusiasts and their Fly-in should be a high point of the year.

Tour dates are May 8, 9, & 10. The Place is Yakima, Washington. Time is short so wire, phone or write air-mail today for complete details to:

Post Office Box 442  
Yakima, Washington  
Phone - GLencort 2-4864

Happy Touring - And look out for them flying machines.

ORDER HCCA EMBLEMS, DECALS  
BLANK JEWELRY, STAMPS ETC.

TO: Horseless Carriage Club  
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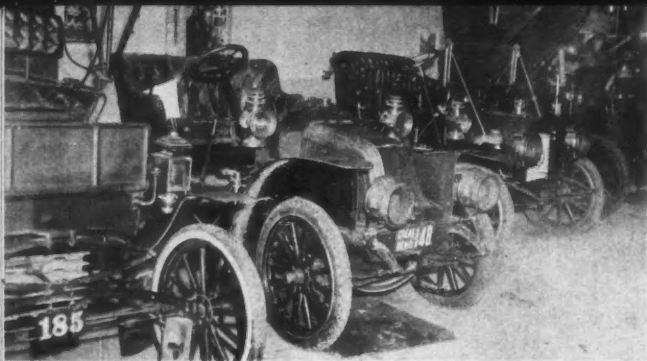
- Windshield Decals.....50¢, 3 for \$1.00
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1907 Jewel, 1908 Renault, 1908 Reo, 1905 Columbia.



Loading Sutton's Chalmers—Detroit in the Snow.



Vaden Stroud's 1905 Columbia Electric.

# MIDWEST

## Wichita Club Snares Big Collection

The entire antique car collection of Wayne (Doc) Pritchard, Great Bend, Kansas, now is owned by members of our own Regional Group. Many of us in the past have called on Doc Pritchard, admired his old cars, and tried to talk him out of some of them. Doc had some good cars, he knew he had some good cars, and he wasn't about to part with his collection of 15 years.

Late in December, 1958, Doc let it be known that he would be interested in selling all his antique cars to a single group that would restore them. He did not want to sell them to someone who would peddle them for a profit — neither did he want someone to store them in a garage and never restore them. He preferred that the cars remain close to Great Bend so that he could see them once in a while and even ride in them once in a while.

By the middle of January, 1959, a group of our own members arranged to purchase the entire collection. On January 31, 1959, our members went after their jewels and ran right into a snow storm. At this writing only a part of the cars are in their new homes — perhaps next week-end will find the rest safely here. Our good friend and fellow member, H. O. (Pete) Peterson, gave us good coverage on this event, and his KTVH 10 o'clock news Saturday, January 31st, showed the old cars — snow storm and all.

Here is the list of "new iron" and the names of the proud owners:

1. 1902 Oldsmobile one cylinder curved dash runabout, completely original even to 28 x 2½ single tube tires. Bought by Bob Bitler who will give this reporter some real competition. This car came from Colorado.
2. 1905 Columbia Electric. Single seater with a graceful Victoria top. Tiller steering, beautiful broadcloth upholstery, 30 x 3 tires, original and all there except batteries. Our good friend from Hutchinson, Vaden Stroud, bought this one and your reporter is extra pleased to have an old electric in our Group — to tour with the old gasoline and steam cars. This is something we have needed for a long time. You will be seeing this car on our Tours this year.
3. 1906 Jewell one cylinder, 2 cycle runabout. Tiller steering, double chain drive, 32 inch hard rubber tires, original and reasonably complete. The man from whom Doc bought this car was so afraid that someone might steal the engine that he had the engine stored in his bedroom! Bought by our President, Harold Ottaway. Just in case this car should win the one cylinder race, this reporter will blame it onto the double chain drive. Everyone knows that two chains are faster than one!
4. 1908 Renault two cylinder runabout made in France. 28 x 3 tires and has a world of brass. This rare car is restored, running, and complete even to a handful of brass name-plates, mostly in French. Gil Johnson bought this one, and if Pearl can prove she has clean hands and a pure heart, Gil might let her polish the brass on his pride and joy.
5. 1907 Jewell one cylinder, two cycle runabout. This model has a steering wheel and 28 x 3 tires. Original, complete and running. Claude Sutton is the proud owner of this rare car. Some of the boys say it will take a good mechanic to keep this type engine running, but that's what Claude is. Harold and Claude can exchange information on the two Jewells.

# BONANZA

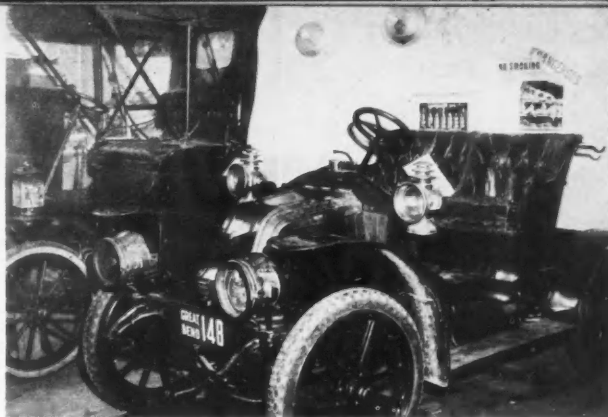
BY OLIE EDIGER

6. 1908 Reo one cylinder runabout. Completely restored, 28 x 3 tires, and solid as a dollar. Same model as Jerry Ottaway's, only this one has a windshield. Wayne Romine bought this one and it should win the one cylinder race. If it does, this reporter is going to blame it onto the extra large gas line. Everyone knows that a big gas line will feed more gas to the motor and that makes the car go faster.
7. 1909 Chalmers—Detroit Model 30 touring, four cylinder, beautiful wood body, original and all there. Doc used to be the Chalmers—Detroit dealer in Great Bend, and he sold this car new in 1909 to his uncle. He has a picture of this car in 1909 parked in front of his garage. He also had the original instruction book as well as the salesman's manual. Claude Sutton also bought this reliable tourer and you will be seeing lots of it.
8. 1912 IHC Autowagon. A good highwheeler in a rare model. This will be no problem for President Harold Ottaway, who also bought this one. When he gets it restored, we'll have a "semi truck" to haul mechanics, water and spare parts for a certain 1901 Locomobile Steamer. (Herb Ottaway's!)
9. 1921 Chevrolet Truck. Original and all there. Not too much is known about this truck, except that the new owner, Vaden Stroud, intends to have a lot of fun with it.
10. 1928 Chevrolet Truck. Original and running. Vaden Stroud also bought this truck and can either haul wheat with it or carry more spare parts for a certain 1901 Locomobile Steamer.

The Wichita Club should be congratulated upon swinging this deal. Doc has had some attractive offers for these fine cars but he sincerely wanted to find good homes for them. And in the opinion of this reporter, he could not have done better. If any of you are ever in Great Bend, stop in and say "hello" to Doc, and look at the two cars he has left. He is working on a 1917 Pierce—Arrow Coupe which will be an unusual car when finished. Doc has chrome plated every piece of the chassis, springs, frame, every nut and bolt, and the body will be covered with gold leaf, as are the spokes of the wheels. He is also working on a rare 1934 Rolls—Royce which will be his family car. He and Mrs. Pritchard will tour the country in this one when finished.

This reporter wants to personally thank Bob, Vaden, Harold, Gil, Claude and Wayne for bringing these fine cars into the Wichita Club. It is certainly appreciated when new and rare cars are brought into the Club, especially so many good ones all at one time.

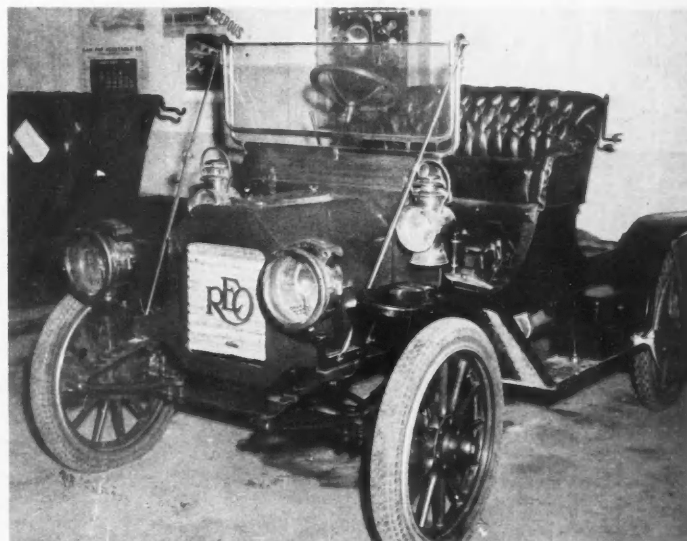
**"AND THEY SAID IT COULDN'T BE DONE!"**



1907 Jewel and 1908 Renault stored in Great Bend.



Harold Ottaway's 1912 I.H.C. arriving in Wichita.



Wayne Romine's 1908 REO as found in Great Bend, Kansas.

◊ Bob Bitler's 1902 Olds caught in a snowstorm.

# FASHION VIEWS

by Virginia Barnett

## *Washday for Antique Clothes*

The materials in our age-old costumes should be guarded by proper handling in washing and cleaning. One mistake in the procedure of cleaning antique fabrics could mean the end of the garment. The Smithsonian Institute recommends a method of washing the fine old linens and laces and gowns of yesteryear that is quite unique. According to them, the worst enemy of old material is the weight of the water. Their method is called "rocking" clothes clean, in a tightly capped 1 or 2 gallon jar filled with pure soap flakes and warm water. The recommended steps are as follows.

1. Place pure soap flakes in a pan of water, (1 cup to 1 gallon of water). Dissolve before putting in jar. Place garment in jar and pour in water solution.

2. After capping jar tightly, place hands at each end of jar and rock back and forth until clean.

3. Garment is rinsed in same jar. While clear, warm water is running in, soapy water is finger-drained off.

4. If bluing is needed, mix solution in separate pan by straining 2 tablespoons of bluing into 1 gallon of cold water through several layers of cheese cloth. Stir to dissolve particles. Pour into jar and rock garment as before.

5. After the last or bluing rinse, water is hand pressed out of the garment while it is still in the jar. To eliminate handling while water still adds weight to cobwebby fine fabrics, the garment is gently dumped out.

6. Ready for it is a big turkish towel, in which garment is rolled up and allowed to remain until nearly dry.

7. Before garment is ironed, fingerwork is necessary to smooth out fine lace, tucks, etc. This helps pave the way for the iron and prevents tearing.

8. Drape or hang garment on something to hold wet weight as you slowly iron it dry by controlled steam or dry heat, ending up with the garment hung on a hanger to dry out completely.

9. Where yellowness of age must be bleached, garments are soaked overnight in a mild sodium-perborate solution of 1 cup to a gallon of water before using the above procedure.

The above information was brought to my attention by one of our members, Lola Collier of Pasadena, California.



Cool and dainty summer frocks like these should be laundered with care.





From left to right are Lois Cook, Virginia Barnett, Millie Eastwood and Thelma Smith wearing costumes that have been given special washing and cleaning attention to preserve their original beauty.

### DRY CLEANING

Unless you have a very dependable cleaner, you should try and clean your own silks and woolens. This can be accomplished safely if you will follow all the rules of cleaning. Remember to always do dry cleaning outside in the fresh air and in the shade. Use commercial cleaners such as the Thrifty Magic Cleaner and follow their directions carefully. Use clean pans such as porcelain dish pans, or the new plastic ones, for washing tubs. The following steps are suggested by one of our best dressed members:

1. Repair garment for cleaning and examine for stains or grease marks that will need special attention. Mark stains with small safety pin so you can find them after the garment has been immersed in the cleaner.
2. Pour cleaner into pan which is large enough to give you plenty of room for the garment. 1 or 2 gallons of cleaner is about right.
3. After pressing garment down into cleaner, dip it up and down gently in the solution. Gently rub spots that are extra dirty until it looks clean. Squeeze out cleaner, (don't wring) and hang on a hanger in the shade.
4. Fasten all buttons and hooks and straighten out the garment. Remove stain markers. Air as long as possible.
5. Press carefully with controlled steam or dry iron at low heat.

If you have several things to clean, do the light colored pieces first and then the darker, using the same solution. You can save part of the cleaner for future use if you will let it set a while in the cleaning pan, then pour off the top part of the cleaner that is not dirty. Place in can or bottle that it came in and reserve for later use.



Mrs. Linda Harvel, Jr. and Mrs. Clarence Coughenour of the North Carolina regional group modeling their fine silk and lace gowns which show careful restoration.

# FASHION VIEWS

CONTINUED



Parasols such as this should be given special care in cleaning. Remove carefully from the frame and lay out on an old sheet. Mark the outline of the material with pencil on the sheet. Clean the silk and lace covers with cleaning fluid and launder the cotton ones. The cotton type can be laundered on the frame if you hang it out to dry in the sun to prevent rusting from the frame. After cleaning the cover, press with steam iron and bring the cover back to the size marked on the sheet, before tacking on frame.

The little accessories of dress can bring a new look to your costume that has been worn a number of times. Always watch for these items to add to your collection. You can make some of the little extra finishing touches yourself. Here are a few ideas:



To Freshen Up a Waist in a Hurry. Try a Bertha of Net or All-Over Lace, and Decorate it with This Simple Design of Ribbon Embroidery



Greek Band for the Coiffure



Hat With Lace Bow and Rose



A Distinctive Girdle of Pompadour Ribbon



Satin Embroidered Empire Band

## QUESTIONS AND ANSWERS

**Q.** I was advised to wash my Louise Lace parasol, but after it was done, I found that some of the threads were twisted and did not smooth out in the proper manner. What did I do wrong?

Dorothy

**A.** Louise lace has some silk thread in it. Some laces and nets should be cleaned instead of washing. The silk or pure silk ones look better after cleaning to preserve the original beauty of the lace. Steam press carefully afterwards.

**Q.** What can I do to make the old jabots and other neckwear look like they did originally. Starching seems to make them too stiff.

Martha

**A.** One remedy for this is a method handed down for years. Try putting the jabot in a solution of 1 teaspoon of sugar to 1 pint of water after it has been carefully laundered. Roll in a cloth for about a half hour and iron. This is called a dressing.

**Q.** How can I fix my antique hats that have too large a crown? It is difficult to keep them sitting properly on my head.

Mrs. D.

**A.** The best method is to make an inner crown of hat wire, but if you find this too difficult, try putting crushed tissue paper under the lining until the hat is adjusted to the right place.

**Q.** How did the ladies fix or adjust their little bows that were worn with the stiff collars?

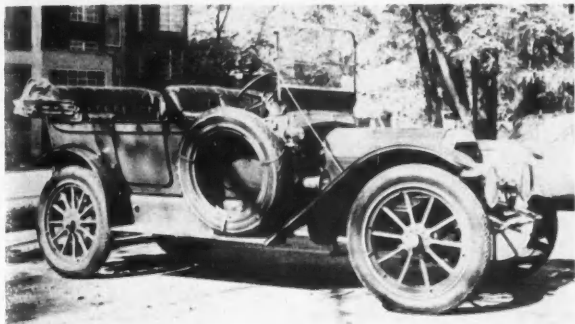
Marjorie R.

**A.** They pinned them in place with little gold pins, or some had a button. One method they used that was very successful and saved time was to sew the bow on a narrow piece of elastic and a hook on the bow and an eye on the other end of the elastic. This went under the fold of the collar.

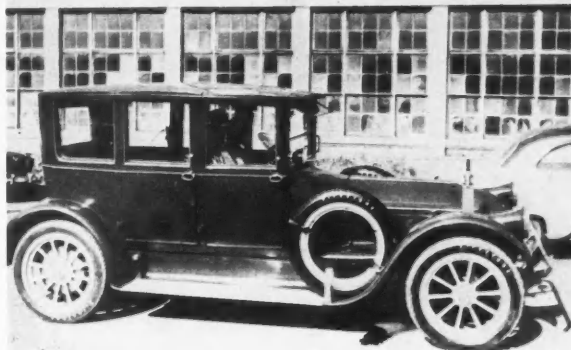
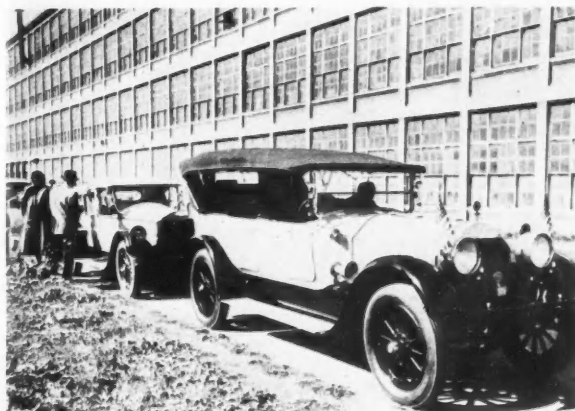
Use ordinary soap for ordinary purposes; Ivory Soap for better-than-ordinary purposes. That is the rule in most households, and it is a good rule. Take, for example, a garment such as is shown in the illustration. It is too valuable, too dainty, too fragile to be cleaned with any other than Ivory Soap. The same remark holds good in the case of a hundred other articles—colored goods, wash silks, lawns, dimities, curtains, etc. The safest, best and only right way to launder them is with Ivory Soap.

Ivory Soap - 99<sup>100</sup> Per Cent Pure.

## PIERCE ARROW FANS MEET



A 1912 series 36 touring car owned by Robert Greene.

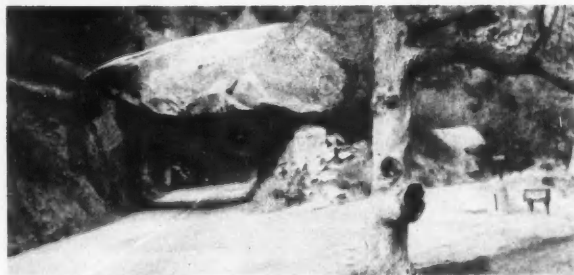


A rare four-passenger sedan owned by Harold Phillips. It's a 1920 model 38.

Harry Becker's 1917 model 66 outside the old Pierce plant.

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APRIL TO NOVEMBER

**Estes Park, Colorado**



Discovered in a Swiss cowbarn!

# The BIANCHI Story

by Ross H. Gast

**I**t was near the end of a long, hard day; leaving St. Gallen, Switzerland early in the morning we followed the Rhine from Lake Constance to Chur, then made the tiresome climb up to Julier Pass only to meet a heavy snow storm at the summit. Fighting our way through the drifts, we took a brief luncheon rest at St. Moritz, then, safely over the Alps, we headed our sturdy little Taunus station wagon down the tortuous Majola Grade through Chiavenna with its brawling torrents and on to Ascona where we planned to spend a few days on the shores of incredibly beautiful Lake Maggiore.

David, our nineteen year old son, was at the wheel, and we were just entering Riazino, a suburb of Locarno, about ten miles from our destination. Suddenly he pulled down to a quick stop, then slowly turned into the driveway of an auto wrecking yard.

"Oh, no!" cried his mother, her tea time long passed. I also protested, but not in a quotable way. For during the past 60 days and 7500 miles of European travel, we had never passed a junk yard or an antique car prospect. David had "wheeled and dealed" with junkies, old car buffs, farmers and other owners of veteran cars in England, Holland, Belgium, Germany, France, Italy and Switzerland, and while he had learned a great deal about the old car market in Europe that summer of 1954, we missed most of the "canned tour" cultural spots, I am ashamed to say. The day I write about had been a welcome exception — junk yards are scarce in the Swiss Alps. But now we were off again!

The yard was run by one Giuliani, an Italian-Swiss who, we learned later, had some local fame as a racing driver and expert mechanic, particularly on cars of Italian manufacture. As he was busy working with a customer, converting a vintage Lancia into a farm truck — quite commonly done in Switzerland — we looked the yard over on our own. There was the usual run of beat-up Opels, failing Fiats and sickly Simcas, but nothing of interest to us, that is, until we reached the end of the lot. There Dave's practiced eye caught the dim outlines of a brass car under a dilapidated cow shed. Putting on the usual show of disinterested affected by a "squirrel!" when he sees an old car under such conditions, we turned to get a closer look.

"Now, don't flip, Dad," Dave warned. It looks like a real oldie, so let's play it cool."

"Me flip?," I replied. "You are the one. Your face is a dead give away — it's got that 'out of the barns' look already."

On closer inspection, the car proved to be an early Bianchi laundalette limousine, made in Milan, Italy. All of the brass with the exception of the tail light was still in place; it was of French manufacture and without a blemish. The leather top had been partially exposed to the elements and was a wreck, but the upholstery was original and in fair condition. Someone had applied a couple of coats of black house paint on the body with a coarse brush, yet there were no breaks in the coach work or dents in the fenders. And the beautiful bevelled plate glass, including rounded quarter windows, did not have a break. There was a fair set of Pirellis on the car, with a couple of spares.

While we had "played it cool" Giuliani soon noted our interest and joined us. After establishing the fact that German was our only language in common, he unlimbered his arms and began his sales talk. The car, he said, was a 1908 model, and in perfect running condition. He had owned it for a couple of years and had driven it a good many miles. While it came to him in good mechanical shape as it had been driven *very* little in its lifetime he, the best mechanic in the Canton, had kept it tuned up so he could drive it in local parades and festivals. Had he been speaking English, I could have closed my eyes and imagined that I was at a HCC swap meet in California. David, who knew old cars, was greatly impressed with the Bianchi, but I believed little of what Giuliani had to say. However, I finally prevailed upon our son to pull in his eyeballs so we could continue on the Ascona.

During our stay on Lake Maggiore, Dave talked about little else, and several times when he could not be found, we suspicioned that he was out to Riazino admiring the Bianchi. He did a good job of selling it to me, and while I liked the car, I knew less about antique car values than I do now. And besides, Dave was on my nickel then; I could see a lot of dollars and grief involved in transporting all of that glass

intact from Locarno to Genoa by truck, and then thousands of miles by steamer to Los Angeles Harbor. Dave made a strong case for the car but we — that is, I, finally decided against the purchase and we returned to the United States without the Bianchi, and therefore with a rather unhappy young man.

A year later, in the summer of 1955, Arthur Norris, McGraw-Hill representative in Switzerland, and a close family friend, decided to settle in Ascona. When he became established, Dave, still loyal to the memory of the Bianchi, suggested that we write Arthur and ask him to check and see if the car was still in Giuliani's cow shed, and if it was, to have one of his local friends price it. The reason was that we felt that Giuliani had given us what is known in Europe as an "American price" — — at least 50 per cent above prevailing local figures. Arthur complied with our request; the car was there and the price was the same. We wrote Arthur and told him that we would probably buy the car but before he could have received our letter we had a cable from him that he had bought the car so send money quick! Later we learned that a wealthy West German tourist had also "discovered" the Bianchi and was about to close with Giuliani.

So now we owned a Bianchi, although it still sat perched up on blocks ten thousand miles away in the Swiss cow shed!

Then came transportation problems. Fortunately I have had some experience in handling machinery shipments from Europe, so I asked Arthur to secure firm cost estimates on complete crating and shipment from a reliable forwarding agent, this cost to represent the total charges to put the car on the dock at Los Angeles Harbor. I also asked him to have the car transported from Giuliani's cow shed to the forwarding agent's warehouse by truck, because, I carefully explained, the motor and gearbox were undoubtedly frozen or in bad repair, and towing might do a lot of damage. Arthur passed the word on to Giuliani, and he was furious. Hadn't he said the car was in good running condition? Was he not a man of his word? To prove his point, he drove the Bianchi into Arthur's yard before breakfast the next morning and insisted that the family go for a spin up the mountain side. On the ride, Giuliani went through the gears with a practiced arm, volubly extolling the virtues of the car. Any one who is familiar with Locarno will know what kind of gear work is necessary to get even a few blocks back from the lake front, but Giuliani took them to the funicular station above Del Sasso, then came down in low gear to demonstrate the safety of the car. Arthur was convinced and drove the car off to be prepared for shipment. Soon it was on its way, but by this time, it was Spring, 1956.

Thus, two years after we "found" the car in Switzerland, it was landed on the dock in Los Angeles Harbor. It arrived in time for me to transfer title to David as a present on his 21st birthday, and to reward him for his perseverance.

The Swiss do things right; the car had been solidly crated — — in fact the crate would have served as a garage if we could have brought it home intact. There was absolutely no damage to the coachwork or the glass and we would certainly recommend the extra cost of crating to anyone who plans to ship a quality car to the United States. The brass had been taken off, and boxed up, out of sight — — another precaution that we think pays off.

With the help of several interested longshoremen, who gave us their time and use of equipment "for free" (because of the "entertainment value" of the shipment, the foreman said), we loaded the Bianchi on our trailer and took it to our regular gas station. There we replaced the old oil, filled the tank with gas. Then came the big moment, the answer to the two years waiting — would the car start in other than the

Italian language, and did we have a motor or a coffee grinder? It was with a feeling of genuine accomplishment, then, when after four turns of the crank, the motor took off with the rhythmical "chuga-lug, chuga-lug" that is true squirrels' symphony. Up until four months ago we had never changed Giuliani's setting of the carburetor or magneto, or had we replaced the spark plugs, which looked like the original ones for the car. The only immediate mechanical difficulty we had was a faulty water pump which marred our first tour somewhat, but a new stainless steel shaft took care of that.

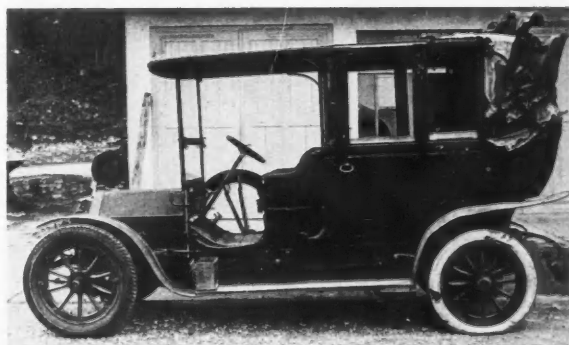
Subsequently, through the kindness of Arthur Norris, some of our local historians, and the Veteran Car Club of Great Britain, we learned a great deal about Bianchis, and our car in particular. The most outstanding fact that developed from our research is that insofar as we have been able to determine, our Bianchi is one of only two pre-1915 Bianchis known in the world.

Our first attempt to learn something about our car — at least to date it, was to write to the Bianchi factory in Milan. They wrote back that all of their plant records were destroyed in World War II (they made no cars after 1939) and that they could not give us any information whatsoever. We confirmed this in April of this year when David and I visited the Bianchi factory in Milan, now making bicycles, motorcycles and scooters. The officials were very much interested in the pictures we showed them of our car, but none of them had ever seen an early Bianchi. We believed them, for a few days before we had visited the famous old car museum in Turin and found that while they had several each of practically all other Italian cars of a very early date, they had no Bianchis, or had they seen or heard of any.

After checking with Everett Miller, who turned up an early distributor's brochure, we wrote the Veteran Car Club, and they came through handsomely. From the information and pictures we sent them, Dennis C. Field, Research Historian, advised us that without any doubt, our Bianchi is a late 1910 model, not 1908 as Giuliani claimed. However, the official dating of the car by the VCC is not completed as there were a great many cars ahead of us when we applied.

Mr. Field also put us in touch with Mr. Peter Tacon, of Norwich, England, who owns the other 1910 Bianchi of record, a phaeton, however. It has a slightly lower serial number than ours, and has been in his family since it was first purchased in 1910. This spring we had a nice visit with Mr. Tacon, and rode in his car for a spin around the Norwich countryside. We have corresponded a good deal and he has been very helpful to us in our efforts to learn more about the care and feeding of Bianchis.

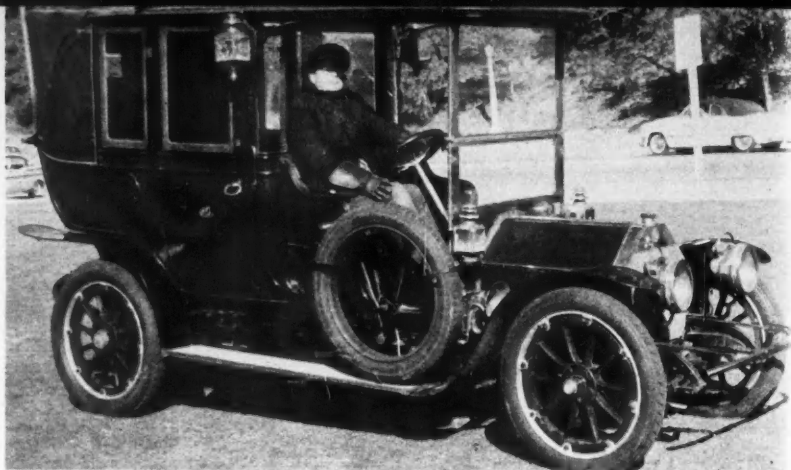
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Running and ready for shipment to USA.

## Bianchi CONTINUED

The Bianchi today;  
Dave Gast at the wheel.



While the Bianchi was en route to America, Arthur Norris endeavored to get as much information as he could about the previous ownership of the car. He found that the job was not especially difficult, for the Bianchi, although not exactly a single owner car, had remained in the same garage from 1910 until 1952.

Giuliani told Arthur that he had bought the car from another junk yard operator, Italo Maffi, of Lugano, about 30 miles from Locarno. Maffi, in turn, had purchased it from the family Castagnola, of R. Simen 4, Lugano, in 1952. Signore Carlo Castagnole, only surviving member of the family, gave Arthur the complete history of the car since its purchase, and we confirmed this ourselves on a visit to Lugano early this year.

Via R. Simen 4 is a typical Tessiner town house. It has three floors and complete, many-roomed, apartments on each floor. It was owned by the family Castagnola comprising two brothers and their families who occupied two floors, leasing the other. The older brother, Luigi (now dead) was a very wealthy man, the Director of the Canton Bank of Tessin.

In 1910, an American by the name of Thompson leased the lower floor. He was apparently the expatriate son of a wealthy Eastern family; at any rate he moved into Via Simen 4 with his wife and daughter — and *our* Bianchi — and lived there for more than 20 years. It is not known where he purchased the car; at that time it was one of three cars in the entire canton.

According to our informant, Thompson was quite a successful drinker, and being very wealthy, with time on his hands, he was able to practice a lot. As a matter of fact, we were told that the only use of the Bianchi was to transport him to the Kursaal, and after he had his daily quota, his chauffeur loaded him in the car and drove him home. But he was a very durable character — he outlived his wife and daughter, both of whom died at Via Simen 4. He returned to the United States in 1930, turning the car over to Banker Castagnola who used it very little, particularly during the last ten years of his life. He died in 1952 and his widow sold the car to Maffi. According to Giuliani, Maffi planned to junk the car for scrap brass!

Carlo Castagnola did not get on too well with his banker brother. In fact, he told Arthur that while his brother did not use the car much himself, he would seldom let anyone else take it out of the garage. This was a great contrast with the American Thompson's attitude, he said; during their courtship Thompson had allowed Carlo and his bride-to-be to make their formal visits to friends and relatives in the chauffeur-driven Bianchi, greatly enhancing their prestige in the community, and leaving them with a deep sentimental interest in the car. This was in 1912. He told many other stories about the Bianchi, one of which is quite amusing.

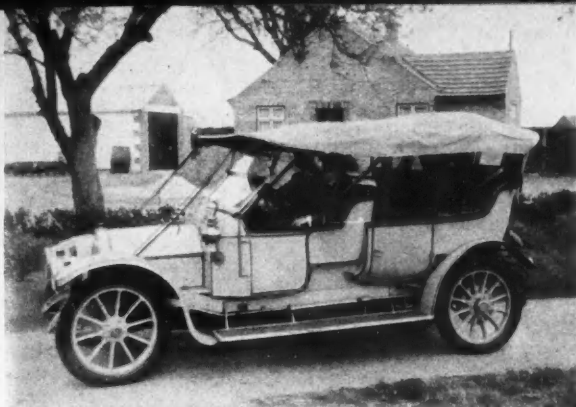
It appears that Carlo was jealous of his brother and resented the fact that Thompson had turned the car over to Luigi, rather than to him. So once, when Banker Castagnola was doing his tour of compulsory duty in the Swiss army, he and two other men decided to steal a joyride. One of them was Morel, a young garage owner in Lugano, the only member of the party who could drive. The three drove up to Melide, a town not too far from Lugano, then stopped at an Inn and drank quite heavily. Morel loudly extolled his abilities as a driver, and the speed of the Bianchi in its very high fourth gear. The more he drank, the better he and the car became. Finally, when they decided to return to Lugano, Morel wagered that if they would wait until the next train came through Melide, he would race it into Lugano, and beat it there. He bet that he would be seated at dinner at the Gambrinus when the train pulled into Lugano Station. The bets were soon made, and the race was on.

Fortunately, the road was travelled but little at that time of day, although it was bad, with more sharp curves than it has now — and it is still far from being a freeway. The Bianchi, high off the road, careened from side to side, tipping precariously on the turns. But they made it safely; Morel won his bet as they were able to slip into seats at the cafe just as the train rolled into the station. Signore Castagnold, 85 years of age when Arthur interviewed him, seemed to re-live every jolt and bump and all the thrills as he told the story. As we have never driven the car more than 45 miles an hour on account of its height, we can believe that it must have been a thrilling ride!

Some mechanical data as regards our car may be of interest: Apparently Bianchi made several different chassis in their earlier years. Ours is a 16–20 H.P., or Type G. But with a stroke of 4.53 inches and a bore of 3.52 inches, it has a higher horse power under American rating.

The motor is four cylinders, cast en bloc. It is extremely well built, with several interesting features. One of these is that every section of the motor interior is instantly accessible as inspection lids to the crank case are large enough to allow the hand to feel any part of the crankcase, shaft, rods, etc. The timing wheels are silent and enclosed in an aluminum case which, although oil tight, can be quickly detached. Valve stems and lifters are enclosed by easily removable cover plates. Another interesting feature is the cooling system, which is very efficient now that the water pump has been rebuilt. The fan is in the flywheel and the pan is so constructed as to make the engine compartment and effective wind tunnel.

A mechanical oil pump force feeds the oil through a four-window sight feed on the dash, taking its supply from an oil tank under the front seat that carries a 300-mile supply under constant pressure.



Only other Bianchi known. A 1910 Phaeton owned by Peter Tacon of Norwich, England.

Our car has a fixed ignition, with a German Bosch magneto. The carburetor is a French Zenith. It is pressure fed from a tank of 14 gallons capacity fitted at the back of the chassis. A cam-operated pump maintains pressure that is initially developed by a hand pump on the dash. The car is quite economical to operate — on a recent trip from Los Angeles to San Diego we averaged 15½ miles to the gallon.

The gear box is very large for a car of its size. It has four speeds forward, with the high gear a direct drive. The transmission is so designed that a very short shaft with an extra ball bearing takes the thrust from the drive, thus avoiding all play on the secondary shaft. The multiple disc clutch, while somewhat noisy (they all were, according to Mr. Tacon) is easily adjusted and has given us no trouble at all. Both brakes can be tightened by hand, with a wheel adjustment so that no tools are required.

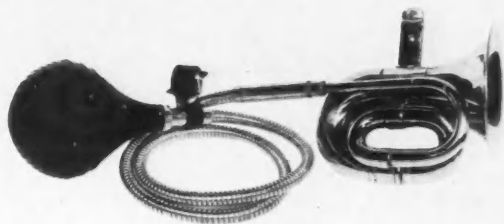
The wheelbase of the 16-20 Type G is 9' 6". The double drop frame is of extra heavy channel steel construction, with three quarter elliptic springs in back, and semi-elliptics in front. The tire size is 815/105; as we could not secure new tires of this size in the United States we built up the wheels and put on 34"x4½". However, this Spring we brought back a set of 815/105 Dunlops from England, purchased through the VCC, and re-converted to the original set-up for the Bianchi.

Aside from repairing the water pump and relining the brakes, and recently, a magneto overhaul, the car has required no mechanical work. However, the leather top was a wreck and had to be replaced. Except for one front seat cushion, the upholstery, though worn, has not been worked over. The house paint came off the body with some difficulty, revealing that the body was made of mahogany. As certain panels showed a heavy varnish coat over the bare wood, indicating it to be the original finish, we decided to leave these panels that way, re-varnishing them, of course. Other parts of the car were painted Brewster green, with black trim and fenders. The brass (and there are acres of it) has not been buffed and baked, as we wish to keep the car as original as is possible. We have always taken as our guide the stated objectives of the HCC and the VCC, which emphasize "preservation" rather than "restoration". In fact, the word "preservation" is stressed by both clubs in their application forms and on the masthead of their publications, but the word "restoration" is not mentioned. There is a great deal of difference as preservation, by its very meaning, does not permit of licence.

Perhaps the best thing that has happened to us in our ownership of the Bianchi came about this spring when we called on Giuliani in Riazino, and showed him color pictures of the car as it appears now. Wide eyed with surprise and appreciation, he exclaimed: "Sehr schön!"

We, too, think it is beautiful.

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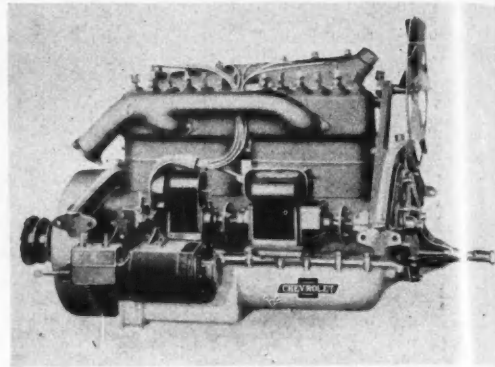
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JUNE 23-24-25-26

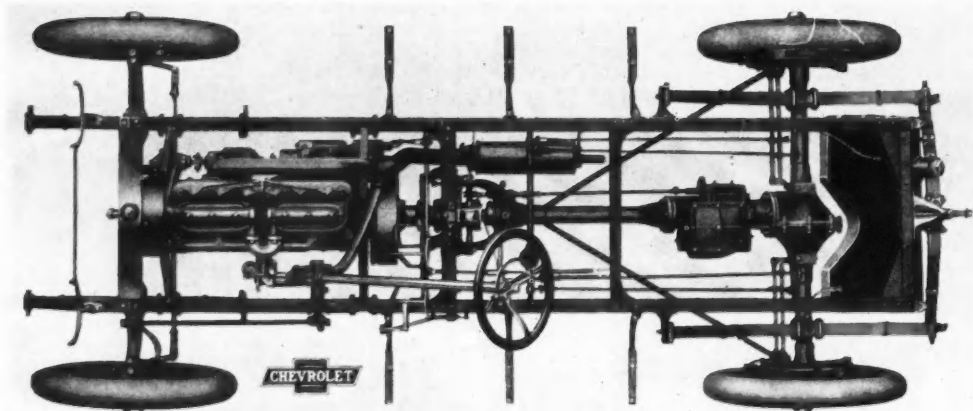
## T and L head Chevrolets

Overhead valve engines have been synonymous with the name Chevrolet since this popular make came on the scene in 1913....but the recently discovered illustrations shown here prove that OHV units were not, after all, the only early Chevy engines made. The 1913 T-head and the 1915 Light Six L-head were unique in other respects, too. For as will be seen, they both used platform rear springs and had the transmission attached to the rear end.

*Contributed by Bill Harrah*



1915 L-head Six.



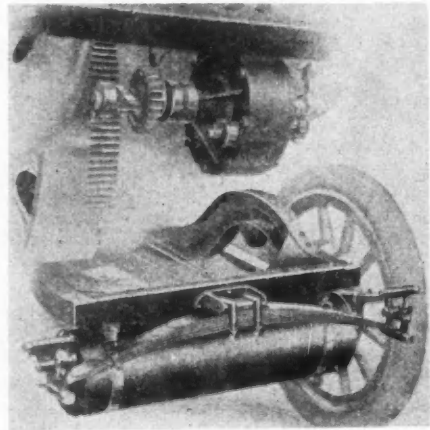
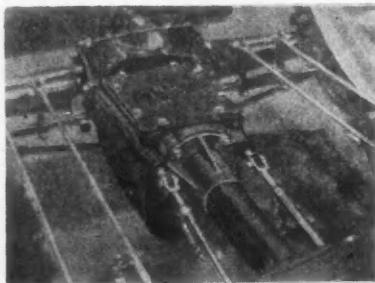
1915 Light Six sold for \$1425. FCB Flint, Michigan. Note the gas tank notched for the differential housing, the platform springs and the rear-mounted transmission.

## New Chevrolet Type "C"

The Republic Motor Car Company, of Detroit, Mich., offers a very interesting car in the Chevrolet Type "C." This car sells for \$2100, has a touring car body, seating five passengers, the same being built on straight lines with a hooded dash. The car itself is very roomy and many little provisions are made for the comfort and convenience of the occupants, not usually found on a car of that price.

### The Motor.

The motor has six cylinders of T-head construction with a 3.9-16 in. bore and 5 in. stroke. The cylinders are cast in blocks of three and connecting rods are drop forged I-beam section.



1913 type "C" T-head Chevrolet had an air starter with the air pump inside the rear-mounted transmission.

# RESTORATION

## Hints

CONDUCTED BY HARRY JOHNSON

With this issue the GAZETTE introduces a new feature on repair and restoration information. In the past this type of material has always been popular and it is hoped this column will continue a permanent part of the magazine.

Members are requested to submit information on anything they have found helpful in restoring or maintaining their cars. We want material on how a knotty repair problem was solved, or where to obtain "hard to get" services and materials.

Having recently completed restoration of a 1911 Cadillac I can pass on three helpful suggestions from that job.

1. Packing for sealing the ball on the old type Spicer universal joints is still obtainable at large hardware stores and marine supply houses. Ask for 1/4 inch square flax packing for the large ball and 3/16 inch for the small ball.

2. Chevrolet curved radiator hose No. 1725 is a perfect fit between the water pump and the radiator on the 1911-12 Cadillac.

3. Old style link or segmatic "V" belting as shown for the fan in the 1911 Cad manual is still obtainable. Other cars of the period used this same belting. It sells for approximately 85¢ per foot and is especially convenient to use as it can be shortened or lengthened at will. This same feature makes it easy to install on a pulley that is on a continuous shaft. It is made today by Manheim Manufacturing and Belting Co., Manheim, Pa. For those in the Los Angeles area, Bolstad Sales and Service, 124 E. 4th St., San Pedro stock it. Ask for size "A".

A modern substitute for the link belt on the 1911-12 Cadillac is Gates Truflex No. 3480 as this belt is thin enough to be slipped between the pulley and the end of the crank without dismantling anything and does not stretch like the link belt.

Some years ago I had a 1910, Model 10, Buick with the service brake on the driveshaft. The brake drum had completely collapsed from heat and wear. After searching through wrecking yards I found a driveshaft brakedrum on an early Plymouth that was an exact fit but 1/2" smaller in diameter. The difference was overcome by first riveting 1/4" moulded lining to the brakeband as a shim. Then additional new rivet holes were drilled through the band and the shim so the regular woven lining could be fastened on with extra long rivets. This repair proved to be as good as original and the same principle can be applied to rear wheel brakes where the only substitute drum available is slightly smaller.

TRICKS WITH TIRES - 30 x 3 and 30 x 3 1/2 tires do not have wire in the bead and can be stretched or shrunk, as the case may be, to fit rims of different sizes than they were originally made for. For example; one model of 2 cyl. Buick had 22" clincher rims (29 x 3 1/2). Some new 30 x 3 1/2 tires (23" rim) are smaller than others and by carefully inflating one of these on the 22" rim it will work very satisfactorily. Going in the other direction a 30 x 3 1/2 tire can be stretched on a 30 x 3 rim and I have seen two instances where 30 x 3 tires were stretched on 32 x 3 1/2 rims (25") successfully. When stretching a tire onto a larger rim lay the tire in the sun for a time to soften it and use plenty of "liquid tire soap" to ease it onto the rim. NOTE: This cannot be done with straight side tires as they have wire in the bead.

Don't forget to send your "Repair and Restoration" suggestions to Harry Johnson, 3671 Leland Street, San Pedro, California.



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## 1959 Western National H.C.C. CARAVAN



TUE. WED. THUR. FRI. - JUNE 23-24-25-26

WHERE WAS IT BUILT?

WHAT'S THE YEAR?

WHAT DID IT COST?

WHAT WAS THE ORIGINAL COLOR?

WHAT SIZE TIRES?

WHEN WAS IT DISCONTINUED?

**WHAT IS IT?**

Sir: Have a 2 cyl. Maxwell, motor No. 802. Model A - car No. 3542 (name plate on front of seat). Also a Hupmobile motor No. 61684. Sure would like to know when these two cars were manufactured. The Maxwell is titled for 1904 and the Hup, 1915, and was wondering if these are correct.

G. M. Sawyer

Valentine, Nebraska

*A Model "A" Maxwell belongs to the 1909 series. To correctly date your Hupmobile I need also the serial number. It should be on a plate on the dash possibly where the steering column joins the dash.*

Sir: Could you please tell me what years Stutz made the series S cars. Have located parts of two and believe I could restore one car from the two. There is a tag on one that reads Series S, Car number 1223. I think that they are probably 1920 or 21. I also would like to know how desirable this car would be. The one chassis that is in good shape I'm sure was a Bear Cat, the other a touring.

R. E. Taylor

Billings, Montana

*Branham's "Automobile Reference Book" 1924 Edition, indicates that the Series S Stutz was built in 1918 with serial numbers 1 to 2396. No. 1223 would be about midseason. The Bearcat model also was produced in that year. Though lacking the famous round gas tank, the 1918 Bearcat was a racy looking car and should give you lots of pleasure.*

Sir: I have a 1912 Cadillac, touring and would like very much to know the colors originally available, and as close to the shade of the color. Also the color of striping and where and how placed about the body. Also did this car come with an electric horn and where mounted? Did this car have natural wheels as an optional or what?

E. R. Naumann

Venice, California

*Regarding information you your 1912 Cadillac touring car I have consulted the following sources: 1 - 1912 "Handbook of Gasoline Automobiles" 2 - "Motor" March, 1912, P. 26, 3 - "Automobile Trade Journal" March, 1912, P. 140, 4 - "Saturday Evening Post" January 27, 1912, P. 43, 5 - "Standard Auto Electricians Manual" P. 467. In answer to your questions as to: 1 Color, The standard color indicated in specifications was Cadillac blue (references 1 and 2). No additional information is given. However, in pictures of the 1912 car the wheels appear to be lighter in color than the body. I have a 1911 Cadillac brochure with specifications indicating that the body and chassis were painted "Royal Blue" with light cream wheels striped with black. I can see no evidence of striping on the body in the 1912 pictures. If Royal blue and "Cadillac blue" were at all alike the latter was a bright dark blue. I believe that 1912 was too early for the use of natural wood wheels. 2 Horn, Reference 1 shows the touring car with a bulb*

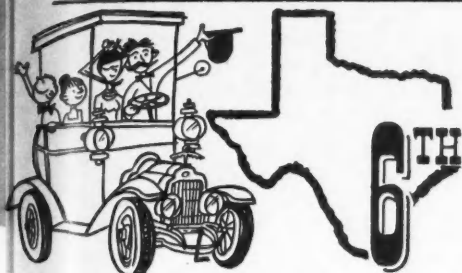
Correspondence for this department should be addressed to:

**Dr. ALFRED S. LEWERENZ  
4107 HOLLY KNOLL DRIVE  
HOLLYWOOD 27, CALIFORNIA**

To receive a reply, inquiries MUST include a self-addressed, stamped envelope. Send front and side view photos, engine and serial numbers, bore, stroke, wheelbase, etc.

*horn mounted low on the front of the dash on the right hand side of the car. References 2, 3 and 4 show no horn, nor do the specifications indicate whether the horn was electric or not! The wiring diagram for the 1912 Cadillac (Reference shows no horn operated electrically.*

Sir: I hope you can identify a Velie that I am restoring, and answer a few questions about it. This car fits the description of a Velie 40, that appears on page 92 of Clymer's "Treasury of Early American Automobiles," except that it has certain differences which would make it appear to be a later model. Here are the principle differences: The body is a roadster or runabout type, with small cowl, and it has a dummy door on the right with a working door on the left. It has a double bucket seat. Behind the seat is an oval gas tank with standard pipe reserve. I presume that there was a trunk behind the tank, but that is missing, as are all the lights, horn, top and instruments. The body is similar in appearance to the Moline on page 107 of the same book at the top. It has, however, one feature that I have not been able to find on any other car - a cast aluminum adapter between the cowl and the windshield. This is the only part that has a compound curve in it. This adapter is curved to fit the cowl at the bottom and is riveted to it. The cowl has a lot of "tumble home", tapering from the door posts forward to the wood dash, which is only about 3/4 inch larger than the hood around the top. The fenders are like those on page 92 of Clymer's book. Although the brake and shift levers are to the right of the driver, they are located inside the frame and body, while the model 40 has them on the outside. It has a Stromberg M-2 carburetor which appears not to be the original, and a Bosch DU-4 mag which also appears to have been installed in the field rather than at the factory. It has no starter or provision for one, but it has a Vesta "Magneto Generator" which is a permanent magnet generator with centrifugal output control and cut-out. This appears to have been wired direct to the lights, without any storage battery. Apparently it had all electric lights operated from the generator. It has dual ignition, the Bosch mag and an Atwater Kent dry cell system for secondary. The frame number is 14461, transmission No. 18703, and engine number 10374. The last three digits are not clear and may be in error, but there are five digits, and the 10 is clear. The engine has the letter L on most of the castings which I suspect may stand for Lycoming. Then except for the wheel size, (these are labeled "Firestone 36" x 4") the car in all mechanical respects fits the description of the "40" on page 92 of the book mentioned



MAY 7th - 8th - 9th - 10th

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above. The rims are Firestone clincher with one flange removable and reversible, 28". Unlike the mag and car mentioned above, the Vesta "Magneto-Generator" appears to have been part of the original equipment. It is driven by an enclosed silent type chain, from the pump shaft. Here are some of the things I would like to know about the car: When was it built? What kind of head lights, cowl lights, tail light should it have? Should the windshield be brass or wood, and one or two piece? What were the original colors available on this model? Would it be improper for the wheels and top bows to have a natural wood finish? Here are a couple more details which may or may not help you: The clutch is a dry disk, fully enclosed, has a patent date of December, 1911, but no name. I mean by this that the clutch is enclosed in the flywheel. The flywheel is fully exposed. The engine and transmission are mounted on a sub-frame. Most of the brass parts except the radiator are nickel plated. Although I suspect the engine to be a Lycoming, it does not resemble an early Lycoming described in Dyke's. This engine has the cylinders cast in pairs, brass water and intake manifolds, iron exhaust manifold, cast aluminum upper and lower case, aluminum timing gear housing, aluminum transmission (Brown-Lipe). Please advise me where to get pictures of this car in its original configuration, and/or a detailed description as might have been used in an advertisement.

H. Palmer

St. Petersburg Beach, Florida

The Velie described in your letter of January 3rd seems to be one of the offerings of the 1912 series. Though there were different models they all had the same engine and mechanical details. The frame number checks out as a 1912 model L, MorN (Chilton Automobile Directory January, 1921, P. 984) The Model M had 36x4 inch tires with ignition by Splitdorf Magneto and dry cells and electric generator operating through a storage battery. A Prest-O-Air starter was supplied. Model M was quite comparable except in wheel base and tire size to the basic Model L which probably is the reason for the "L" designations on the engine. At this stage I would like to tentatively identify your car as a 1912 Model two passenger, fore-door torpedo roadster and the 118 inch wheel base Model M chassis. As of this moment, I have not located a picture of this particular body type though I do have one for the 1913 series but can't be sure they are similar. One roadster model in 1912 was painted blue with a white stripe. I doubt that natural wheels and top bows had come into vogue quite that early. Below I have listed a number of references pertaining to the 1912 Velie against which you can check details as to lights, etc. and verify specifications to authenticate the tentative dating. References on 1912 Velie: AUTOMOBILE TRADE JOURNAL: February 1912 pages 182, 183, 184, 185, 213 f; March, 1912, Page 168, March, 1913, Page 207 (Shows body type possibly in 1912). MOTOR: February, 1912, P. XII; March, 1912 P. 21. MOTOR AGE: January 11, 1912, Pages 23, 30, 31. MOTOR CAR: February 1912, Page 64.

Sir: I have a 1904 curved dash Olds and the restoration is practically complete. The car will be black. There is some question about the color of the seat; I have been told by quite a few people that the outside of the seat is red. I would like to know a few details about the striping of the complete car and also the proper color of the seat.

G. R. Woodrow

Scotia, New York

According to the data I have available, an Olds with a serial number of 21164 would be a fairly early 1904 model 6-C with a 5" bore and 6" stroke. With regard to striping, below are three references which may be of assistance. "Everybody's Magazine" May, 1904 P. 48. "Ladies Home Journal" May, 1904. "Saturday Evening Post" June 25, 1904 (inside front cover) I have a 1903 Olds curved dash catalog. The only color specifications I could find stated that: "The body bigly finished in rich wine color and black, is mounted on 28 inch wire or wood wheels with 2 1/2 inch pneumatic tires. Wm. R. Van Brussel is listed as having a 1904 model 6-C. He perhaps could give you more detailed information for your particular car. His address is:

Wm. R. Van Brussel 800 N. Main St., Mt. Pleasant, Iowa

Sir: I have recently purchased a six cyl. Franklin Touring Car. Serial No. 55374T. I wonder if you could tell me what year and model it is?

J. C. Parker

Tulsa, Oklahoma

Branbam's "Automobile Reference Book" for 1924, P. 138 lists your Franklin as being a 1916-17, Series 9, touring car. For this model the range of Serial numbers is 52001 - 59799.

# Current Restorations

## MAKE YEAR CYLS. MODEL BODY

**BAKER ELECT.**.....1902.....24V.....XXX.....Runabout  
NEEDED: 24 Volt Motor. I have a 24 Volt motor that I could use but would like to find original Baker motor.

Vince Jones, 3732 W. 2nd St., Duluth 7, Minn.

**BUICK**.....1910.....4.....10.....Runabout

NEEDED: Radiator, two rear fenders, wood for steering wheel, two steel rims with lock rings for wheels, and instruction manual.

B. D. Wood, 204 E. Bismark, Grand Island, Nebraska.

**BUICK**.....1910.....4.....No. 16 or No. 17.....Touring

NEEDED: Engine or Crankcase, Body back of front seat, hubcap, lights.

Phil W. Johnson, 55155 Grape Rd., Mishawaka, Indiana

**BUICK**.....1912.....4.....35.....Touring

NEEDED: Brass windshield brace rods (length about 52 $\frac{1}{4}$ ).

Dewey Jones, 805 N. Tucker, Nevada, Mo.

**BUICK**.....1913.....4.....31.....Touring

NEEDED: Horn, front and rear wheel bearings, and tail light.

Robert L. Jones, Box 43, Bird City, Kansas

**BUICK**.....1913.....4.....31.....Touring

NEEDED: Complete body, complete radiator, rear pinion, and rear pinion bearings.

Jack Kulish, Stanford, Montana

**BUICK**.....1918.....4.....E35.....Touring

NEEDED: Gas tank gauge for 11 inch diameter round tank, head light rims and tail light. Have surplus parts.

Robert L. Sailors, 127 Virginia Place, Longview, Washington

**CADILLAC**.....1907.....1.....K.....Runabout

NEEDED: Complete body, seats, rear deck, top bows, and one adjustable ring for 24 inch wheel.

Dave Root, R.D. No. 6, Box 200, Medina, Ohio

**CADILLAC**.....1923.....XXX.....61.....Roadster

NEEDED: Tire carrier (23 inch assembly) and deck or trunklid.

Rev. Daniel A. Breegle, 545 Broadway, Wockwood, Pa.

**CASE CAR**.....1916.....4.....40T.....7 Pass. Touring

NEEDED: Tail light, 16-a Solar headlight, flywheel ring-gear speedometer, Rayfield carburetor, generator and distributor, clutch facing, and descriptive literature.

V. H. Stroud, 319 E. 16th St., Hutchinson, Kansas

**CHALMERS**.....1911.....4.....30.....XXX

NEEDED: Foot Throttle, gas and spark control gears, body of any sort, rocker arms, or motor parts. Tow rope.

Harold L. Jessup, 210 N. Main, Fremont, Calif.

**CHEVROLET**.....1926.....4.....XXX.....Pickup

NEEDED: Front hubs for rear wheels.

Gary W. Krsieant, Route 3, Hutchinson, Minnesota

**DE SOTO**.....1928.....6.....K.....Roadster

NEEDED: Running boards, rear fenders, carburetor, door handles, deck lid handle, rumble seat, tail light, tail pipe, muffler, and exhaust pipe.

R. A. Fox, 902 East Lenden, Miamisburg, Ohio

**DODGE**.....1915.....4.....XXX.....Touring

NEEDED: Rear fenders and hood.

Gilbert J. Vierra, 930 Parker Ct., Santa Clara, Calif.

**FORD**.....1909.....4.....T.....Touring

NEEDED: Jacobson-Brandow coils 4 $\frac{1}{4}$  inch x 3 1/8 inch x 2 $\frac{1}{2}$  inch, pressed steel transmission cover with square band access hole, and John Brown No. 15 lamp (any condition).

W. R. McIlwain, 3308 N. Fenimore, Covina, Calif.

**FORD**.....1913.....4.....T.....Touring

NEEDED: Rear body section and/or doors, latches, top sockets, ten teeth pinion gear.

Paul McGinnis, 1342 Market St., Long Beach 5, Calif.

**FRANKLIN**.....1924.....6.....10B.....XXX

NEEDED: Good body and good fenders, prefer open type or what have you, and Lion emblem.

E. Clavel, Box 98, Wauchula, Florida

**PIERCE-ARROW**.....1912.....6.....36.....Roadster

NEEDED: Pair of electric Pierce-Arrow made headlights, originally for or by Pierce-Arrow in 1912 and 1913.

William A. Baker, 710 Lake Drive, S. E., Boca Raton, Florida

**HOLMES**.....1922.....6.....XXX.....Sedan

NEEDED: Four Gabriel Snubbers (shock absorbers,) fenders, and would like open body.

Earl Wass, Jr., 1511 California Ave., Ft. Wayne, Indiana

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**MARMON**.....1928.....8.....70.....4 Door Sedan

NEEDED: Trunk for rear and original headlights.

E. D. Orser, 3304 Rimrock Road, Billings, Montana

**METZ**.....1916.....4.....25.....Pickup

NEEDED: Radiator cap and emblem, gas tank or drawing of same gas cap, hood and one rear hubcap.

Bert Willis, 19211 Almaden Road, San Jose, California

**MINERVA**.....1914.....4.....KK.....Touring

NEEDED: Owners manual, Lucas tail light, and 820 beaded edge rim.

B. J. Missimer, 915 Via Fruteria, Santa Barbara, California

**MOLINE**.....1913.....4.....M40.....Touring

NEEDED: One rear hub, one hub cap, magneto, magneto gear side plate, manual.

C. R. Pederson, 530 Knapp, Fullerton, California

**MOON**.....1926.....6.....Series A.....Touring

NEEDED: Original Moon one man touring top or lead on same, se Moon drum head and cowl lights, tail light, and hubcaps.

D. H. Morris, 426 Patrick St., Mineral Wells, Texas

**OLDSMOBILE**.....1917.....6.....XXX.....Touring

NEEDED: 6 cyl. OV engine, radiator, radiator shell, and any dash instruments.

Mary Phillips, Roundup, Montana

**PACKARD**.....1924.....8.....XXX.....7 Pass. Touring

NEEDED: Radiator cap, gas tank cap, universal joints, cowl lights, gas gauge, seat cushions, door handle, timing chain, and gearshift lever ball.

P. J. Baker, 1826 Moores River Dr., Lansing 10, Michigan

**PEERLESS**.....XXX.....2 or 4.....XXX.....Rear Ent. Touring

NEEDED: Engine, radiator, transmission and body.

J. A. Johnson, 366 Vine Street, Hartford, Conn.

**PLYMOUTH**.....1931.....4.....PA.....Sport Roadster

NEEDED: Wind wings, instruction manual, radiator grill screen, floor mats, new hub caps, and gear shift lever boot.

L. Chapman, 414 Littell Ave., Dayton, Ohio

**POPE HARTFORD**.....1905.....2.....D.....Side Door Touring

NEEDED: Front axle, radiator, rear wheel brake assemblies, name of anyone who has one of these cars.

Herb Prentice, Acetylene Alley, 9634 Garnish Dr., Downey, Calif.

1959 Western National  
H.C.C. CARAVAN

SMITHSONIAN VOLLEY  
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NORTHERN CALIFORNIA

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# PARTS *Antique - Special Interest - Classic* PARTS

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The world's largest obsolete parts house has a new catalog in the printing now. Full catalog will have photos of all parts available, with prices. Those little items hard to find, like new grease fittings, all top snaps and fittings, lights, wind wings, lighters and hundreds of accessory items, some practical, some ornamental, all desirable.

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217 W. Maple St.

Milwaukee 4, Wisconsin

REO.....1907.....1.....XXX.....Runabout  
NEEDED: Engine and transmission, steering gear, foot pedals, front springs, spindles, and frame cross members for engine mounting.

Wilfred C. Abels, Rt. 1, Clay Center, Kansas

SEARS MOTOR BUGGY.....XXX.....XXX.....XXX.....XXX  
NEEDED: Both head lamps, tail lamp, and complete horn.

Roy P. Bridges, 728 S. 21st St., Birmingham 3, Alabama

STEVENS-DURYEA.....1911.....6.....AA.....Touring  
NEEDED: Cylinder block, cast in pairs,  $\frac{1}{4}$  inch bore,  $\frac{1}{4}$  inch stroke. Two rods and pistons.

Elmer C. Lee, 118 Bank St., Attleboro, Massachusetts

STOEWER.....1908.....4.....G4.....Single seat with dicky  
NEEDED: One pair "Germania" head lights, 4 priming cups; with hemispherical bowls and  $\frac{1}{2}$  inch SAE thread.

Graham G. Crittenden, 39 Markwell St., Kingarsy, Queensland, Australia

STUDEBAKER.....1922.....XXX.....Special 6.....Touring  
NEEDED: Four complete door handles, inside and out.

H. W. Carr, Mt. Eyre Road, Newtown RD 1, Pennsylvania

STUDEBAKER.....1927.....6.....Bix Six.....Sedan  
NEEDED: Valves and guides (12), cluster and second gear, Flying "Atlanta" radiator ornament, heat gauge, other instruments, and gaskets for engine.

Aduan B. Smith, 671 Montgomery, Orrville, California

STUTZ.....1917.....4.....Bulldog.....Speedster  
NEEDED: Speedometer, clock, handbrake lever, motometer emblem, carburetor, cylinder head, set of engine gaskets.

Douglas D. Boyvey, 214 West Wilson, Costa Mesa, California

WILLYS-KNIGHT.....1922.....4.....20A.....Roadster  
NEEDED: Motometer emblem, clutch, transmission, new hubcaps, clock, sales catalog.

Douglas D. Boyvey, 204 West Wilson, Costa Mesa, California

WOLFE.....1906.....4.....A.....Touring  
NEEDED: Headlamp rim for Phare Solar Model 657. This ring is copper. (4) cast iron pistons, 4  $\frac{1}{8}$  dia. about 1 inch pin, wide rings.

Vince Jones, 3732 W. 2nd St., Duluth 7, Minn.



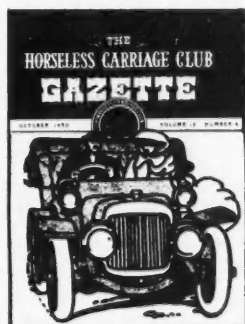
The Pierce-Arrow Eight is a new Clymer reprint that will be welcomed by all classic enthusiasts. This 32 page booklet shows all the 1932 Model 54 cars, both 137 inch and 142 inch wheelbase, and the many advanced features so well remembered by Pierce fans. Free-wheeling and ride control devices are illustrated, the double mufflers and fancy dash are all shown. This oversize (17" x 32") reprint is priced at \$2.00. Order from Clymer Publications, 1268 S. Alvarado, Los Angeles 6, California.

Catalog of Cars.....Four more in the series of A.L.A.M. annuals are now available from Floyd Clymer Publications. The years of 1909, 1914, 1921 and 1924 are now out, and will be of interest to everyone interested in cars of those years. Photos and specifications of all the principal cars are included. Price: \$3.00 each.

1934 Ford Owner's Handbook is a 64 page reprint of the original Ford Instruction Book, and will be invaluable to all those owning Ford V-8s of the Thirties. The booklet is chock full of pictures, drawings and diagrams of all models. Operating details, maintenance and repair are thoroughly covered. Published by Floyd Clymer, this is a good buy at \$1.50.

Old Car Tire and Rim Handbook is a collection of everything imaginable on the subject for the years 1915 to 1927, plus some data before and after that period. In 216 pages you'll find high pressure and balloon data, early ads, lists of manufacturers, drawings of the principal rims in use, balloon change-over notes, tire care and repair information, truck tire data, and numerous tables showing which tires were used on which cars. There's a supplement on clincher tires. This is the best source we've seen for tire and rim information. Price is \$4.00 from Floyd Clymer Publications.

Data Book of Tires is another Clymer publication, this one covering the years 1930-1941. Besides listing the tires used on American cars, it shows the required engine oil, radiator, battery, sparkplug, fan belt and radiator hose parts numbers. And there's a guide to floor mats and a spark plug conversion table. Price is \$2.00



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back issues



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3. All ads offering a car for sale MUST include the asking price.

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SAMPLE



*1913 Buick touring. Very nice. Will travel anywhere. Good motor, new tires. Repainted original black color. Was in two 300-mile tours last summer. Price \$1250. Robert G. Smith, 700 W. 1st Street, Boston, Mass.*

*\$1 for Photo enclosed*

## For Sale

1911 Flanders 20 touring, fully restored. Full leather upholstery. New top and top boot. Seen on So. Calif. Palms to Pines Tour in 1958. Extra engine included in price of \$2700. Kenneth M. Manley, 1659 Hill Dr., Los Angeles 41, California. Clinton 5-6144

1929 Cadillac, 7 passenger limousine. Fender mounts, 6 wire wheels, 6 new tires. Maroon and Black. Ready to travel. Best offer over \$1500. 1929 Marquette, 4 door sedan. Good condition. Needs paint, work on top and upholstery. \$175. Webb Weir, 821 St. Cloud St., Rapid City, S. Dakota.

3½ inch DeLuxe Boyce Motometer, very good \$8. Three side lamps, one tail lamp for 16-20 Ford, \$10. Have a 4½ inch emblem which may fit on bumper. Says "Order of Marching Chevroliers", has gauntlet on a plumed hat over sword. Jerome Glubke, 637 - 4th St., N.E., Minneapolis 13, Minnesota.

1930 Auburn 4 door sedan, 8 cylinder tubular bumpers, complete, original, restorable \$145. C. Henry Stratmeyer, Jr., 19 Daniel Road, St. Louis 17, Mo.

Must sell 1927 Stutz sedan and 1926 Oldsmobile coach. Both unrestored. Stutz in fair condition. Olds good but needs upholstery. No reasonable offer refused. Robert F. O'Neill, 5632 E. Mabel St., Tucson, Arizona. AX 8-1440.

1914 Dodge touring body, top sockets, fenders, etc. \$75 or best offer. 1 pr. 1911 or 1912 Overland touring front fenders. Very good condition. \$25 pr. Dick B. Shrum, 1232 Greenfield Drive, Bostonia, Calif.

Black iron accessories, pair of spot lamps, 7 inch O.D., clamps for windshield post, one has mirror, \$10. Clark heater No. 3-D, with original charcoal brickette, \$10. Pair of Model T oil side lamps, E & J 3-41, \$10. Stop lamp lens, 4 inch dia., \$2. Write offer, W. A. Johnson, 835 N. California St., Burbank, Calif.

Pair Flat electric headlites with cross arm, 1 lens missing, other marked "Standard", make unknown. Fair condition \$7.50. Chevrolet 1936 headlite reflectors, 6 lenses \$6.50 lot. Flat headlite lenses \$1.25 each, "National" - "Clamert" - "Monogram" - "Morelight" - Ford "H" Tinted, Corning "Conophore". Postage extra. James Pugliese, 1236 Virginia Ave., New York 72.

Iron fender frames, were covered with leather for early model car. Right front and rear with stop plate, braces. Left rear fender and braces. Make offer. Newly restored surrey with fringe on top. \$175. Restored buggy with cut-down wheels, new tires and tubes. \$75. Jean Watson, 2605 W. Market, Greensboro, N. C.

1948 Lincoln Continental hard top, very good condition. Asking \$1275. May take trade on antique. Bill Pfalzgraf, 3031 Terrace Way, Bakersfield, Calif.

1931 Model A Ford 4 door sedan \$125, 1921 T Ford ton truck, both are in good running order. 33 x 5 8-ply-tire, tube and rim, like new - cheap. Contact: Elmer Knecht, 585 Bragg St., Fond du Lac, Wisconsin.

1915 Model T Ford touring, restored, \$950. Mr. Chester Reger, 3006 S. 19th St., New Castle, Indiana. Tel: JA 9-6848.

1928 Pierce Arrow, sport Phaeton, 81. Motor overhauled. New paint, wire wheels \$2200 (Buffalo). William M. Cryan, 32 Pinevale Court, Cheektowaga 25, N. Y.

1926 Ford pickup, restored. New Paint, motor, upholstery, less than 100 miles. \$600. Ed. O. Butzke, 2502 Van Wick St., Inglewood, Calif. PL 5-3242.

1927 Model "T" 2 dr. completely rebuilt. A-1 condition, go anywhere. \$800 firm. J. B. Fitzgerald, 1029 Arizona St., S.E., Albuquerque, N. M.

15 Franklin parts car \$150. Model T pull starter, new \$40. 1911 White touring less rear seat, this gas car is very good, \$1750 or trade for open Rolls Royce. 04 Cad water pump and lubricator, \$50. Some 03 Franklin motor parts. Henry A. Croco, 910 So. Jackson, Casper, Wyoming.

Buick 1914-15 Engine, \$100. Circa 1913 Reo hood, \$10. Detroit lubricator, Model G, \$25. 1936 Ford winterfront, \$7. Sturz ignition switch, \$5. Brass 1907 Maxwell oil tank, \$9. Parts for 1939 Packard V 12, 1927, 1934 Buick, 1928 Dodge, 1929 Reo. Donald R. Hinks, 8470 N. State Rd., Westerville, Ohio.

1928 Essex coupe parts cars, four good tires, \$40. Marvin A. Ray, 4242 Mt. View, Las Vegas, Nevada.

## FOR SALE

1919 Roamer Super Sport Roadster, restored at great expense, rumble seat, beautiful wire wheels, complete even to side-curtains \$4750. Newly restored mint 1915 Brass Ford touring \$1500. Mint 1925 Ford touring \$1500. Mint 1921 Nash touring \$1000. Excellent restored 1920 Buick Big Six touring \$1000. Unrestored 1923 Studebaker Touring \$375. 1925 Chevrolet Roadster, disassembled beautiful condition for rebuilding, partially completed, has only 4200 miles \$750. Motor Age magazines from 1911 through 1917 \$2.75 each. Reducing my collection. These Antique cars will drive anywhere in the United States. No photographs please. Chas. Nash, 9009 Cherokee Lane, Kansas City 15, Missouri.

Pair of leather puttees (Circa 1910) type early motorists wore, used but good. Only \$2.75. Send large self addressed, envelope for free list of Automobilia items for sale. Bob Hicks, 4704 Vineta Ave., La Canada, Calif.

Antique Auto Club Magazines. 36 of present style. 3 varied color jackets and 9 of the small older type \$50 express paid or offer. Neil O. Ensworth, 215 - 23rd Avenue No., St. Petersburg, Florida.

Send large, self addressed, stamped envelope for FREE list of Automotive and early Western Travel Books from my library. Bob Hicks, 4704 Vineta Ave., La Canada, Calif.

1932 Ford Clusters, new \$8. '26-'27 Ford running boards, new, \$7.50. Corbin 100 M.P.H. brass speedometer \$10. Ford mahogany locking wheel, new \$12.50. Genuine Ford 3:78 gears, new \$16.50. Add postage. Hundreds Ford A-B-T parts new and used. Don Bestland, 122 E. Laurel, Glendale 5, Calif. Citrus 1-1384.

1941 Hupp Skylark. Cord body. Perfect whitewall tires, including spare, mechanically excellent. Can be driven anywhere. Firm price \$650. Harold H. Walther, R.R. 1, Cedar Falls, Iowa.

Have a few new Model T Ford parts, send stamp for list. Spark plugs, 1/2 inch regular, Walters 4-way 4 point center electrode. Rusty in spots, but new. Will fit Model T Fords. Four for \$2 postpaid. Also a few 7/8 inch at same price. Model T Ford brass serial number plates, 1909-11 and 1912-14 styles. \$2 each postpaid. State type wanted. Had a few made for my cars and these are left over. 1910 Regal radiator, good condition. \$50 plus crating and shipping costs. Darel Leipold, 4920 18th Ave. So., Minneapolis 17, Minnesota.

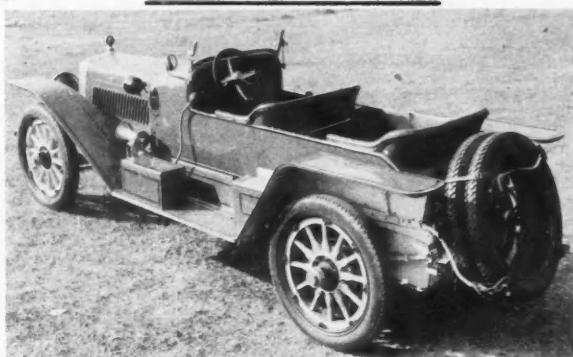
Magnetos, high tension, 1, 2, 4, 6 cylinder. Some with impulse couplings and most of them overhauled. Also I have a lot of miscellaneous Splidorf magneto parts and Northeast generator parts. C. O. Rixford, 1700 Echo Park Avenue, Los Angeles 26, Calif. NO 5-6767.

Model T Master Key set of 4, lock numbers 51 thru 74, \$10. Key number 58, offer. Key for spare tire lock, free. Fordson Tractor Owners Manual, 1925, 64 pages, mint \$5. Demountable clincher rim and weathered front wheel \$5. Must dispose. Make offer. Write W. A. Johnson, 835 N. California Street, Burbank, Calif.

One all brass round lens tailamp from a 2 cyl. Buick. Reference books from the following cars covering construction, operation, care and repair. 1916 Maxwell, 1916 Packard Twin Six, 1916 Ford, 1916 Overland and 1928 Buick and 1916 King 8 Model D. 2 sets of top bows from early touring car. Will trade for automatic player piano rolls, or sell for cash. Donald Janisch, Marshall, Wisconsin.

Breaking up my collection and library, BIG, FREE list for large, self addressed, stamped envelope. Robert E. Hicks, 4704 Vineta Ave., La Canada, Calif.

1923 Maxwell touring. Good motor, new upholstery, new top, and side curtains. Also new Firestone tires on original disc wheels. Nice appearance. Price \$850. Bob Munier, 2480 West Morris, Fresno 5, Calif.



1913 Lozier 4 passenger touring. T-head, dual camshaft, 6 cylinder engine, 4 speed transmission. This big, beautiful brute will cruise at 75 M.P.H. Excellent condition throughout. Wonderful tour car, attracts attention everywhere. Price is \$3450. Firm, no trades. Thur Schmidt, 8910 S. Pleasant, Chicago 20, Illinois.

1 1908 Kissell Kar engine, large size \$150. 1 three cylinder engine built for Stewart car, made in L. A. 1906 \$150. 1905 Rambler touring car, 2 cylinder \$1500. Simplex Garage, 200 Mildred Ave., Venice, Calif. EX 6-7224.

1930 Model "A" coupe with rumble seat, needs upholstery and paint \$150. 1929 Model "A" coupe needs top, paint and upholstery \$125. Both very good mechanical condition. E. D. Orser, 3304 Rimrock Rd., Billings, Montana.

Cleveland radiator shell with emblem \$25. Dodge radiator shell with emblem, \$12. Both late teens or early twenties. Two Willys-Knight radiator emblems, one oval, one round, \$3 each. Brass tire pump, \$8.50. For Model T's: New fans with small pulley, \$5. Small ampmeter, \$2.50. 1923-25 coil box \$8.50. 1926-27 coil box, \$5. Prices F.O.B. Springfield, Mo. Carl G. Datz, 1115 East Walnut Street, Springfield, Missouri.

1919 Buick 7 passenger touring, very nice, good motor, new paint. Price \$800. Alfred L. Fifield, 3982 Edwards Ave., Oakland 5, Calif. Phone: NE 2-0398.

1918 Ames body Ford speedster, unrestored \$2.95, 1936 rebuilt Ford radiator \$17.50, oil gauges for Model T. Very good brass radiator for 1910 to 1916 Ford. Band lining for 1909-25 Fords \$2.40 set. Send for Model "T" Price list. Royce D. Peterson, 431 Layman Lane, Minneapolis 20., Minn.

One pair of all brass electric headlights for 1914 Cadillac. Need glass otherwise complete and easily restorable with mounting yokes and crossbar. Price \$35 plus express. Harold R. Walther, R. R. 1, Cedar Falls, Iowa.

1917 Model T touring, very nice. Will travel anywhere. New tires and paint. Everything else original \$475. 1929 Model A sedan sports model, very nice. Drive anywhere, all original \$275. Donald Sachsenmaur, 1021 - 11th Minomonie, Wisconsin. Phone 1146M.

3 like new 32 x 4 tires and tubes \$45. One Graham Paige supercharger and carburetor \$35. One set of luggage like new for a Jordan Blue Boy. 3 new sets of universal head lights seal beams \$5 a pair. Donald Bonebrake, 6832 E. 47th St., Indianapolis 26, Indiana.

1914 Ford touring, original, all brass A-1, new tires, leather, upholstery good, top good, motor A-1, good paint, no rust or dents. A good show car \$1475 or best offer. All letters answered. 63 brass sleigh bells on leather \$65 Pr., No. 110 S. B. S lamps \$35 Pr., Neverout sidelamps \$40. R. T. McLaughlin, RR No. 1, Greensburg, Ind.

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All-brass windshields to fit all pre-1916 Fords. Also brass windshield brace rods, brass cowl lamp holders, dash-to-windshield fittings, trim around dash for all Fords. Similar items for many other makes. Write your needs and send sketch with dimensions. Satisfaction guaranteed or money refunded. Write for prices.

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TOURINGS AND ROADSTERS  
1913 thru 1927 and 1910

DUPLICATES OF ORIGINAL



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Radiator cap motor meters for antique cars - NEW and working. No damage or corrosion.

These are junior size - 2 1/4 inch diameter.

Gold face with Ford name \$14.50.

Also have same with black and gold face without Ford name on them. \$9.75.

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Steam Bent Oak Top Bows; 54", 56", and 60" Widths. \$7.50 each, F.O.B.

Side-Mounted Spare Tire Mirrors; Made of Brass, Chromed finish Ready to Install, \$26.00 per pair.

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Acetylene burner tips, fit 1914 and older "T" Ford headlights and most other makes, 75¢ each.

Hood Lace (anti-squeak) Webbing:

1/8" x 1/2" 20¢ ft.

1/8" x 5/8" 22¢ ft.

3/16" x 5/8" doublebead, 25¢ ft.

Budd vases and brackets (green glass), matched pairs, \$5.00 pair.

Driving goggles-old style-adjustable headband with carrying case, bargain - \$2.00 pair.

Hooded dash lights, fit '23 and later "T"s", also "A"s" and others, good chrome, with bulb, \$1.50 each.

Rubber weatherstrip, 1 inch T rubber, used on most open T's, A's, and other open models, 40¢ ft. Offset weatherstrip, used on cars having 2 piece windshields with 1/4 inch glass, 45¢ ft.

Hood corner covers, black leather, suitable for T's, A's, and most old autos, set of 4 - \$1.25.

Coil points, K & W, 40¢ pair.

"Hot Shot" K & W coil, Model "T" size, has clips for shocker, \$3.00 each.

All above parts will be mailed postage pre-paid

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1902-03 Northern single cylinder runabout, complete and restored. Has all brass and new Firestone tires. Runs excellently. \$2500. Don Boulton, 2849 N. W. 19th, Oklahoma City, Oklahoma.

1909 T rear end with drive shaft. \$100. 1916 turtle back \$15. Cochran brass bale side lamp \$30. House 30x3 1/2 wire wheel \$15. Need swivel Universal joint that speedometer fiber gear fits on. Jerry Smith, 1027 Waverly Dr., Wichita 18, Kansas.

Issues of the Horseless Carriage Gazettes between years 1945-53. Write me for information as to which issues you desire. L. W. Combs, 2812 W. 84 Pl., Inglewood 4, Calif.

Heavy .25" wood spoke demountable wheels and rims. 2 cyl. Maxwell aluminum crankcase, main bearings and crankshaft, intake manifold and carburetor. 1,2,3, and 4 cyl. coil boxes, wood and metal. Model N and 2 cyl. Ford parts. Larry Porter, Box 367, Milan, Ohio.

1940 Series 90 Limited Buick 5 passenger sedan. Perfect physical and mechanical condition. Has 25,000 miles of rubber. \$2200. Russell Kohne, 3202 Laurel Drive, Everett, Washington.

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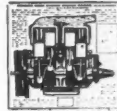
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Original owners' manuals for many early automobiles. Write your needs or send 10¢ for December listing. Photocopies of wiring diagrams \$1.50 each. Literature and many other printed items

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2566	Hub Brake Shoe	\$2.50	Front Eng. Support Model A	\$1.25
2528	Thrust Washer	2.35	Gaskets, O'haul set for Model A	
3048-B	Timing Gear	7.69		\$4.75
3047-B	Timing Gear	7.95	Winding bracket Castings, set	
3024	Conn. Rod	4.00 ex.	of 12	\$6.00

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### 1911 to 1927 Model "T" Tops

Factory duplications and original type grained black material.

Write for detailed information and prices.

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Jahns has been making custom pistons for the automotive industry practically from the time the first horseless carriage was introduced. If you have a piston problem that's keeping your antique in the garage, don't disparage. Write, wire, or phone our factory.

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### FOR SALE

1928 Model A Roadster, \$215. 1927 Star Touring, \$250, new top and upholstery. 1917 Chevrolet Touring (490), \$350, purchased from original owner. These cars are original and in good restorable condition. A. R. Cheek, Thurman, Iowa. Phone 450.

National 1917 six cylinder block complete with pistons, rods, valves, springs and small parts. This block reground many years ago and never been used \$75. R. Teichman, 1012 Leaf Ave., Stockton 4, Calif.

1938 V16 Cadillac sedan 5 passenger. Flathead engine, new battery, new license '59, runs. Price \$400. 1939 Victoria Convertible Packard Coupe, motor overhauled, new clutch, runs fine, needs top and paint. Price \$700. 1938 Packard V12, block assembly complete with valves ground, rebore 045 oversize, new pistons, price \$200. 1932 Stutz block and crankshaft for '32 valves, price \$75. Complete supercharged engine for 852 Auburn. Price \$175. 2 650x19 tires, 1 Good-year, 1 Wards Riverside, new. \$25 each. 1 used Duesenberg crankshaft Model J. Price \$50. 1 set pistons 3/8 plus 060 oversize for Packard Super 8, 1931 to '36. Price \$50. 1 transmission for Packard V12, '33 to '39. Price \$75. William R. Craig, 3800 Whittle Ave., Oakland 2, Calif. Kellogg 2-3780.

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The Dehner Co. 2059 Farnam St., Omaha, Nebraska.

### FOR SALE

Triple twist brass horn complete with 4 feet flexible brass tubing and new bulb, no dents, polished, new condition \$35. 2 black side lights for 1916 model T ford, excellent condition, (one cracked lense) \$10. 2 brass rims for 1915 model T elec. head lights, excellent condition \$10. One exhaust heater for 1916 model T touring \$10. One water pump for early Model T \$10. Dr. Ronald Moreschini, 302 Bon Durant Bldg., Pueblo, Colorado.

1928 Master 6 Buick touring car complete except for trunk on rear and radiator cap. In good restorable condition, only rust around windshield and top metal parts. Top in good condition. Leather needs a few stitches and cleaning. Tires good. All it needs to run is a little air in the tires, water in radiator, battery and some gas. Drive it away for \$400. R. J. Baier, 79 No. Main St., Milltown, N. J.

## FOR SALE

CATALOGUES: Manuals and advertisements 1903 up. Originals, no reprints. Auburn, Berkshire, Buick, Cadillac, Chandler, Chevrolet, Chrysler, Cleveland, Corel, Dixie Flyer, Duesenberg, Elcar, Essex, Flint, Ford, Franklin, Graham-Paige, Hayesn, Hudson, Hupmobile, Lexington, Lincoln, Locomobile, Maxwell, Marmon, Mitchell, Oakland, Packard, Pierce-Arrow, Pratt-Elkhart, Reo, Rickenbacker, Star, Stearns, Stoddard-Dayton, Stutz, Warwick. Sell or trade for ones I need. Have books, nameplates and hub caps to trade too; also rare old train books. Gordon Fairbanks, 54 Oakland Avenue, Westmount, Quebec, Canada.

Owners Manual for 1937 Graham, instruction book for care and operation of Chevrolet Motor Car June 1, 1932. Parts list Model fifty five, sixty five and seventy five Kissel. Instruction book for care and operation Allen Model 43. Price \$15 for the set. Two carburetors, one right hand, one left hand, size one and one half inch, Rayfield Mfg. by Fiendesen and Kroft. Price \$5 each. F. L. Williams, Box 42, Cordova, Ill.

1922 Hupmobile, touring minus top bows, tires, windshield, Rt. door and hood. Good parts car, \$150. 1929 Ford A Sports Roadster, runs and has new paint. Needs top and upholstery (has bows) \$325 firm. 1931 Ford A Sports Roadster. No upholstery or top (has bows), but is restorable (rough) \$300. 1931 Ford A Roadster with rare Briggs body, restorable but needs top, upholstery, radiator and shell. \$300 firm. 1923 Ford T Touring, motor rebuilt at cost of \$200. Body, top and upholstery needs to be restored, but no rust or dents. \$290 firm 1927-28 Studebaker Dictator Sports Coupe. Has hard top but roadster type doors. Needs top covered, upholstery, radiator and shell, but no rust or dents. \$150. Write: Robert K. Schutkeating, 126 W. 7th Ave., Cheyenne, Wyoming. Pictures of any of these, 10¢ each.

Lincoln KB-V12 front half, 1933, includes: engine, transmission, free wheeling, dashboard, cowl, instruments, steering column, gear, front fenders and running gear. Engine No. 2268. Ran well until disassembled. Everything original. \$39. Freight cost very low to anywhere in U. S. George Shufelt, Jr., E 1204 38th, Spokane 36, Washington.

1931 Ford roadster. Disassembled, but complete except for top. \$150 or best offer. 1931 Ford hard top Victoria. \$100 or best offer. Dismantling 1930 LaSalle 4 door wire wheeled sedan. All parts excellent condition. What are your needs? Verne Kasper, 1335 Campus Avenue, Redlands, California, Phone: Pyramid 3-3812.



1907 KIBLINGER AUTO BUGGY - Completely restored to mint condition - all authentic equipment - includes auto and parts manuals - two wheel trailer for long distance hauls. All for \$1,550.00 FOB Jacksonville, Florida. Jerry S. Foley III, 3624 Richmond St., Jacksonville 5, Florida.

1913 Kissel Kar Touring, perfectly restored, motor, 4 speed transmission, running gear overhauled, new Firestone tires, tubes 34 x 4 1/2 - original tufted leather perfect, 1 Brewster Green aluminum body, black fenders, parts renickeled. \$4700 invested, Price \$3400. 1918 Locomobile 48 Touring, 7 passenger equal condition, \$3500. Firm. John Millerbaugh, Ferry Road, Old Saybrook, Conn.

New, old stock, motometers in SOLID BRASS \$15, other new motometers \$8. Details for stamped envelope. Set side curtains for 1922-25 T Ford, originally made in 1927 but perfect new condition \$30. 1933 Stutz DV32 Rollston 4 passenger convertible completely restored. Price winner at past meets. Included are many spare parts. \$3500. Carl H. Pennrich, Greenwood Lake, N. Y.

Regal rear end and transmission for about 1909 model. This is one assembly complete with hubs and brake drums with bands. The transmission is bolted to the differential housing. It has about a 4.4 to 1 ration, good condition Chalmers or Chalmers Detroit. John L. Kergel, 3208 Claremont Ave., Berkeley 5, Calif.

1917 Ford touring completely restored original. New fenders, splash aprons, hood, top upholstery, pistons, ring valves, camshaft, bearings, and camfollowers. Trophy winner. \$700. Replacement lens for lanterns 3/4 inch diameter \$1 each. Also original carads 50¢ each, plus self-addressed envelope. L. W. Hahn, 2232 S. Evanston, Tulsa 14, Okla.

1906 Buick 2 cylinder in excellent condition. Completely rebuilt motor, with new alloy pistons, bearings and water pump. Transmission, new bushing, gear and leather cone clutch. Rear end new bearings and drive chain also new bearings in front wheels. New top and front drop curtain, new tires. Can go anywhere. Price \$3200. E. J. Antonik, 1706 Sunny Knoll, Fullerton, Calif. Phone Lambert 66513.

1915 Ford Speedster, good brass radiator, red diamond patterned upholstery, and good tires. \$600. Alan K. Clendenen, 1110 Clay St., Newport Beach, Calif.

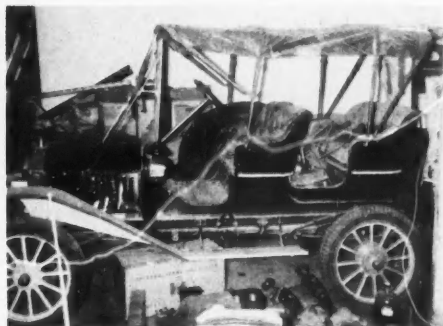
1917 Model T Ford Touring, new top, good condition throughout \$1500. Also 1936 Oldsmobile four door sedan in good condition \$300. M. E. Alexander, 430 E. Central Ave., Titusville, Pa.

1906 Maxwell Briscoe Roadster, two cylinder, genuine diamond pleated leather upholstery, good top, disassembled, needs work, \$500. 1910 International Roadster, four Cylinder air cooled overhead cam, disassembled, needs plenty of work, \$300. Lights and radiator for Rolls Royce PI. Art Stewart, 402 East End Avenue, Pittsburgh 21, Pennsylvania.



1939 PACKARD V-12 model 1707 Convertible Victoria. Complete mechanical overhaul throughout by Packard specialists. Body perfect. New: paint, top, tires, tubes, carpet, etc. Rechromed and escutcheons restored by makers. Trunk rack, radio, heater. Body black with 6 bright red wheels and authentic striping. Beautiful, powerful classic. Price \$2500. Arthur M. Scott, Forest Hills, Wheeling, West Virginia.

## FOR SALE



1910 Model 10 Buick touring, unrestored. Better than average shape. New tires and tubes. Wheels good shape, no rot. Might make trade on Sear's, International or Brass Ford. Will make a wonderful car. Asking \$1750. E. D. Speegle, Box 1703, Borger, Texas. Phone BR 3-6542.



1914 Ford. Authentically and beautifully restored. Nearly new tires, top, upholstery, floor mat and paint. Ready to go summer touring. It runs perfectly. Price \$1750. Julian Malka, P. O. Box 162, Elk Grove, Calif., Phone MURray 5-9925.



1931 Model A, Ford, Phaeton De Luxe. Original throughout except wheels, wing mirror, electric windshield wiper. Seal-beam in original headlights. Original ribbed leather upholstery covered with red Naugahide for protection and body undercoated for same reason. Has chrome folding luggage carrier in rear, side curtains and chrome arms and straps to hold top if folded down and a few tools. Bought from original owner. Spent over \$1700 in eleven years for maintenance and repairs. Price: \$1100. Call YUKon 621136 during Bus. Hrs. Will show by appointment. L. J. Roberge, 711 So. Euclid Ave., Ontario, California.



ESTATE CAR. 1917 Ford. Martin-Parry body. 7 passenger. Condition excellent. Authentic restoration 80% finished. Very unusual and interesting "go anywhere" vehicle. Very few cars, this type body and age, known to exist. Magneto head lights, horn. Speedometer. Motometer. Asking \$1850 or best offer. William Hughes, 95 Leroy, Darien, Conn.



1916 Reo "The Fifth" 4 cylinder touring - restored - 4 new tires (Non-Skid) and tubes. Runs beautifully. Complete extra engine. Need money to restore 1909, 2 cylinder Reo just acquired. \$1250. Please - does anyone have a radiator or extra transmission for '09 Reo? Need manuals, instruction book. Anything will help. Have 1925 Dodge (Calif. top) in original condition \$300. P. W. Binford, 561 Atherton Ave., Novato, Calif.

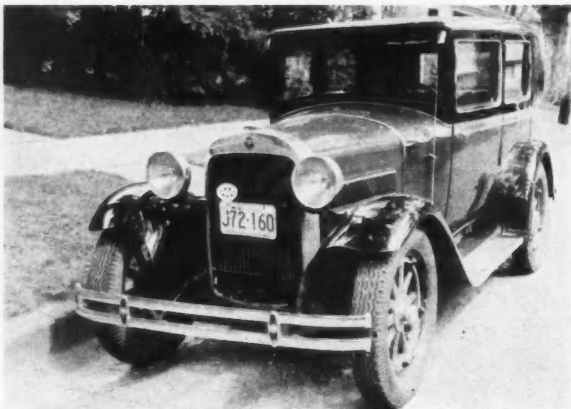


Only \$85 for a 1930 Tudor Essex Coach and about \$40 spare parts. Car in very good condition, good battery and tires. Car in very good condition, good battery and tires, ready to drive away. Among spare parts are fenders, wheels, engine head, windshield, trunk, and many more. F. W. Liang, 4236 University Ave., San Diego 5, Calif. AT 4-3508.

## FOR SALE



Wooden seat used on some kinds of early steam cars and other early make autos. Overall length 32 inches; seat length 24 inches; 20 inches deep; overall height 19 inches. Spokes are hickory. \$35. M. A. Brown, 315 N. 5th St., Zionsville, Ind.



1929 ESSEX 2 door, 24,000 original miles and 10,000 of that put on by me. Original interior and paint like new. Just put in new rings and valves. Ready to roll. Priced to sell at only \$450. My total investment is over \$600. Reason for sale is because I purchased a 1934 Alfa Romeo formerly advertised in the GAZETTE. Watson Whiteside, 602 St. Lawrence Ave., Janesville, Wisconsin.

One good radiator \$75. 1915 Ford Roadster turtle deck perfect \$50. Marshall Woodward, Rt. 2, Box 207, Phone FR 21437, Winter Haven, Florida.

Model T Ford steering gear with wheel, front main spring leaf, motor block, set of oversize stem valves. Also a few other new, old model valves, that might fit other antique cars. George W. Tuck, 73 S. Shirley Ave., Pohtiac 20, Michigan.

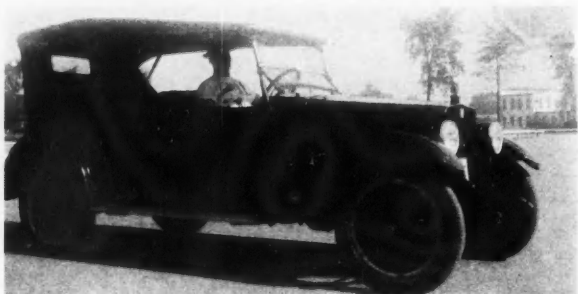
1915 Hudson 6-40 seven passenger touring. Original mechanically, body, upholstery and side curtains. Top duplicated from original. Few miles on tires. Completed last Phoenix Nogales tour. Asking \$1800 for quick sale. James T. Spurlock, 1046 E. Highland, Phoenix, Arizona. Phone CR 4-3157.

1915 T Touring completely restored. Has been on many tours. \$1350 includes extra parts. Ed Hutton, 612 W. 117th St., Los Angeles 44, Calif., PL 1-2968 - PL 4-2645.

"A Pictorial History of the Fine Car". Copy of Pierce-Arrow "picture-history", 16 x 20 inches. Original was in Pierce factory. Shows outstanding model of each year from 1901 thru 1932. Suitable for framing, excellent reference piece. \$3 postpaid. F. Robert Greene, 875 Main Street, Buffalo 3, N. Y.



1912 Packard "Six". Complete; fine shape; Electric starter has been added. Always garage stored. \$3,500. 1913 Stevens Duryea "Six". Splendid shape; all aluminum body; no dents. Air Starter. Good tires. \$3500. 1906 White Steamer; driven only one season; always garage stored. Absolutely complete; See picture. \$10,000. 1902 Pierce "Motorette", one cyl. Always garage stored. New tires; splendid shape. \$3500. Complete details for large self addressed stamped envelope. Pictures 15¢ each. Arthur E. Twohy, 400 North Kenmore Ave., Los Angeles 4, Calif.



1903 Haynes-Apperson Roadster \$1500. Also 1923 Columbia 6 cyl. touring \$850. Buy sell or trade automobile radiator emblems. W. S. Huffman, 610 S. Webster St., Kokomo, Indiana.

New Model T spider gear, \$5. T chrome hub caps, new \$4.50 set of 4. Two J. W. Brown headlights, model 16, good condition except one needs reflector and paint, \$65 for pair. Tail light, J. W. Brown, model 110, needs some work \$25. Bob Mapelli, 2204 Raleigh, Denver 12, Colorado.

Man's high top button shoes, approximately size 9, \$8.50, 1 pair. Men's evening shirts with detachable collars, size 16, \$2. Men's vest \$1 each. Men's daytime antique shirts with detachable collars, size 15½, new \$3 each. Also various ladies costumes. J. Mapelli, 2204 Raleigh, Denver 12, Colorado.

Tail light frame. New head and manifold gaskets. Coil. Sun visor. Hom. Heat riser for 29 Buick. Carburetor, speedometer, hub caps, new rear wheel grease seals for 27 Buick. Starter, generator, carburetor for 30 Hupp. Hub cap for 24 Dodge. \$35 for all F.O.B. Ogden, Utah. F. E. Manning, 940 Mountain Rd., Ogden, Utah.

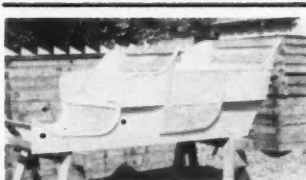
1932 Georgia license plates, new left over tags, regular, dealer, or tractor tags, price \$3 each. C. A. Smith Body Shop, Route 6, Gainesville, Ga.

Headlights for about 1925 Cleveland Sedan \$5 each. 1926 Ford Touring about 50% restored, painting not complete and no upholstery \$300. W. H. Kunz, 1355 McKinley Ave., St. Louis 19, Mo.

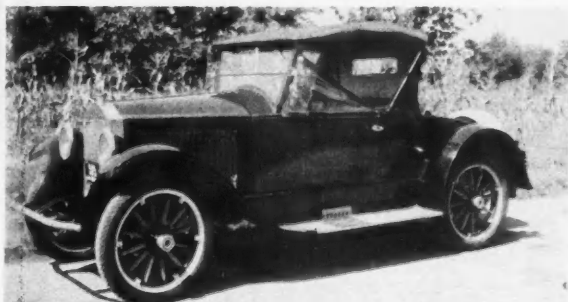
## FOR SALE



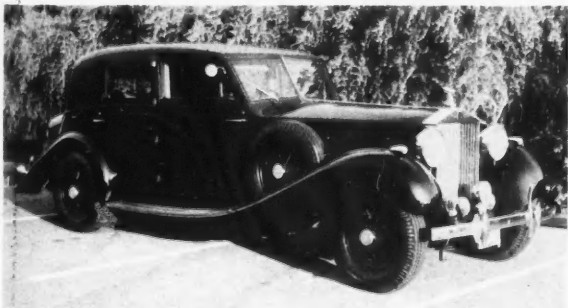
1913 IMP cyclecar roadster, restored, seats two tandem, friction drive; V-2 engine, rebuilt, needs tuning. Rare and unique — museums note. 1913 DESHORT cyclecar, unrestored fair condition, no motor or fenders. \$900 for both or best individual offers. S. Ross Melgaard, 6831 Cherry Street, Kansas City 10, Missouri.



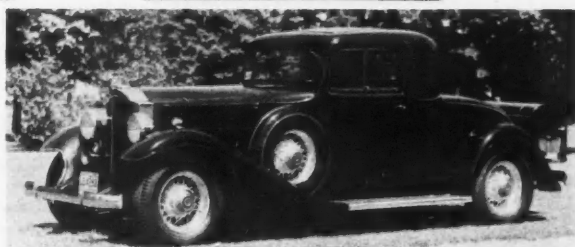
All new wood body for 1910 Model T Ford as shown in picture \$400. With dash board and other hardware \$525. R. W. Marks, 1438 W. 132nd St., Gardena, Calif.



1921 Packard Roadster, Model 116. Repainted original color, blue body, black fenders, natural wheels. Will travel anywhere. Price \$1450. Laurent Dionne, 50 Washington St., Warren, Rhode Island.



Rolls-Royce 1937 P-III. Fine specimen. Only driven 27,450 miles. Very quiet. 7:00 x 18 tires. Original manual, tools, and spares. \$3500. No trades. L. A. Rear, 752 N. Wilson Ave., Pasadena, Calif.



1933 Packard Eight, solid top coupe, rumble seat, steel trunk has fitted luggage, new tires and battery, good mechanically, dark blue with cream striping and wheels, perfect chrome, car in showroom condition, \$1600 for this beauty. C. E. Black, 1450 Philadelphia S.F., Grand Rapids, Mich.



1918 Ford touring. In excellent condition. Original all around. Will travel anywhere. Am asking \$1050. Can arrange for transportation. Willford Huse, Box 304, Ellendale, North Dakota.



1933 Lincoln KA-120, 6 window, all original, beautiful inside and out. Side mounts, all leather trunk with luggage bag. Beautiful chrome and paint, new tires, motor in very good shape. Good parade car. Asking \$2000 or best offer. Victor Misuraca, 8549 Newcastle Ave., Northridge, California DI 46973.



1928 Chrysler Imperial "80" 7-passenger sedan, a rare model, Complete and original, excellent tires. \$350. F. N. Woods, The Hawthornes, Menlo Park, Calif.

Dec. 1918, Aug. 1919 Ford Price List of Parts, Accessories Manuals. Nice, \$5 each. 1909, 1915 Price List of Parts Manual. Soiled, complete, \$5. 1932 Ford Owner's Manual, cover missing. Otherwise complete, clean \$5. Oldsmobile Sales Catalogs 1928, 1939. J. B. Schele, 1738 Trinity Blvd., Ft. Wayne, Indiana.

Wheels, speedometers, generators, starters, carburetors, coils, magnetos, lights, parts for Model T Ford, Model A Ford, parts for Hupmobiles six cyl. 1927-1930. Alex Berg, 325 S. Center, Turlock, Calif.

## FOR SALE

1913 OVERLAND SPEEDSTER. Antique sports car eye-stopper. Complete. Five good brass lights plus gas spot light, bulb horn, speedometer. Fine running, dependable engine. Excellent natural wood wheels. Practically new non-skids. Original, servicable upholstery. Ready to use. Nothing to add. Asking \$1200. F. L. Oliver, 3614 Edgevale Road, Toledo 6, Ohio.

Convex clear glass head light lenses 9 inch - 9/2 inch - 10 1/2 inch diameters, \$5 per pair plus 50¢ postage. Dante Carretti, 7737 Underhill Dr., St. Louis 14, Mo.

1923 STUTZ touring car, 7 passenger, 4 cylinder, Series DH, Speedway model. Registered and running in 1956 but in dead storage since then. Fireman red with black fenders and running gear. New top and rugs. Tonneau windshield. In A-1 shape when put in storage. Needs one hood catch, gasoline gauge, and speedometer cable to complete restoration which is about 98% complete. Car is fast and powerful, a terrific performer and a wonderful tour car. The last year of the 16-valve fours. Stored in the Boston, Massachusetts area. For further details write P. R. Taylor, Route 5, Box 422, Tucson, Arizona. Price \$2500.

1915 Mercer touring restored to fine condition. Maroon aluminum body, black fenders. Natural wood wheels. Like new top, side curtains and boot. Beautiful top grain leather upholstery. Excellent mechanical condition. Price \$4250. Consider trading for nice 1937 Cord and cash. C. E. Sebastian, 265 S. W. 64 Ave., Miami, Florida.

1914 Ford Touring \$950. 1940 Buick 4 dr. sedan special, \$100. Was at 1958 Disneyland H.C.C. of S.C. Meet and also Knotts Berry Farm. Call HI 7-2933. Ed Chatfield, 10127 Bogue St., Temple City, Calif.

1930 Ford Model "A" deluxe 2 door Phaeton, sound and complete. No rust, unrestored. Briggs body, cowl lights, trunk rack, wing brackets, runs good. Original top boot. \$600. 1925 Flint touring, disc wheels, new tires, partly restored. Runs good. \$400. Both for \$900. Donald Borgen, Route No. 1, Box 269, Excelsior, Minnesota.

1903 Ford Model "C" runabout, beautifully restored, had very little use before and after restoration; finished in original Green body and light Yellow wheels and undercarriage. \$2500 or nearest offer. Need the space badly. 1914 (?) Studebaker "4" engine complete with radiator core and shell excellent condition. \$100. Ray Pincus, 16 Corte Dorado, Millbrae, Calif. Phone OXford 7-5830.

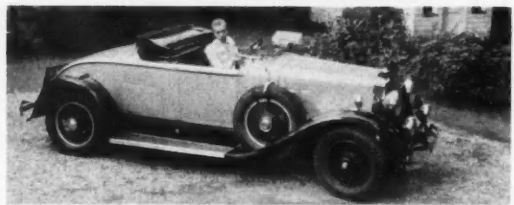
1900 Locomobile Steam Carriage. This is about the best of its type in the country, and it runs smooth and quiet. Pedigree traceable back to 1902. Many original features such as single tube 28 inch x 2 1/2 inch tires. If you like early steam this little car will answer the need and it cannot be duplicated. \$3000. Dick Philippi, 12020 So. Rives Ave., Downey, California. Phone: TOpaz 2-4122.

1918 Overland Model 90 touring, complete but rough. Mechanically OK, radiator excellent, hood cowl and fenders OK, body rusted beyond repair. \$150. 1920 Packard twin-six, less body, fenders, and differential. Radiator, hood, and cowl OK. Engine and transmission complete. \$150. Gordon Liefing, Box 125, Wathena, Kansas.

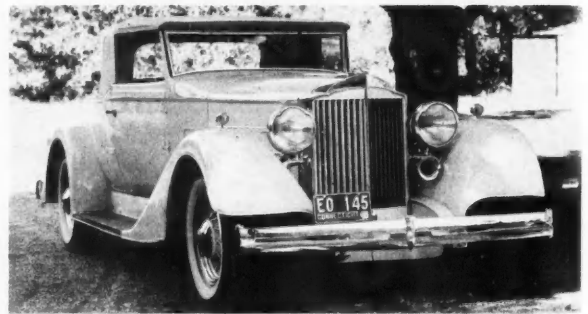
1933 Dodge Sedan with fender wells. Originally owned, in good condition and good tires. Price \$350. Mrs. S. Staugaitis, 7841 Oakleaf Ave., Elmwood Park 35, Ill. Gladstone 3-4992.

Tire 36 x 6 solid rubber for truck or fire engine, new condition. Elio Caldarelli, 3240 "E" St., North Highlands, California.

1930 Cadillac, 4 passenger 2 door coupe. Original and complete. Motor excellent. Can be driven anywhere. Maroon and black. Good upholstery, paint fair. 4 tires on car and spare, also 1 new and 3 usable extras with tubes. Price \$600. Albert H. Jackson, 8 Plymouth Rd., West Hartford 7, Conn.



1929 Franklin, series 13, model 137 Roadster. Excellent condition, very rare and desirable model. New brakes, tires, leather, chrome, motor completely overhauled. Can be driven anywhere. \$1675 firm. W. Fenton Meredith, 66 Ferncliff Ave., Youngstown 12, Ohio.



1934 PACKARD Standard Eight Convertible rumble seat, spare on rear. Perfectly restored without regard to cost. Has power brakes. Paint, tires, top and leather all new. \$1350.00. William H. Oexle, N. Salem Rd., Ridgefield, Connecticut. Idlewood 8-2498.



Hybrid Model T Ford, new fenders, good tires, solid and goes. Have lots of extra parts to make early. \$600. Paul McGinnis, 1342 Market St., Long Beach 5, Calif.

Heintz 2 coil box, coils and key \$20, Chalmers front axle \$10, 1910 Flanders engine, bore, rough \$30, Victor ladies bicycle \$25, four wheel railroad Velocipede \$100, Ford aluminum transmission cover, lettered pedals \$30. 30 x 3 Ford front wheels, Edw. C. Williams, 25 North St., Baldwinville, New York.

Lincoln Continental 1947 Convertible, original and complete, professionally painted by restoration shop, fenders removed and sandblasted, set of almost new tubeless whitewalls, \$1095. Will accept trade-in. Pontiac 1928 Roadster, repainted in lacquer in original colors, solid body, good mechanical condition, original top boot, \$450. John Carew, Green Lake, Wisconsin.

### FOR SALE

1925 FORD TOURING, excellent condition, new top, tires, etc. \$650. Pair Castle No. 1106 brass head lamps \$55. Dietz dainty tail lamp \$20. Dietz Orient bail handle left hand side lamp \$20. Atwood No. 46 bail handle right hand side lamp \$18. Castle lamp No. 234 \$20. C. T. Ham bail handle right hand side lamp \$25. Set of four 25 inch wheels complete with lock rings excellent condition \$100. TIRES, Two 450/475 x 20, like new, with tubes and rims \$10 each. One 550 x 19 new \$10. Four 5.25/5.50 x 18 like new, \$8 each. All orders and inquiries must have return postage. Jay Williams, 1111 Sherman Ave., Plainfield, N. J. (Prices F.O.B.)

1914 Ford touring authentically and beautifully restored. Price \$1750. Julian Malka, P. O. Box 162, Elk Grove, Calif. Phone Murray 5-9925.

1915 Ford touring. Has excellent original upholstery. Original top. Presently equipped with 1921 engine, with tractor adjustable valves, special carburetor, aluminum pistons, Atwater Kent distributor, waterpump, etc. Excellent 30 x 3½ tires. No rust or dents. Drive anywhere. Might trade. \$850. Jim Hagans, Box 31, Danville, Ohio (Knox County).

1931 Stutz Convertible coupe. Side mount wire wheels, 22000 actual miles. Very little work to make it mint. \$1695. 1916 Cole 8 Cloverleaf 4 passenger roadster unrestored. New non-skid tires. \$795. 1935 Hudson 6 coupe. Solid and almost complete. Tow it home for \$35. K. Van Ausdal, RR 2, Box 5, Richmond, Ind.

1909-10 White 5 passenger straight dash touring. First production gasoline Model GA. Good unrestored condition; all brass except lights; no tires. \$1795. Stamped envelope for details. C. W. Hauck, 5915 Miami Avenue, Cincinnati 43, Ohio.

1909 EMF Single Rumble Roadster. Immaculately restored. One of the oldest EMFs in existence. Mechanically perfect. Engine completely rebuilt and balanced. Would do 70 M.P.H. if you could hold it on the road. Brewster green body, upholstered in black leather. Has all original brass and speedometer. Engine No. 2529. \$3000 F.O.B. Oklahoma City. Don Boulton, 2849 N. W. 19, Oklahoma City, Okla.

For 1928 or 1929 Packard: Complete 6 and 8 cyl. motors. Disk wheels 8 lugs. Hub caps, two bumpers. For 1936 Packard Model 1402: Bumpers, trunk rack, hardware, motor, radio, instrument panel, instruments, lights, complete motor and other parts. Also motometer for Cole and Jordan. Also radiator cap for 1928 Packard. All in good shape. Lance Phillips, Ashland, Virginia.

New water pumps for Model T Fords, fits 1917 through 1925. Mounts on cylinder head water outlet, has brass housing and impeller. Aluminum pulley. Was the best and most efficient pump made for the Model T Ford, \$9.75 with gasket. Postage extra. Leather belts \$1.50 each. State model. C. G. Bergbower Bluford, Ill.

1930 Ford 4 dr. sedan, completely rebuilt, new engine, tires, upholstery. 2½ years to complete. \$800 firm. Write for details. J. B. Fitzgerald, 1029 Arizona St., S. E., Albuquerque, N. M.

1907? Reo truck rear axle assembly and wheels with 36 x 2 solid rubber tires \$35. 1916? Oakland motor \$50; its transmission \$20. 1926-27 Durant rear end \$20. Good Star motor \$55. 1927 Essex motor \$25. Its transmission \$12. Enclose stamped envelope for reply. Ernest Broadbent, Coulterville, Mariposa Co., Calif.

T parts 30 x 3 round fellow wheels, aluminum trans. covers, old engines. Try me. R. C. Knepper, RR No. 6, Aboite Center Road, Fort Wayne, Indiana.

1914 Dodge touring body, rear fenders and top sockets. All restorable \$75. Dick B. Shrum, 1232 Greenfield Drive, Bostonia, Calif.



1946 Lincoln Continental Convertible. Original condition, good paint, upholstery, tires, mechanical condition. See to appreciate. \$600. Walt Fife, 633 S. Hendricks Avenue, Los Angeles 22, Calif.

Five all brass hub caps for 1920-23 Hupp, \$15. 1 pair model T side lights, 1914, brass top and brass rim; like new, \$25. 2 pair limousine flower vases, cut glass, \$3.50 each. Pair aluminum step plates, \$10. Also rear ends and front ends for 1921-23 Hupp, \$25. 1920-23 Hupp starter, \$10., generator, \$10. Windshield frame, \$16, radiator shell, \$5, for 20-23 Hupp. John Fordham, 11881 Magnolia, Garden Grove, Calif.

1925 Packard 4 door sedan, 8 cylinder. Car complete in every detail, good original condition throughout. New tires. 1920 Willys Knight 4 door sedan, 4 cylinder. Car complete in every detail. Good original condition throughout. Antique, ORGAN, - Make-Miller, over 100 years old. Good condition. Antique CONCERTINAS, 1 made in Germany, 20 keys. 1 made in Italy, 20 keys. Like new condition. Antique Zither-Zither. George D. Williams, 9950 Canoga Ave., Chatsworth, Calif. Diamond 8-3769.

T Ford parts - wide neck 3 dip pan, 14 steering column, coil spring shocks, nickel plated spark plugs, driveshaft bearing sleeves inner and outer, old style wishbone, 2 hole spring perches, brass Stromberg carburetor, Presto tank and brackets, old style flywheel, old style top water outlet, 14 and 15 hood formers, cut out, new Firestone 30 x 3 tubes, brass and iron speedometer heads, new and used ring and pinion gears, round gas tank, coil boxes, aluminum intake manifold, brass sidelamp, dash to frame brackets, front and rear axles, drive shafts, brass sediment bulb, aluminum transmission cover, brass door handles 1910? 1912. Also have 1912 Paige engine and parts. Pittsfield wood coil box with 2 switches and coils not for Ford. Norm Siefert, 6147 Rhodes Ave., No. Hollywood, Calif.

Have 1906 Model N FORD restored, runs good, original condition, red body and hood, new top and upholstery by Ken Sorenson, natural wood wheels 28 x 3, new tires, original radiator, bail lamps, coil box, fenders, etc. Car has been on T.V., parades, newspaper. Have 1907 Model R FORD 95% restored. A garage full of goodies - these two cars and two chassis and all the goodies are worth \$11,000, will take \$10,000. The Model N FORD was in the Christmas parade on Dec. 1st in North Hollywood. 8 x 10 picture on request to interested party, \$1. M. L. Foley, 5546 Lankershim Blvd., No. Hollywood, Calif. PO 3-4046.

DEEPSEAL COATING: Best chrome, brass and paint polish for new and old cars, only \$1.75 prepaid. Frank Krejci, 360 E. 6 St., St. Paul 1, Minn.

**Notice:** Do not mix "for sale" and "wanted" items when sending in your GAZETTE ads.

## FOR SALE

Early Locomobile transmission, large bronze gear box, aluminum top has Locomobile across inspection cover, \$150. 1916 Model T windshield (no glass) \$20. 1914 Ford steering column \$17.50. Aluminum cased Warford transmission \$30. Castle Model 1208 gas headlight \$25. Nice pair black and brass (no name) square side lights \$45. Brass or black electric Klaxon horns. Dykes Encyclopedias 8th and 19th editions \$10 each. 5 pairs black and brass gas headlights (no Fords). Model T aluminum trans. cover, lettered pedals \$25. 1913 Cadillac gas tank \$18.50. 1917 Buick touring hood \$18.50. All prices F.O.B. Redlands, California. Harold Runner, 1201 Brookside Ave., Redlands, Calif. Phone: PYramid 3-3940.

Automobile trade papers 1900-1920 about 400 in all, moderate ly priced. Send for list. Whitlock's, New Haven, Conn.

Ford T parts: Water pump, \$5, coils, used, \$1.50 timers, complete, new, \$2. Ruxtel rear end, 1926-27, \$25. Set of 3 black, steel side and tail lamps, new, little rust, \$12. Brass Jno. W. Brown model 100 R.H. side lamp (no glass), \$20. Lomar shock absorbers (4) Model B, \$25. Hudson name plate, brass, original, \$8. Locomobile steam engine, two-cylinder. Make offer. Chrome foot rail, \$8. Brass foot rails, \$10. Roadster top bows and frame, may be Model A, \$20. All items plus postage. Dewey Jones, 805 N. Tucker St., Nevada, Missouri.

1917 Overland Series 90 perfect condition, 50% restored, complete with all original equipment. 17000 actual miles, one owner, stored for 40 years. No rust or rot, even has original muffler. Sell for \$900 or best offer. Picture and information available. William Jones, 745 S. Washington Street, Van Wert, Ohio.

## SWAPS

Will trade The Antique Automobile Vol. 18, No. 1 and Vol. 18, No. 2 for Vol. 17, No. 3, Vol. 17, No. 4 or Horseless Carriage Gazette Vol. 15, No. 1, Vol. 15 No. 2, Vol. 16 No. 2, or Vol. 18 No. 2. Must be in like new condition. Swap one for one. Frederick Batchler, 2479 Hartland Ave., Overland 14, Mo.

Will trade Packard four cylinder Eissman low tension magneto for Gray & Davis dynamo, Type G. Herbert Royston, P. O. Box 25503, W. Los Angeles 25, Calif.

Authentic early 1915 Ford touring. Original, restored, for large pre 15 touring unrestored. Ed O. Butzke, 2502 Van Wick, Inglewood, Calif. PL 5-3242.

530 x 3 1/2 Houck wire wheels with front and rear hubs, spindles and two hub caps. Swap for Buffalo or Budd. Kingston wood coil box with switch. Swap for K. W., large brass running board. Generator. Swap for small size. Norm Siefert, 6147 Rhodes Ave., No. Hollywood, Calif.

Need Jack-shaft for Sears motor buggy. Have new, original friction ring and few other parts for trade only. Size of shaft 1 1/4 inch O.D. There are two sizes of Sears' jack shafts. Will trade Pa. license plates for plates from other states, same year and same condition. Verdon E. Rustine, R.F.D. No. 3 Stroudsburg, Pa.

Will trade 1908 Reo Gent. Roadster body (primed) for Reo, Cadillac or Maxwell chassis or what have you? Need Hupp 20 clutch assembly complete. Carroll S. Johnston, 2010 W. 5th, Plainview, Texas.

## WANTED



PACKARD ITEMS-FOR 4-CYL MODELS

RADIATORS-BODIES-(OR PARTS OF)-  
WHEELS-TOPS-ENGINES-TRANSMISSION-  
REAR ENDS-MAGS-CARRS OR-???  
WILL PAY CASH OR SWAP BRASS ITEMS  
FOR PARTS OR LEADS ON COMPLETE  
CARS OR ANY COMPONENTS OF SAME  
Contact-DICK TEAGUE-4740  
W. MAPLE RD, BIRMINGHAM, Michigan

## WANTED

For 1912 Ford: Steering column and spider, transmission cover and windshield. Mike Roberts, 927 Addison, Berkeley 2, California.

For 1928 Essex coupe need crank hole cover, gasoline tank cap, owners manual or mechanical handbook, fluid for gas gauge. Robert Kroening, 1311 Midland Drive, University City 14 Missouri.

One cylinder mag for N.S.U. motorcycle, or any parts or literature on this machine, about 1900. Stutz K3, 1923 model, want pictures or literature. Bill Hedden, 7407 Grandview, Arvada, Colo.

Operators Manual and wiring diagrams for 1915 Inter-State 30 touring. Dr. John H. Smith, Jr. 12726 E. Sprague Avenue, Opportunity, Wash.

Stutz parts, literature - all models. Minerva hand brake Hartford shocks. Ryan-lite lenses. Warner swivel joint. Hispano stork mascot. Dodge 4 cyl. wire wheels. A. K. Miller Montclair, N. J.

Wanted desparately - The speedometer swivel and the two gears mounted at the front wheel of a 1911 Cadillac. (Made by Thermometer Co.) Harry Johnson, 3671 Leland St., San Pedro Calif.

For Model T Ford 1913 - Right rear fender, left rear door. R. L. Bros. dash lamps, radiator cap for 1915 Reo Speeder Wagon. These parts are needed to complete a 1913 T. Otto Korth, Watertown, S. D.

For 1911 four door touring Cadillac: Top bows and windshield G & D No. 104 sidelights with brackets, G & D Model generator, speedometer - complete, bulb horn, dash adjuster for carburetor, top rests, brass script nameplate, spare tire irons and manuals. Bruce H. Archley, Route No. 1 Loudon, Tennessee.

Matched set of all brass E & J or brown sidelights and tail light for 1912 Model T Ford. Trailer to fit Model T Ford. Tom Parrington, 6352 N. Muscatel, San Gabriel, Calif. ATLantic 7-2859.

Any parts, service books or catalogues for 1911 Mitchell big six, also large 5 bow top with bow-legged sockets. Who has an extra pair of size 10 men's button shoes? Will pay top price. Bob Reeves, 3557 E. 180th, Seattle 55, Wash.

Stanley steamer in any condition. E. Neibling, 311 W. Lyman St., Topeka, Kansas.

Need camshaft gear for Model 9-B Franklin. Also small sprocket which operates choke from dash control and an exhaust manifold with a good heat control. Bob Reeves, 3557 E. 180th, Seattle 55, Wash.

1909-10 Cadillac lubricator, large Solar head light Model 758-A to complete car. Will sell or trade 4 cylinder Maxwell front end and wheels and Model N Ford front axle and spring. J. W. Morton, 176 Gregory Lane, Salem, Oregon.

Complete National coil box and vibrator unit for 2 cyl. Reo. Dale McMurry, 710 El Paso St., Plainview, Texas.

For 1910 Marmon Model 32, I need transmission housing and front Universal housing, transmission on differential. Were broken off for scrap aluminum years ago. Also need other parts. Willing to buy whole chassis to get parts I need. Willing to trade lamps or other parts. Harry Olney, R.F.D. No. 1, Springfield, Vermont.

Tulsa 4 inch automobile. Around 1920 model. Any body style, any condition. Reward for lead to one. Also want right hand drive car, unrestored, with or without body. Royse Sampson, 2840 E. 23rd St., Tulsa 14, Oklahoma.



## LETTERS to the EDITORS

Messieurs,

J'ai l'honneur de vous signaler que j'ai des vehicules anciens a vendre. Si vous avez des membres desireux d'obtenir des voitures europeennes, voici mon stock: RENAULT 1913 Taxi de la Marne, 2 cyl. - etat mecanique parfait - carrosserie a refaire. UNIC 1909 - cabriolet de toute beaute - remis a neuf. MINERVA 1919 familiale - parfait etat. FORD 1924 - remise en etat. RENAULT 1923 decapotable - remise en etat. CITROEN 5 HP Trefle - remise en etat.

Si la chose vous interesse, ayez l'obligeance de me communiquer les adresses et je fournirai le prix et la photo.

Je vous en remercie vivement a l'avance et vous prie d'agreer, Messieurs, mes salutations distinguees.

Gerard Mossay 32, rue du Chateau, Bouge-Namur, Belgium

Sirs:

I have read with interest and much enjoyment the Sept.-Oct. issue of THE HORSELESS CARRIAGE GAZETTE.

However, I should like to clear up a misconception which is noted in a letter from Mr. Marvin R. Young of Matteson, Ill., in connection with the model EA 1911 Maxwell automobile he found in Minnesota (see Letters to the Editors on Page 7). Mr. Young states that "It (the car) had the first original license plates which, incidentally, was the first year the state of Minnesota issued auto license plates."

In the accompanying photograph showing the car, the plate is the three-year issue which was used in 1912, 1913 and 1914. This tag the first of Minnesota's three-year plates, was made of aluminum and colored black on the natural aluminum ground. It was replaced in 1914 with a red on natural aluminum plate in 1915 and this second tag was used in 1916 and 1917. The 1918-20 triennial marker was white on black. The first annual tag after this was the 1921 issue.

However, the first state plate was issued in 1909. It was made of flat surfaced metal and colored silver on vermillion, the design having "MINN" running down the left side and the date "1909" down the right. The 1910 Minnesota license plate was gold on black and similarly designed and constructed. In 1911, a white on blue porcelain enameled plate was used.

The City of Minneapolis had an interesting tag in 1908 before the state issue became the law. It was made of leather and had metal markings attached thereto with a design similar to the state-issue of 1909 and 1910. Colored black on white, instead of "MINN", the abbreviation "MPLS" was located vertically on the left side of the tag.

Keith Marvin

Troy, New York

Sirs:

I really write this to let you know, and if you think it worth-while pass it on, that I am going to build Kulock-type Ford 'T' racers. You know the one I mean: Pointed front,

CONTINUED ON NEXT PAGE

ANTIQUÉ AUTOMOBILE & AIRCRAFT  
FIRST ANNUAL

# FLY & TOUR

YAKIMA, WASHINGTON MAY 8 - 9 - 10



Since the beginning of time there has never been such an event! Imagine! Antiques of the highways and the skyways in one big JAMBOREE! The Antique Airplane Association is combining their First Annual Yakima Fly-In with the fifth Annual Blossom Tour of the Yakima Valley Regional Group. This will be lots of fun, so phone, wire or write for details today!



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Complete with French cuffs, white detachable collar, and the all-necessary collar buttons.

Hand-tailored to your individual order. We must have your neck and sleeve sizes  
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 Chris B. Linschoten  
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Phone Hunter 4-6241 or Ingersol 6-4842

#### Letters to the Editors, cont.

motor set 'way back and the two bucket seats. . . . We have been gathering parts and hope to start our first one soon. . . . It will be for sale as will the others to follow.

I had been asked by quite a few people about these cars and if I could make them up for them. Well it looks like I can. So I am letting you know, for some of our 'T' fans may be interested

Herb Lozier

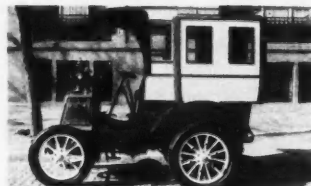
Brooklyn, New York

Sirs:

When Prendes and Del Val got to Caracas, Venezuela, with the Hispano, they decided to call a halt since they had gotten quite a bit behind their tentative schedule and the prospect of driving through Mexico and across the States in mid-winter was hardly encouraging.

Del Val is back here now, but the latest we hear from Prendes is that he still intends to make the rest of the around-the-world trip, taking advantage to make the contacts he needs in the States for his midget racing business. We certainly hope he goes through with it.

Things here are sort of slow, the only items of real interest are the discovery of a beaut of a Silver Ghost with very little mileage on it. The speedometer reads a little over five thousand kilometers, and from what I have seen so far, it should be about right. The car belongs to Nicolas Franco Jr and yours truly is cleaning her up and getting her ready for the road. Pictures will follow as soon as I get her out of the garage. The other item is the Del Val brothers have finally gotten the 'Station Wagon' running well. It has always run, but never well. Now, after a complete tear down, the old wagon will do 25 mph in high gear! The car is a Panhard, circa



1897-98 by our figuring, and has the 'Phoenix' two cylinder vertical engine licensed from Daimler. The gearbox is more like a trunk, having four speeds forward and four reverse, and two neutrals for good measure! Chain drive, of course. Lest some sharp-eyed one jump on us, we know the rear brakes are not original. However, the original wood-blocks running on the tires must have been taken off and the external-contacting hand brakes installed before 1906, since to our knowledge the car was already retired from service by that time. The brackets to hold the wood-block brakes are still on the car, and the right rear fender has the cutouts for the operating rod to pass through. At any rate, we think the discussion as to who built the first station wagon should end - this one seats two in front and four in back and has a rear entrance, somewhat akin to our 'latest' model station wagons. I would very much like to have the picture back some day.

One more thing; a good friend of mine, Jerry Bowers, has been bitten by the bug, and has bought the big six cylinder 1908-9 Renault touring car. He is shipping it to the States, California to be exact, where I imagine it will knock a few eyes out.

Robert T. Waid, Jr.

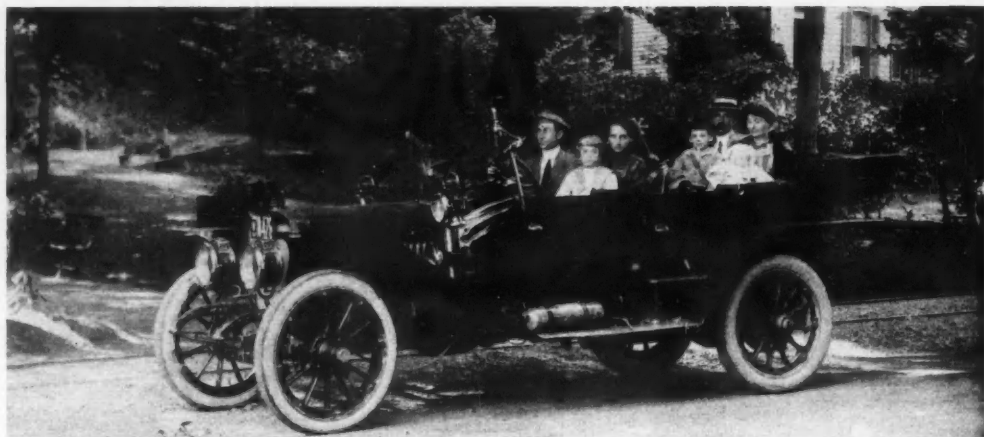
Madrid, Spain

ASTORIA ALLEY  
by Gladys Hirst



"Is it true Mr. Royston that your Chalmers  
is beginning to use a lot of oil?"

# Our Family Photo Album



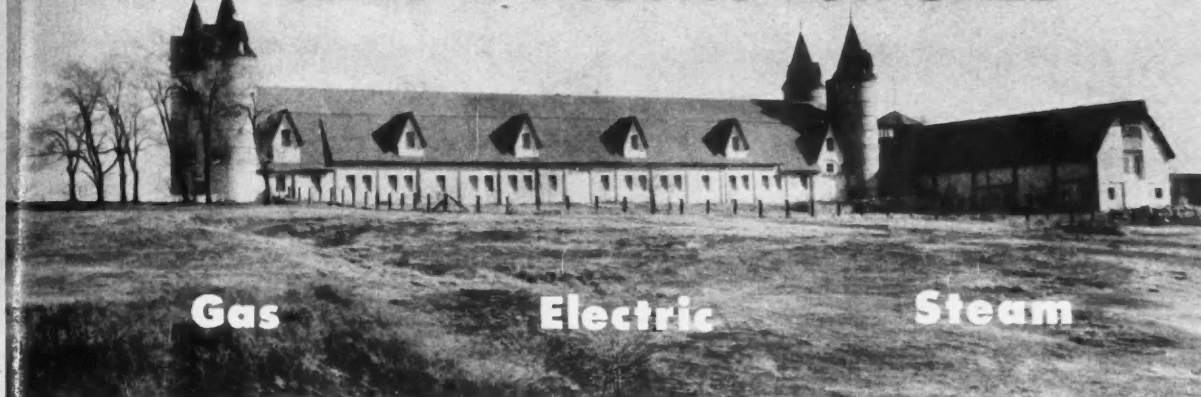
Here is a picture of the Charles B. Justice family going out for a ride in their 1911 Model 51 six cylinder Lakewood Torpedo. The place, Philadelphia, Pennsylvania. Mr. Justice, now living in San Diego, writes: "I have myself possessed over 100 different cars, many of which were made in the years between 1907 and 1917. This Lozier was without any question the classiest thing on wheels in 1912. I did not find its top speed, but it would readily do 85 to 90

MPH. Mine was a four door phaeton, low and beautifully slung. It was king of the road around Philadelphia, and if I remember rightly the price tag was \$5,400.00. The left, rear door broke down and out and folded to make a unique seat for our colored chauffeur, over the left running board, whenever the owner wanted to take the wheel himself. The lamps were huge and the windshield was a marvel of achievement, the like of which I have never seen since."



Lozier 1912 Type 51 Riverside touring car that was driven from Los Angeles to Chicago in 1915. On last leg of journey from Kansas City the car was piloted by member Claude R. Coffey, with the help of Howard Curtiss and Joe Sanborn. Coffey describes the car as magnificent by any standards and the mechanical performance was flawless on this trip.

# 80 CARS & TRUCKS FOR SALE



Gas

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# FOR SALE

Internatl. High Wheeler	\$1400	Dodge Touring	850	Ford Roadster	350
Studebaker Electric	3000	Detroit Electric	900	Auburn Sedan	450
Union High Wheeler	2500	Overland Touring (Baby)	600	Diana	200
Sears High Wheeler	2500	Maxwell 4-cyl. Touring	600	Franklin Coupe	250
Hupp Roadster	3000	Buick, small, 4-cyl. Tour.	600	Dodge Touring	600
Little Roadster	2000	Cole 7-pass. Touring	3000	Ford Panel, brass	2000
Cadillac 1-cyl. (Tulip)	3000	Stutz Speedway Roadster	3000	Chevy Touring	80
Buick 2-cyl. Roadster	2000	Cadillac 7-pass. Touring	3000	Chevy Touring	150
Saxon Roadster, 4-cyl.	1600	Dorris 7-pass. Touring	6000	T Coupe	150
Maxwell Roadster, 2-cyl.	3500	Overland Touring, brass	2000	Chevy two-door	200
Columbus Electric	3000	Chevrolet Roadster, 490	800	Briscoe	50
Orient Buckboard	2000	Rauch & Lang Electric	1500	Dodge Touring	100
Lincoln Roadster	4500	E M F	2000	Cadillac V8, body cut off	150
Excelsior, 1-cyl. motor	300	Moon Touring	1200	Generator, 10KW	450
Moon White Prince Phaeton	3500	Mitchel Touring	3500	L4 stake truck	150
Scripps Boothe cycle car	2000	Buick Touring	850	Autocar	600
Model N Ford	2500	Stanley Steamer Touring	6000	1-ton coal truck, T	100
Ford Roadster (brass)	2000	Flanders Roadster	2500	1-ton pickup, steel bed, T	200
Ford Touring (brass)	1500	Internatl. Auto Wagon	2500	Republic chassis	80
Ford Touring, 4 number brass	2500	Mack Fire Engine	1000	Diamond T chassis	80
Ford Roadster	600	Nickelodeon	3000	Diamond T truck	300
Overland Speedster	2500	Name plates	1000	'26 pick-up	150
Jewel	1000	Pierce-Arrow two-door	600	'20 pick-up	200
Harley-Davidson & side car	450	Ruxton	5000	Hub Cap Collection	100
Vellie Touring	950	Nash Coupe	200	Electric Player Piano	250 & 450
Kissel 2-door (open car)	2500	Lincoln Sedan	800	(grand or upright, Duo Art)	
Auburn Touring with step plates	2000	Franklin two-door	550	Spark-Plug Collection	100
Packard 4-pass. Coupe	850	Buick Touring	650	Parts, Accessories	
Detroit Electric	1200	Hup Roadster	600	Lights and Horns	
Franklin Sedan	800	Star Touring	100		
		Chevy Touring, 490	600		

*Because it takes about two hours to show this large collection a charge of \$5.00 will be made for my time and applied to any purchase over \$25.00 to separate the sightseers from the buyers.*

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# LUBRICATION PROBLEMS

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