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THE
 HORSELESS CARRIAGE CLUB
 GAZETTE

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VOLUME 10

NUMBER 2



The Leader of the Caravan

Special Caravan Issue



HORSELESS CARRIAGE CLUB



Founded in Los Angeles - November 14th, 1937
P. O. BOX 503, WEST LOS ANGELES 5, CALIFORNIA

A non-profit corporation founded by and for Automotive Antiquarians and dedicated to the preservation of the old time automobiles together with their accessories, archives and romantic lore.

MEMBERSHIP CLASSIFICATION

By action of the Board of Directors of the Horseless Carriage Club, classes of membership and dues have been fixed as follows:

1. ACTIVE MEMBERS. Have privilege of voting. Dues for new members will be \$10.00; \$5.00 for Initiation Fee, and \$5.00 for 1948 Dues.
 2. ASSOCIATE MEMBERS. Have all the privileges of the Club except voting. Dues for new members in Southern California are \$5.00 \$2.00 for Initiation Fee, and \$3.00 for 1948 Dues. Members living outside of Southern California pay \$3.00 Dues, no initiation fee.
 3. LIFE MEMBERS. Have all the privileges of the Club, including voting, for life, by payment of \$100.00 Dues.
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- Minors, and Wives of members pay \$3.00 a year Membership Dues and pay no initiation fee. Have all privileges of the Club except voting.

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Official Publication of The Horseless Carriage Club.

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A LETTER OF THANKS FROM THE PRESIDENT

Lindley F. Bothwell

The Horseless Carriage Club has had its first annual trek and all of those who participated will agree that it was a huge success and that they had a good time.

I would like to take this opportunity to publicly thank all of those who contributed to make our caravan possible.

The South Figueroa Automotive Association, for their untiring efforts in helping us map our route, arrange for hotel accommodations and many many little details connected with the tour.

Also General Petroleum Corporation, for their generous donation of scrip books and the signs for the cars designating our club.

It was the Automobile Club of Southern California who furnished the jeep and driver who helped many of us out of minor difficulties. I would like to say that the driver was one of the most courteous I have ever had the pleasure of meeting. We are also indebted to the Auto Club for making available to us its parking facilities for the start and wind-up of the tour, as well as the privilege of parking our trucks and trailers there while we were cruising about the country.

Another source of great assistance to us was furnished by J. E. Coberly and Co., - their Ford truck and driver were most helpful.

The State Highway Patrol deserves more than a little credit, together with the individual Chiefs of Police of the cities of Arcadia, Pomona, San Bernardino, Riverside, Santa Ana, and Long Beach, in helping us through many a would-be traffic tie-up. We enjoyed the good natured kidding of the officers.

Our excellent luncheon at the Lincoln-Mercury show-room in Pomona was thoroughly appreciated. Aside from the delicious food, it was most welcome stopping off in that cool room after our hot morning drive.

The Long Beach Junior Chamber of Commerce comes in for a large vote of thanks for arranging to have our cars put on display in the Municipal Auditorium. I only hope that the large turn-out at the Auditorium compensated the Junior Chamber in some small way for their efforts.

Last, but by no means least, the management of the two hotels- the Mission Inn at Riverside, and the Wilton in Long Beach, certainly outdid

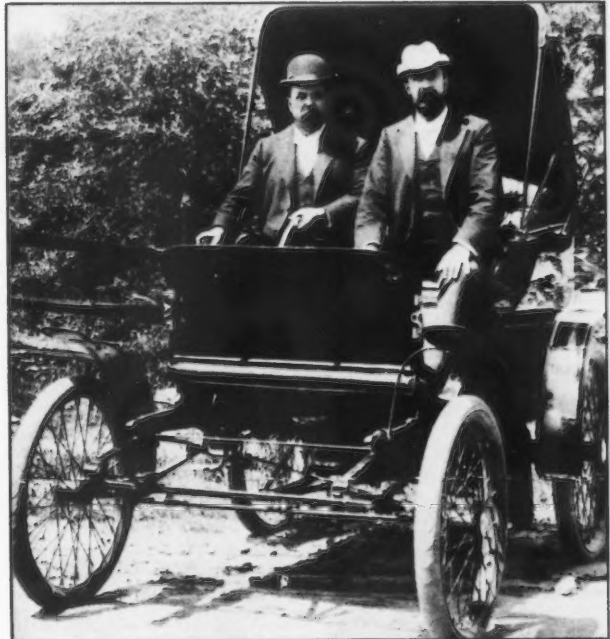
themselves in making us feel at home on our overnight stops.

All in all, I feel that I voice the opinion of everyone who went on the trek that for an initial venture, we did very, very well, thoroughly enjoying ourselves to boot. Also, I know that I am safe in adding the sincere thanks of the members of the Horseless Carriage Club to all the individuals and organizations who made possible what we hope will be the beginning of many more such tours.

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FROM THOMAS M. GALEY, OWENSBORO, KY.

This historic pioneer Winton of Dr. W. R. Stephens, of Wilkinsburg, Penna., was the first horseless passenger car I ever saw. This was July 22, 1899, and a few days later, Dr. Stephens gave me my first ride.



This machine is an exact duplicate on one which is now a permanent exhibit in the Smithsonian Institute in Washington, which is the first commercially sold passenger automobile in the United States.

Photo by Albert Mecham, Highwood, Ill.

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COVER FOR THIS ISSUE

Club President Lindley Bothwell is shown seated in his Stearns racer, formerly owned by Barney Oldfield. Lindley drove the famous Stearns on the now famous "Horseless Carriage Caravan".

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Thursday, April 15, 1948

Horseless Carriages to Set Forth

Ancient Autos will Leave Tomorrow for Riverside

By O. K. Barnes

Honk! Honk!

These nostalgic blasts will mingle with the usual Beep! Beep! of automobile traffic in Los Angeles this weekend as the Horseless Carriage club parades early automobiles through several cities of the county and vicinity.

Its popularity increasing every year since its founding in 1937, the Horseless Carriage club today has more than 650 members, a large number of whom live in Westwood, Brentwood, Pacific Palisades and other western Los Angeles sections.

Many members own from four to a dozen of the antique machines, ranging from an 1899 Haynes-Apperson, the proud possession of Arthur E. Twohy, to 1909 Maxwells, such as the one in the accompanying illustration. But an auto must be pre-1915 to qualify as a Horseless Carriage in the eyes of the Los Angeles club.

You don't have to own an antique to be a member of the club, but the club frowns on those members who do own cars but fail to put them in first class condition and running order. The car has to run. Some of the wealthier club members go to extreme lengths and expense to give their old buggies a brand new look.

From far and wide throughout Southern California, the ancient vehicles will assemble at 9 a.m. tomorrow in front of the Automobile Club of Southern California. The caravan will head for Pasadena, Arcadia, and via route 66 to Pomona for a parade and lunch. In

the afternoon, it will go to San Bernardino, for a one-hour display, and thence to Riverside, where the cars will be displayed in the evening and Saturday morning for two hours. The drivers will stay at the Mission Inn.

Saturday, the caravan will go to Santa Ana for lunch and a parade, and then to Long Beach, where the cars will be displayed in the auditorium. The caravan members will spend Saturday night in Long Beach, and parade back to Los Angeles Sunday.

At each of the stops, the caravan will be greeted by civic and chamber of commerce officials, paying tribute to the invention which has been so important in the development of Southern California—the automobile.

Only one week later, on Sunday, April 25, the Horseless Carriage club will stage its second big event of the Spring season: a display of the old cars on the Tupperman parking lot at the corner of Figueroa and Jefferson streets. A contest will be held, sponsored by the South Figueroa Street Automobile Dealers association, offering \$5,000 in prizes.

Top prize will go to any person whose suggestion for the name of a horseless carriage owned by the association is accepted. The association of dealers owns a 1909 Maxwell, heretofore called "Queen of Figueroa." For the oldest car in the best condition, a television set will be the prize, and judge in this contest will be J. Frank Duryea, who, with his brother, the late Charles Duryea, is generally credited with inventing the first automobile in America. The Duryea product is on exhibit at the Smithsonian Institute in Washington, D. C.

Many of the members concede the prize already to Arthur E. Twohy, 400 N. Kenmore av. Twohy, one of the three organizers of the club back in 1937, was the first president, but these honors mean nothing in the contest. His entry is favored because it probably is the oldest automobile in good condition in America. His 1899 Haynes-Apperson is a two-seater with wooden frame and leather fenders.

A U T O N E W S

Monday, April 12, 1948

There's Life In These Old Cars Yet



A VENERABLE Maxwell and a pioneer Pierce-Arrow fuel up for the first annual "Caravan Tour" of the Horseless Carriage Club. This western replica of the Glidden Tour will prove that these gas eaters of other days may not have the modern look but they're still hale and hearty.

on Adventuresome Journey

Old-Time Cars Owned By Many Living in this Area

Many leading figures in the business, motion picture and professional worlds are members of the Horseless Carriage club, including Edgar Bergen of Beverly Hills, who is a steam car enthusiast.

Bergen has a Stanley Steamer which Herbert Royston of Brentwood, treasurer of the club, says used to be known as "the poor man's steamer," selling originally at about \$1,200, and also a White Steamer, which was a \$4,000 car called "the rich man's steamer."

Royston, himself the possessor of a Stanley, among his collection of six antique cars, is "sold" on the steam idea, and reports that efforts are afoot which may yet revive steam driven automobiles to compete with the gasoline cars. In all, 200 different makes of steam cars have been produced in the past, and 2,500 makes of all cars.

Another steam car admirer is singer James Melton. When Melton was occupying the Zasu Pitts home in Brentwood, he sported two steamer models, and may be responsible for infecting Royston with the steam car enthusiasm. Although Melton is in Connecticut now, he is a member of the Horseless Carriage club.

Royston's collection includes a 1906 Autocar roadster, a 1911 Marmon speedster, a 1913 Mercer raceabout which is just like new, his 1913 Stanley, a 1915 four-cylinder Studebaker which stands about nine feet high, and a 1920 Mercer raceabout.

Also a team man is George D. Moe, of Santa Monica, who has a steamer. Old-time foreign cars are the interest of Robert B. Oliver of Gretna Green way, Brentwood.

Carl Weber and his brother, Fred Weber, are prominent Brentwood members of the club. Carl Weber has a 1910 one-cylinder Brush runabout, but probably is prouder of his early day, chain-driven International truck—one of the first ever produced.

Fred Weber's 1902 Pierce-Arrow, a 1-cylinder-over-rear-axle job, is well known to his neighbors. Charles E. Patterson of Pacific Palisades has a 1914 Cadillac, and his neighbor in the Palisades,

Allison Beer of the Riviera, and Robert J. Bissiri of Ohio avenue in Westwood, goes about her shopping with this holdover from the early days.

Of interest to the other club members is the "electric" which is owned by Mrs. Wentworth Green of Beverly Hills. This car, in first class condition and equipped with a "charger" which recharges the batteries at night, is driven every day by Mrs. Green. It is a familiar sight in Beverly Hills as she

Becoming more familiar in Westwood Village every day is the 1904 Hupmobile which is the pride and joy of Robert Sale. The market executive has deserted more modern machines in favor of his relic, which is in excellent running condition.

How Do You Gas Up this Durned '09 Buggy?



The 1909 Maxwell, above, known as "Queen of Figueroa," has stymied the gas station attendant, who seems to have given up hope of find-

ing where to apply the gas nozzle. Queenie is one of the dozens of antiques owned by members of the Horseless Carriage club.

Elliot Weiner, has no less than 10 machines in his collection.

Weiner's prizes include a 1909 Buick, 1904 1-cylinder Knox, 1909 Overland coupe with inlaid steering wheel and window shades, an early Stutz, and others.

Others in this section active in the Horseless Carriage club include Phillip T. Hill Jr., of 20th street, Santa Monica; Earl F. Johnson, of Ilona avenue, West Los Angeles; M. E. Lipscomb of Burlingame avenue, Joe Caskey of North Beverly Glen boulevard, David N. Allison of North Rockingham road, Brentwood; G.

ANNOUNCEMENT

The attention of our eastern members is called to the READING-BERKS COUNTY BICENTENNIAL, to be held in Reading, Penna., August 14th through September 6th, 1948, to commemorate the founding of Reading by Thomas and Richard Penn, sons of William Penn. Horseless Carriage Club members have been invited to participate in this celebration. It is possible that the 1948 Glidden Tour Revival will go through Reading at the time of the celebration. All members are urged to participate, if possible.

HIGHLIGHTS OF THE FIRST ANNUAL CARAVAN

Looking back on our first annual tour, a few incidents come to mind: ---

It was remarkable the way the one-cylinder cars came through with flying colors. Tommy Matthews started a little ahead and finished a little behind, but his one-cylinder Cadillac was always there.

For another time it would probably be more advisable not to pick the hottest April day in seventy years for the start of our tour, but we must admit that the weather as a whole was beautifully Californian and we came home with nice tans—or looking like beets—witness Alton Walker.

We were sorry that Ben Sharpsteen and Ray Nelson had breakdowns at the last moment and were unable to join us.

It was absolutely amazing the way children turned out in the neighboring cities and to hear the good-natured ribbing we received from them. The millions of questions they threw at us all but floored us.

One thing we learned is that we need good inside protection for the cars at night. With so many vehicles on display it is only natural that a crowd will gather and you can't blame them for being just plain curious.

I feel pretty sure that we will want to have these caravans annually, and I, for one, have been thinking about an interesting possible itinerary. How about you members writing in with your suggestions. It seems to me that



"CARAVAN" CHAUFFERS AND FRIENDS
LUNCHEON IN SANTA ANA



THE CARAVAN PARKED FOR THE NIGHT
IN THE LONG BEACH MUNICIPAL AUDITORIUM

three days is just about right. The longer treks would break into vacation periods for a lot of us, and I don't think that the most devoted enthusiast wants to give up his vacation period for this affair, even though it is his hobby.

Another thing we shouldn't forget, and this is a fact, that the wives of members who went along were really good-natured and seemed to have had a good time, which is a boon to our hobby.

Experience, they say, is the best teacher, and I, for one, have learned a lesson the hard way. Never take Barney Oldfield's Stearns on a tour—low gear through all the towns and clouds of smoke behind which makes your followers wish you were dead. (Herb Royston please note.) In other words, the best place for the Stearns is on the race track and not driving in a parade. It cranks like a Missouri mule and kicks just as hard, and if there is anyone who doubts it, he is welcome to try it.

A number of "dos" and "don'ts" come to my mind for future tours and I'm sure that other members have suggestions, so why not write in so we can compare notes and plan better trips in the future.

I would like to personally thank all of those who participated in the tour for their good-hearted cooperation and for helping each other have a wonderful time.

Lindley Bothwell
President,
May, 1948

Full Steam Ahead For Ancient Motor Cavalcade



THEIR DAY is gone forever, but these proud great-great-grandpappies of today's autos aren't content to linger among the cobwebs. Here they show the stuff that made them famous in their time as they wend their way over the Southern California countryside on the first "Caravan Tour."

DUSTER-AND-GOGGLE BATTALION

FIRST 'CARAVAN TOUR' TAKES PIONEER AUTOS ON THREE-DAY JAUNT

LOS ANGELES—Parades, in the ordinary sense of the word, may come and go, but the "Caravan Tour" of the Horseless Carriage Club, April 16-18, was a three-day jaunt through Southern California which will linger long and pleasantly, both with the participants and the million or so people, mostly motorists, who saw it at one place or another in the course of its peregrinations.

Under the joint sponsorship of the club and the South Figueroa Street Auto Dealers Association, plus the generous cooperation of General Petroleum Corp., the cavalcade swung into motion at the Auto Club of Southern California, Adams and Figueroa, Friday morning, April 16, and chugged through the Southland, demonstrating that the auto makers of the '10s and '20s put good stuff in their products.

All But Two Finish

All but two of the starters finished, and the flunkers—of all things—were nothing less than a Renault and a Mercedes, which, in their day, were classed as the ne plus ultra of motor wagons.

There was variety galore among the 32 starters, both in chassis and body types—one-lungers, two-lungers, fours and sixes (but no eights), roadsters, speedsters and tourings, but no closed jobs.

Oldest car in line was the well-known Olds curved-dash runabout of 1903 vintage. As for colors, there were no restrictions, but fire-engine red appeared to be the most popular. In metal trim, gleaming polished brass was the universal style note, and there was enough of it to keep a warship's crew busy for a day.

After leaving Los Angeles and rolling out the Pasadena Freeway, the duster-and-goggle battalion was taken in hand by the California Highway Patrol and escorted through the lesser cities and towns until the fringes of Pomona were reached, where the local traffic officers took over. Streets were lined with throngs of youngsters and oldsters alike when the caravan rolled into Pomona, a scene repeated constantly at all stopping points, as well as the in-between towns.

Yesterday's Autos

Despite the "new looks," the streamlining and garish chrome of today's swankiest motorcars, this "gypsy" outing proved that there still exists an intense and

deep-seated interest in yesterday's breed of automobiles, which readily is fanned into burning enthusiasm by a motoring revival of this nature.

Santa Claus entered the scene at Pomona, when the pilots of the pioneers assembled at the Mobil station of Eckerman & Burke and took on gas, oil, water and air. Before starting, the drivers had been provided with complimentary coupon books, good for all the gas and oil their tanks would hold, at any GP station on the caravan route.

All this, and more, too! Motorists get hungry, 'ts said, so there was a tasty buffet lunch awaiting the tourists at the Ruppert Motors Lincoln-Mercury dealership.

Down Fontana way on the afternoon spin, there was a memorable reunion by the roadside, when venerable J. Frank Duryea, bulder of the Duryea car which won the first automobile race held in America at Chicago on Thanksgiving Day, 1895, was waiting with a party of friends to welcome the procession of ancient vehicles which symbolized the era of his fame.

Then Riverside citizens and youngsters turned out en masse to greet the Gay '90s visitors as they rolled into the big parking lot opposite Mission Inn to call it a day.

Friday's midsummer heat had done a grand job of sunburn on the tourists in their wide-open, topless cars, it was evident as they appeared Saturday morning

for another day's whirl at the wheel or tiller. Old Sol again was on the job and the morning ride was a sizzler, which was tempered somewhat by the picturesque journey over the easy, rolling grade of Santa Ana Canyon.

On To Long Beach

After lunch at Santa Ana, with the usual throngs out for a look-see, the afternoon cruise to Long Beach was made doubly enjoyable by a snappy breeze coming in off the Pacific, which was a soothing balm to sun-scorched faces, necks and hands.

Highlight of the tour was staged Saturday night in Long Beach when the cars were parked in the Municipal Auditorium and a free auto show was given the public by the Junior Chamber of Commerce.

Despite the competition of scores of other Saturday night attractions, Long Beach "went overboard" for this display of old cars. More than 25,000 people passed through the auditorium during the evening. Not a single car but had its constant throng of admirlers, and the kids were bug-eyed with wonder.

Sunday morning brought the finale to the happy outing with a short spin to the Auto Club, amid cheers, smiles and hand waving from the legions of regular Sunday drivers in their modern autos, who were treated to a colorful moving panorama of what motoring was like in the period of right-hand drive, kerosene lamps, Presto-Lite, dry batteries and vibrator coil ignition.

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The above article has been reprinted here through the courtesy of AUTO NEWS. It was written by J. J. O'Connor, a club member, who has added some of his observations as follows:

SOME OBSERVATIONS REGARDING ENTRANTS IN THE

"CARAVAN"

by J. J. O'Connor

The following were some of the outstanding cars in the tour:

1910 Stearns six cylinder racer, once driven by Barney Oldfield. Noisy as a boiler factory, belching smoke like a burning chemical plant, this double-chain-drive monster was piloted by Lindley Bothwell, president of the Horseless Carriage Club.

The neat and trim Marmon "32" speedster, vintage 1911, driven by Herbert Royston, painted a brilliant red, lavishly trimmed with shining brass, this car was tabbed by hundreds of spectators as the one they would most like to own.

It is a duplicate of the Marmon "Wasp" driven by Ray Harroun, which won the first Indianapolis 500-mile race.

Floyd Clymer, nationally known automotive historian, with his 1912 Studebaker-Flanders "20" roadster, which, he proudly proclaimed, always started on the first pull of the crank.

The 1910 Oldsmobile Limited, of C. Standlee Martin, Long Beach dealer, with its 42-inch wheels and air starter, had a road clearance of nearly two feet!

The 1906 Schacht, with flat twin engine in the rear, had friction drive and high buggy wheels with solid tires. Mr. and Mrs. Alton Walker drove this down from Carmel.

Another similar high wheeler, the 1912 International Auto Wagon, had a flat twin engine amidships and double-chain drive.

The fire-engine red Fiat-Portola racer, driven by Herbert Prentice of South Gate, was a 1913 Fiat double-chain-drive chassis, with a Pope-Hartford four-cylinder overhead-valve power plant and Pope radiator.

The sleek 1911 Pierce-Arrow touring, with bronze hood and gearshift on the steering column, belonged to the Harry Johnsons. This majestic old timer had an air starter.

The snappy 1906 Queen touring of Clarence S. Beesmyer, president of GP, is indeed a rare job of which very very few are now in existence.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

To the Editors:

I thought the tour was well conducted, but since I participated in it only for a brief period in the old Stevens-Duryea of Dr. Shafer's, I do not feel qualified to answer all your questions. My guess is that the tour was a little too long for the older cars.

It was interesting to me to note the different reactions of old and young along the route. The middle-aged and elderly people were genuinely interested because they knew from their own observation over the years that our old cars represented a good deal of hard and serious work, even though appearing so back-date today. But the children seem to view the old cars as merely so many jokes to be laughed at, as if the present automobile had always been here in the past as it is today. No doubt this juvenile point of view will pass as they see today's cars giving way to something new and different as time goes on. But their reaction indicates that old automobile clubs like yours

may well encourage teachers to speak of this once in a while, and otherwise show the developing trends in industries of all varieties.

J. Frank Duryea

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BILL & FLOYD CLYMER

1947 STUDEBAKER & 1912 STUDEBAKER-FLANDERS

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

MY OBSERVATIONS ON THE HORSELESS CARRIAGE CARAVAN TOUR

by Floyd Clymer

When President Lindy Bothwell fired up Barney Oldfield's old Stearns racer and headed north on Figueroa Street from the Auto Club of Southern California, some thirty-five drivers of ancient cars were in their glory. And when I say "fired up", I mean just that, for Lindy's Stearns belched blue smoke that reminded all of us of the "good old days" when half the oil that entered the crankcase went out through the exhaust. As we drove out of Los Angeles and into Pasadena, the camera fans were thick and the youngsters yelled and shouted with glee, "Get a Horse!".

Lou Combs was the first casualty I saw, as he steamed to a stop with his Buick's radiator clogged. A sister ship to mine, a 1912 Studebaker-Flanders "20" challenged me for a race. I had him on acceleration but he had me on "top speed." ...Now I see another car that was to be eliminated for good - a Mercedes driven by Joe Brecklein was out with a broken valve spring but Joe, in a never-say-die spirit, rushed home and joined us again with a dandy Marion.

Soon we were on the open highway headed for a lunch-time stop in Pomona. I saw Lindy many times and each time he was doing one of three things---trying to crank the Stearns, doing 90 miles an hour to catch his place at the head, or he had the hood up checking things over . . . and Herb Royston, looking every inch a man of distinction in his snappy 1911 Marmon,

was either enjoying the fresh air or fuming behind the smudge-pot Lindy's pacemaker, while John O'Connor of AUTO NEWS (Herb's passenger) seemed to enjoy every minute of the journey.

Now and then, in a burst of speed, some unique car would breeze past me - and many were nice specimens. One that intrigued me a lot was the 1906 Queen owned by Clarence Beesmyer of General Petroleum and driven by Victor Draviner and Frank Meunier...I recall it was the last of the Queens, and later it became the Bloomstrom. There was the snappy Renault driven by Everett Miller, and now and then the Eastwood Brothers, Douglas and Warwick, would appear in a Model 10 Buick and a snappy 1910 Hup torpedo.

At Pomona we partook of a fine buffet lunch in the attractive Lincoln-Mercury salesroom.

Mr. and Mrs. Tom Mathews in their 1906 Cadillac plugged along with no trouble. Franklin Thompson in his 1910 Brush participated in a portion of the tour. J. B. Warner, assistant advertising manager of General Petroleum, rendered fine service in the G.P. car with the loud speaker. Graf's Chalmers "30" was always up in front, as was the Buick of Ed Catlett from Sacramento. Wilbur Moffet got a big hand in his "T" Ford and unique costume. Kelsey in his 1911 Stearns-Knight was a consistent performer.

At Pomona J. Frank Duryea showed up in one of his early Stevens-Duryea cars, and spoke over the radio mike after he was introduced by Master of ceremonies, Jerry Lawrence.

I found that my Bell and Howell camera would not work with some war surplus magazines I'd bought in desperation...so, on now to San Bernardino where a large group, thanks to the efforts of localite Doc Shafer had congregated to welcome us. A parade led by many local celebrities ushered us to the Mobil-Gas Station of Willis and Sheppard, and the large lot of Kaiser-Frazer dealer Sullivan. After an hour of having the cars on view, we started to Riverside, our overnight stop.

Here, at the world-famous Mission Inn, we stayed overnight and local crowds gathered to view our cars that evening. D. Slaff and Elizabeth Murphy showed up with a 1914 Reo and costumes that were dandies. Harry Johnson and his wife got many compliments on their costumes and their very fine 1911 Pierce-Arrow.

Bright and early Saturday we were off for a delightful trip down Santa Ana Canyon to Santa Ana for Lunch. At Swanson's Monterey Cafe we enjoyed a fine luncheon, while owner Swanson smiled happily as the parked cars attracted attention. Even the smiling and attractive waitresses longed for a ride in some antique

car. Edna Griffith won the selection and she rode in the parade through the streets of Santa Ana with me in my 1912 Studebaker-Flanders "20".

Stanley Swayne, in a very nice 1906 2 cylinder Rambler joined up and drove a part of the way. How that Rambler would run! I had a hard time staying ahead of it.

Although not dressed in costume, an attractive couple in a 1912 International high-wheeler got many hands - they were Mr. and Mrs. Dick Curtis in a car owned by the Weber Show Case Company.

En route to Long Beach, our overnight stop, I took some movies (by now I had managed to pick up four magazines in small towns we passed through) of Bernard Rademacher in the 1903 Olds (which later won the prize) and his son in a 1906 Maxwell. I went ahead to Long Beach and took movies of the parade of cars entering the city.

John Carra, in his very fine single-cylinder 1906 Reo, and I stopped ahead of the bunch to get photos. By now Everett Miller and the Renault were out - some mischievous culprit had messed up his timing in Riverside, and so he again joined the tour minus the Renault. . . . Along the route we enjoyed the fine cooperation of the California Highway Patrol, and various police officers in the cities and towns through which we passed. . . .John Way thrilled many youngsters as he carried various ones in his 1913 Ford. Bob Lingo in his very nice 1914 Reo had a lot of fun with his exhaust whistle and explaining to the public that his car was Ransom E. Olds' "Farewell Car".

Fred Kane had less trouble in a 1904 Franklin with the engine set crosswise in the frame than he did as test pilot for lend-lease planes we sent to Russia during the War. He came all the way from Monterey, along with A.H. Walker, who drove a 1906 Schacht with high wheels—and I may say here and now that Walker's Schacht gave me a real surprise by doing 33 miles an hour. It is a friction drive job with the engine in the rear (à la Tucker) and a crank that was always in evidence from the rear view.



AT THE CIVIC AUDITORIUM, LONG BEACH

Julius Paulson, of the Automobile Club of Southern California did wonderful work in assisting anyone in trouble - a real friend and every tourist felt grateful for his being along.Now and then Doc Shafer in his shiny yellow 1911 Pierce 4 cylinder job attracted much attention. Doc's costume always gets attention regardless of which one of his odd 100 cars he drives.At Long Beach the cars were parked overnight in the civic Auditorium, where thousands viewed them during the evening program sponsored by the Long Beach Junior Chamber of Commerce. Many localites spoke over the radio and gave interesting stories of their early car experiences.

Too bad no steamers showed up. O. J. Smith with his White and Ray Nelson with his Stanley at the last minute developed troubles known only to real steam fans and did not get to the starting point.

General Petroleum men drained the gas for us before the cars were stored for the night in the Auditorium and refilled them Sunday morning. Their cooperation in furnishing gasoline books for free gas to the Horseless Carriage Club members who made the trip was much appreciated.

The three day caravan ended Sunday at the starting point (Auto Club of Southern California grounds) and a happy group they were. The tour of approximately 165 miles was just about right. Even the oldest cars had no difficulty. The Mercedes and Renault were the only casualties. The oldest car in the tour was Bernard Rademacher's 1903 curved-dash Olds which performed to perfection.

The members owe a vote of thanks to J.E. Coberly, Lincoln-Mercury dealership, for the fine gesture in sending along their service truck, ...and to officials of the South Figueroa Street Business Men's Association, who sponsored the tour under the direction of Hal Chanslor and Homer Wellbourne, ...and to Hilt Tupman, Lincoln Mercury dealer on South Figueroa Street, who generously permitted the use of his large lot for the final display and awarding of the prizes to members.

Now it's over and I, for one, had a wonderful time. My Studebaker-Flanders of 1912 performed to perfection. It used a pint of oil, ...a quart of water...and I actually did 23 miles in one hour out of Riverside. The only trouble I had was a flat tire in Colton, which occurred in front of a filling station (typical Clymer luck)...and brothers and sisters, if you think installing a new tube in a post-war synthetic tire (hard as a rock) in a temperature of 95 degrees and no shade is fun, you have another guess coming. My helper, willing as he was, had never even heard of a clincher tire, so I wound

up by doing most of the work, and I do mean work.

It was a great trip...may we have many more of them, so,'til the next one, adios!

* * * * *



BERNARD RADEMACHER IN HIS 1904 OLDSMOBILE
IN THE BACKGROUND IS
C. STANDLEE MARTIN'S OLDSMOBILE LIMITED

To the Caravan Committee:

I enjoyed the caravan very much and hope that we will have them every year from now on. My 1904 Olds and the 1911 Maxwell ran the whole trip very well. The Olds was a little slower, but it got there and back. The only suggestion I would add is for some entertainment in the evenings for the whole group after dinner.

Bernard Rademacher

* * * * *

To the Caravan Committee:

As far as my experience goes, the trip was one of the most enjoyable ones I've ever had. I enjoyed every minute of it. It surely was amazing how dependable most of the cars were. I thought there'd be many breakdowns.

I'd certainly like another trip next year, or even a short one again this year. I don't see how the trip could be made much longer but I would be all for it! I'll remember the whole trip the rest of my life.

Harold Maxwell,
(1910 Ford out front)

* * * * *

To the Editors:

The costumes and cars had all the humor needed, but I think more and better costumes would give still more fun to the tour.

I certainly would like to go on another tour next year. but would like to see the tour made longer and bypass some of the smaller towns to get away from the parades and slow driving through them.

I would like to see some sort of organized entertainment for the participants at the night stops, such as a banquet or other get together.

Ed Catlett.

To the Editors:

What seemed humorous to me was the amazed and surprized looks on some people's faces as we drove by, and above all, it was surprizing where all the cameras appeared from.

I certainly would like to go on another trip next year, but there should be some kind of handicap for one cylinder cars...they can't keep up with the "faster" cars.

I believe that the length of the trip was just about right.

John Carra, Jr.

To the Editors:

I can hardly find words to express my pleasure of having been able to participate in the recent caravan, and will do what I can to make all succeeding tours as successful as our first effort. I did not see a great deal of humor, except the part where those who shaved the morning of the 16th wished they hadn't.

I have several ideas for routes for the next tour. One might be to San Diego via Firestone Blvd. to Santa Ana, Main St. to Laguna Beach, in to San Juan Capistrano Mission and thence San Clemente, Oceanside, Escondido, Del Mar, ending in Balboa Park or Coronado—although Coronado might be nix in the event of any war restrictions. Another might be a run to Santa Barbara, or possibly Santa Maria, and return—though the latter point has the objection of Gaviota Pass and unpopulated stretch beyond unless you route...via Lompoc, which would take more time than a good many of us could spare. Perhaps better simply Santa Barbara, with overnight stop at Oxnard both ways.

Lynn H. Kelsey

To the Caravan Committee:

I was one of the participants in the tour with the Horseless Carriage Club, and I believe it was a great success. I think everyone would enjoy a trip next year, but I would not recommend a shorter trip. I think Long Beach had a wonderful idea of displaying the old cars. Pomona gave us a wonderful reception, which everyone appreciated.

I couldn't quite understand why the driver of the prize Mercury coupé called me the Noisy Driver of the Silent Ford, as I only razzed them once from the time we left until we returned. I

think it was a wonderful trip and everyone seemed to enjoy themselves, especially at Long Beach.

O. W. Hutton

To the Caravan Committee:

We think the tour of the Horseless Carriage Club Caravan was the best event the Club has ever had. We made the tour, Ruth and I, in our one cylinder Cadillac, and we were wondering at the start if we would make it to Pasadena?

We headed the little Cadillac down a wrong road this side of Chino, but thanks to the man driving the Auto Club jeep who came a flying down after us, we were sent back on the right trail.

While touring through Santa Ana Canyon, a bee flew through the open front (no windshield) of the little Cadillac and landed on Ruth's lap. She hit the bee with her purse, and the purse slipped and landed in the middle of the highway, and, gee whiz, another delay! Oh well, a nice thing about coming into town late is that there was always the whole gang awaiting us.

When leaving Long Beach, Ruth and I, and the little Cadillac, looked at the steep hill up to 1st Street. I gave the one cylinder a little gas...then a little more gas...and more gas...and we were over the hill...nothing to it for the mighty one cylinder in the little Cadillac.

We can hardly wait for the next tour.

Tom & Ruth Mathews



THE END OF THE TRAIL. OR THE END OF A PERFECT THREE DAYS FOR TOM & RUTH MATHEWS AND A 1906 CADILLAC.

HIGHLIGHTS OF THE Caravan



THE GENERAL PETROLEUM COMPANY'S PUBLIC ADDRESS CAR, WHICH ITSELF ATTRACTED MUCH ATTENTION. J. S. WARNER IS SEATED AT WHEEL.



EDWARD AND MRS. CATLETT OF SACRAMENTO POSE WITH ELLEN JOHNSON (MRS. HARRY) AT NIGHT



Mobilubrication

TROUBLE TRUCK, COURTESY J. E. COBERLY, INC., AND THE SOUTH FIGUEROA STREET AUTOMOBILE DEALER'S ASSOCIATION. TRUCK IS PARKED OUTSIDE LONG BEACH MUNICIPAL AUDITORIUM, WHERE THE OLD CARS PARKED AT NIGHT.



SEATED, LEFT TO RIGHT, FLOYD CLYMER, PUBLISHER OF BOOKS ON ANTIQUE CARS, J. J. O'CONNOR, PRESIDENT LINDSEY BOYDELL, AND HERB ROYSTON, THEY ARE HAVING LUNCH AT SANTA ANA.



DR. GEORGE E. SHAPER, OF SAN BERNARDINO, ON THE RIGHT, WELCOMES J. FRANK DURYEA TO THAT CITY.



WARD AND BETTY KIMBALL WITH BERNARD RADMACHER'S 1904 CURVED DASH OLDSMOBILE. (SEE PHOTOS ON THE FIGUEROA STREET MEET FOR MORE ABOUT THIS CAR).



TOM AND RUTH MATHews OFFER A "TOAST" TO THEIR 1906 CADILLAC.

LEFT TO RIGHT, RANSOM MATTHEWS, CURATOR OF THE ANTIQUE AUTOMOBILE SECTION OF THE LOS ANGELES COUNTY MUSEUM, FRANK MEUNIER, ADVERTISING MANAGER OF GENERAL PETROLEUM, AND CLARENCE BEESMEYER, THE EXECUTIVE VICE PRESIDENT OF GENERAL PETROLEUM CORPORATION.

To the Editors:

I haven't had my 1913 Ford touring very long, so it wasn't all fixed up like some of the others. In fact, it's just like it was when I got it, except for replacing one tire. I learned that it had been stored for the last 20 years by an old fellow who got tired of competing with Los Angeles area traffic in the late nineteen twenties.

Because our car wasn't cleaned up too much, I think it made "the common touch" better than some of the others. I don't know how many middle aged, ex-Middle West farmers came up to me, affectionately put their hand on the car, and said something like, "It's a '13 or '14, isn't it? Ye' know - we came across in one just like this. Best poor-man's car ever made..you could fix everything yourself." Our friend in the dazzling white loudspeaker car had us spotted for Arkansas migrants, and told the public so as we were going through Corona. One Corona citizen yelled at us, "Hi, Tom Joad!" We don't always realize what a great part the model "T" played in the westward movement in the U. S.

We had a flat tire near Adams and Figueroa, just as the caravan was starting, but the service truck helped us get it changed and pumped up, so we didn't lose any time. Our fan belt broke Saturday morning, just before we left Riverside. It looked as if it could have been the original belt---genuine leather, very old and rotten. We left town with no fan belt, and it ran so well all day we just forgot about it till it boiled during the Long Beach parade. We filled the radiator a couple of times during the parade, but lost as much as we put in every time we took the cap off. The low band got loose during the parade and it would stick in low, and the brakes were pretty well shot, so the driving was a little ticklish at times. We were pretty lucky, considering the condition of the car, but glad we kept up with the gang.

The two entries I got more kick out of than anything else were the Franklin and the Schacht truck. Their performance was amazing, considering their primitive engineering.

I definitely favor another similar caravan next year. This trip was about the right length; but San Diego, down inland and back coastor vice versa, would be not too far, in my opinion.

I would suggest more publicity to the public schools. County and city boards of education along the route of travel might well make use of the historical and educational value of the event. There might also be advantages to having it on a week day, or days.

John Vay, Jr.

To the Editors:

We were able to go on only the first day of the trip, but we very much enjoyed this. If there is another, we will certainly try to go on the entire trip. I think we should have one each year. The distance seemed about right, but the cars should try to stay grouped together more than they did. We were amazed at how smoothly everything seemed to go as planned.

Mrs. Frank Stokes

To the Editors:

As a participant in the recent Horseless Carriage Caravan, I drove a 1912 International Harvester truck owned by the Weber Showcase & Fixture Co., Inc.

I highly recommend another trip in the near future with a different route of approximately 160 miles, in order that people in other towns can see the old cars. The most interesting part of the tour was the interest shown by the spectators. It appeared as if the entire population of every town we passed through was out taking pictures; for it is a rare sight to see some fifty (50) ancient cars in one group, running under their own power.



MR. & MRS. CURTIS

IN CARL WEBER'S INTERNATIONAL.

I experienced no trouble, but one car had seven flats, which was typical of the times represented by these cars. You cannot appreciate the modern cars of today until you have driven one of the old cars, which were "hot stuff" in the old days.

Richard Curtis,
for Fred Weber, Jr.,

To the Editors:

The most humorous thing I saw was the lead car's making a wrong turn when we were coming into Long Beach. As a result of this we took some back streets to get back on the right road, during which our friend, Herb Royston, missed one turn, but that didn't faze Herb...he just

cut across a vacant lot, down the sidewalk, to the next corner and over the curb. We got quite a "kick" out of that.

Yes, I think we should have a run every year if we can get a good sponsor. Everybody, the ladies included, enjoyed the trip very much.

As to distance, it could be longer.

Lou Combs

To the Editors:

Yes indeed, I would like another caravan next year. The distance and time out seemed to be about right, although a two day or four day trip would be O. K. A two day trip to Santa Barbara and back would be nice, or a four day trip to San Diego and back, via the coast down and through the inland route coming back to Los Angeles. Information from eastern members concerning the Glidden Tour revivals seems to indicate that a one week trip is too long as members do not wish to use their vacations for such trips. Week end trips are better.

The most humorous incident on the Caravan to me was the bud vase on Lindley's Stearns. Some prankster took the plunger out of the air pump and used the barrel for a bud vase, added some flowers which certainly looked out of place on that old crate. This happened at Riverside.

Living up to its reputation, my 1911 Marmon made the trip without any sort of trouble.

Herb Royston.



A WOLF ON THE LOOSE—IS IT HERB ROYSTON'S MAGNETIC PERSONALITY, OR THE RED MARMON, OR BOTH?

To the Editors:

We had a wonderful time on the H.C.C. tour and feel that by all means more tours should be planned for the future.

It was gratifying to see how driving across country in an old car made it so easy for people to get acquainted. Gone were the inhibitions and cares of today. Everyone was transported back to that romantic period in automotive history of dusters and goggles and flying veils, the era when people who rode in automobiles were "motorists" and not just commuters...the time when a car beside the road with a flat tire or a breakdown was a signal to stop and see if you could help.

Highlights of the tour:

The large number of cars restored elegantly bright colors and polished brass.

After leaving the big city, the wonderful receptions accorded in all the small towns.

School children let out of classes and standing wide-eyed and laughing at the curb.

The expressions on older people's faces as they saw cars that brought back memories.

Santa Ana Canyon in the Spring.

The splendid police cooperation and fine motorcycle escort.

Suggestions for future tours:

That more people attend in costume to get into the spirit of the occasion.

To have entertainment planned for the overnight stops in the form of dinners with short speeches or singing of old auto songs or perhaps a dance afterwards.

Last, but not least, we wish to give thanks to our sponsor, the South Figueroa Automotive Association, and, to the General Petroleum Corp. for generously supplying gasoline.

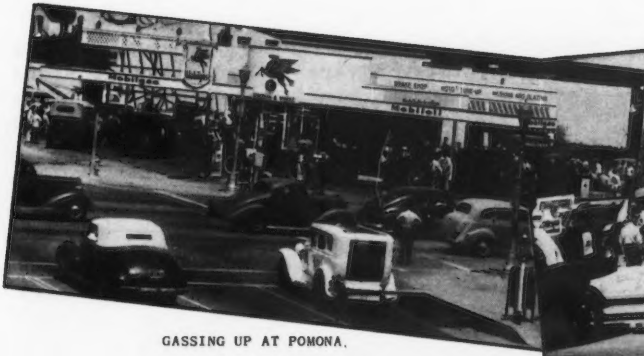
Harry and Ellen Johnson

To the Editors:

Because of business reasons, I was unable to follow the caravan from beginning to end, but I surely would have liked to. I joined the caravan at Rialto, a small town just west of San Bernardino, and followed it to Riverside. I enjoyed every mile that I travelled with the caravan, and will not miss the next one under any condition.

I think the distance travelled was ideal, and look forward to a caravan next year.

C. A. Buehl



GASSING UP AT POMONA.



GASSING UP AT SANTA ANA



DR. SHAFER, MRS. WARD KIMBALL, AND WARD KIMBALL IN FRONT OF DR. SHAFER'S 1909 PIERCE-ARROW 4, AT RIVERSIDE.



HERB ROYSTON DRIVING AND J. J. O'CONNOR IN HERB'S MARMON SPEEDSTER. IN BACKGROUND IS MRS. WARD KIMBALL AND A 1913 FORD TOURING. MISSION INN IS SEEN IN DISTANCE.



AT THE HISTORIC MISSION INN, RIVERSIDE.



BERNARD RADEMACHER STANDING IN FRONT OF HIS 1904 CURVED DASH OLDSMOBILE. LOOKS AS IF THE OLDS IS ATTRACTING QUITE A BIT OF ATTENTION.



PARADING THROUGH THE STREETS OF SANTA ANA.

To the Editors:

The first Horseless Carriage Club Southern California tour is history now, but the memories it leaves in the minds of those who were able to participate in it will be cherished for a lifetime. To say it was a success is putting it mildly; it was more than a success, and will serve as a stimulant to the members, who are now secure in the knowledge that their old cars will actually make that type of a run. Many had been skeptical before as to the stamina of their antique cars under the grind of an all-day trip.

Most of them came through without a hitch. Some were temperamental in starting, others fouled the air with burning oil and smoke, still others boiled, and the rest ran along like a well-oiled sewing machine. For some the pace was



HOWARD FOLCOMB, DISTRIBUTOR FOR GENERAL PETROLEUM PRODUCTS IN SAN BERNARDINO, GREETED DR. GEORGE SHAFER, A FELLOW TOWNSMAN MR. HOLCOMB PLAYED HOST TO THE "CARAVAN".

too slow, for others it was too fast, --but they all got there eventually.

The timing was good, but the long parades through towns at a slow pace, and some unnecessary waiting, disrupted the schedule. At other places the guide was not well versed in his general directions as to the route, and we missed the police escort, causing more delays, but the officers finally found us and that incident, too, turned out all right.

The two overnight stops proved to be "opposites". One was poor as to car storage, and the other was perfect. The idea of a public exhibition was fine, but we cannot hope to duplicate that perfect a set-up again, soon.

A trip of approximately 100 miles, without any out-of-the-way parades and delays in towns, an exhibition at the end of the run, and a

return trip the next day would be my suggestion for the future. Trips to San Diego or Santa Barbara, and back to Los Angeles, would be interesting, as a shorter run would not show up the automobiles to the best advantage.

By all means, sponsor another next year.

The most humorous occurrence to me in the caravan was Lindley Bothwell's annoyance at his Stearns; it was fun to watch.

Dr. Geo. E. Shafer

To the Editors:

The trip was great. I am arranging a ten car tour in my own cars here in Carmel and Monterey, driving about 15 miles or so to a place for lunch and then return...it would take about a day for the tour and no commercial publicity would be attached...the newspaperers go for it all the more, with pictures of the activities, if not commercialized.

You asked for humor on the tour....the best I saw was going thru Pomona, when a surgeon came running out of his private hospital in his operating robe and head dress with his camera in hand, leaving the patient on the operating table while he grabbed a picture and applauded every car single handed.

While I was having trouble starting my rear-engine Schacht at Santa Ana, a little four year old boy looked at me and said, "I know what's the matter with your car, mister, you have a dirty spark plug." Honestly, he was only four years old, but had the right answer.

This was our first tour and we had only dusters and hats...next time, we will strive to have the entire proper ward-robe for such an occasion. It really was great fun all the way and we are indebted to many of the club members for their work in getting the tour arranged.

Alton Walker



ALTON & MRS. WALKER, OF MONTEREY, IN THEIR SCHACHT

HORSELESS CARRIAGE AT "THE MISSION INN"



THE HORSELESS CARRIAGE CARAVAN of 1948 came to Riverside recently, and has given "The Mission Inn" a great thrill and guests are still chuckling over these old cars that wheezed a bit and they're still humming the old tunes.

TOP LEFT: Bernard Rademacher of Los Angeles displays his 1904 Oldsmobile.

LOWER LEFT: Miss Mary Doyle of Altadena and John Carra, Jr., of Hollywood in a one-cylinder Reo of 1906.

TOP RIGHT: Mr. and Mrs. Ward Kimball of San Gabriel try out the famous racer—the original Stearns "No. 26" in which Barney Oldfield shot away at a mile in 42

seconds to make a record of 108 miles an hour back in 1907. Kimball is president of Grizzly Flats R.R., San Gabriel—full size 3 foot gage, 670 feet long.

CENTER RIGHT: Lindley Bathwell, president of the Horseless Carriage Club, has a proud passenger, Mrs. John Buchanan, wife of John Buchanan, resident manager of "The Mission Inn," Riverside, California, who owns the famed Oldfield "26."

LOWER RIGHT: Marjorie Sharp, commentator on KPRO, with J. H. Brecklein, in his 1909 Marion. The expression on Marjorie's face is due to the fact that she hates to cover up her pretty dress with the old-fashioned duster.

To the Editors:

The most amusing incidents on the tour to me were; first, the time Bob Lingo was racing his 1914 Reo against my 1912 Ford. The race was a tie (Bob didn't try) and we were resuming our slow pace, when we passed an intersection where a group of people were standing and among them a sweet young girl on a horse. She seemed quite amused--was laughing herself sick at the cars, in fact--and as we passed, Bob yelped at her with his explosion whistle. That was *all*--the



WILBUR MOFFET

horse went into a jazzed-up "misery" waltz; the girl lost her grin, and the last we saw, she was endeavoring to get her nettlesome steed back on an even keel. *We still scare the horses!*

As to another trip next year, by all means let's have one! Longer, if anything, provided everyone is agreeable.

Wilbur D. Moffet

To the Editors:

You have asked for comments on the recent Horseless Carriage Club Caravan in which it was my pleasure to enter my 1909 Oldsmobile Limited

I did not drive my old car, but instead, elected to pace the Caravan in a new car from which I filmed two hundred feet of colored motion pictures from the time the cars emerged from the Figueroa Street tunnels until they arrived at Pomona. Incidentally, Mr. Pete Todd, photographer for General Petroleum Company, accompanied me and filmed about the same footage. The films have not as yet been returned from the developers, but if the shots are good, it may be possible to have the total footage edited into one film of proper sequence, etc., in which case, I will be glad to arrange for you to view it.

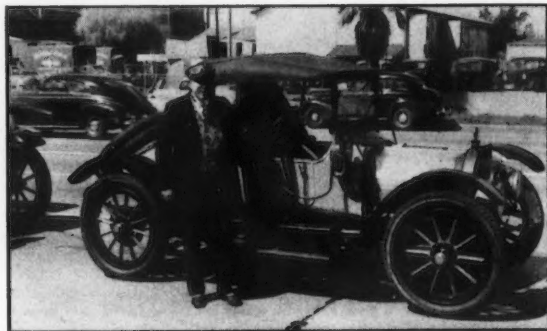
From a critical standpoint, I thought the Caravan route was a bit too long, and that it is a mistake to traverse streets like Colorado in Pasadena at midday with the many traffic lights, etc.,

All in all, the affair may be considered very interesting and successful, and I shall look forward to next year's tour. I have five other cars, all of which are capable of making the route as the Club may plan it.

C. Standlee Martin

THINGS I WILL ALWAYS REMEMBER ABOUT THE FIRST HORSELESS CARRIAGE CARAVAN:

- How many hundreds of amateur camera tripods we saw between Los Angeles and San Bernardino.
- How nostalgic the caravan looked rolling through shadows of the giant Eucalyptus trees along Highway 71 to Pomona.
- How one of the hardest things on the highway to pass was Alton Walker's 1908 Schacht.
- How good the home-made bread and spaghetti tasted at the lunch stop in Pomona, in the Ford-Mercury dealer's salesroom.
- How flat a punctured tire looked on a Stevens just as the caravan was ready to parade through San Bernardino.
- How much drooling (myself included) there was over Royston's Fire-engine-red Marmon with the "disappearing" gas tank caps.
- How one driver spent two hours looking for a Riverside shoemaker to fashion a new leather fan belt for his 1914 Ford runabout.
- How well appointed a bouquet of spring flowers looked, artistically arranged in the primer pump of Bothwell's #99.
- How Doc Shafer informed everybody in Riverside that his car was a "late model 1899".



DR. GEORGE SCHAFER
AND HIS 1911-4 CYL. PIERCE

How amazed a service station attendant was as he watched Floyd Clymer change a synthetic clincher.

How mystifying it was to pass Weber's 10-mile-an-hour International truck, only to find it had reached the next town 5 minutes before the rest of the caravan!

How a linen duster was something more than a costume after 6 hours of driving!

How odd my old 4 cylinder Ford sounded after a broken fan belt ripped a couple wires off the timer.

How loud the recessed school children laughed at every honk of a bulb horn.

How dignified and aloof Robert Lingo's Reo touring car seemed---even the blue exhaust drifted out in conservative scroll-like patterns.



GENERAL VIEW OF HORSELESS CARRIAGE CLUB CARAVAN PASSING THROUGH POMONA.

How well the Harry Johnson's costumes blended with the Mission-Inn architecture.

How the suction from a passing 70-mile-an-hour Greyhound bus ripped the identification cards off of two caravan old timers.

How much fun it was rolling through red stop lights with a POLICE ESCORT!

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

PARTICIPANTS IN THE FIRST HORSELESS CARRIAGE CARAVAN APRIL 16-17-18, 1948

Lindley Bothwell	1907 Stearns racer
Lindley Bothwell, Jr.	1911 Pierce Arrow touring
Dr. Geo. E. Shafer	1909 Pierce Arrow roadster
Harold B. Maxwell	1910 Ford touring
Mr. and Mrs. Curtis	1908 International truck
John W. Way, Jr.	1913 Ford touring
W. Everett Miller	1909 Renault touring
Stanley Swayne	1908 Rambler
Harry B. Johnson	1911 Pierce Arrow touring
Alton H. Walker	1908 Schacht
Fred Kane	1904 Franklin roadster
Wilbur D. Moffet	1912 Ford touring
Herbert Prentice	1913 Fiat-Portola racer
Tom & Ruth Mathews	1906 Cadillac roadster
Franklin Thompson	1907 Brush runabout
Warwick Eastwood	1910 Hupmobile roadster
Douglas Eastwood	1910 Buick touring
Bob Bruns	1915 Harley-Davidson motorcycle
Frank Stokes	1911 Cadillac touring
Herbert Royston & J. J. O'Conner	1911 Marmon roadster
John Carra	1906 Reo roadster
L. H. Combs	1913 Buick touring
Bernard Rademacher, Jr.	1911 Maxwell touring
	J. H. Brecklein

How pale green an innocent bystander's face was after he volunteered to crank an old Studebaker that had been secretly fitted with a loud smoke bomb!

How frantic an old Santa Ana farmer looked as he ran out to see the caravan---minus his overalls!

MY NOMINATION FOR THE NEXT CROSS-COUNTRY TRIP TO NEW YORK: JOHN CARRA'S SEWING MACHINE, ONE CYLINDER REO!

.....Ward Kimball



TIRED, BUT HAPPY - THE "CARAVAN" IS
HISTORY NOW - AUTO CLUB OF SO. CALIF.
SUNDAY, APRIL 18, 1948

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Bernard Rademacher	1904 Olds runabout
Bob Lingo	1914 Reo touring
Ward Kimball	1914 Ford touring
C. Standlee Martin	1909 Olds touring
Edward A. Catlett	1910 Buick touring
Louie Mahoney	1913 Ford touring
Lynn H. Kelsey	1911 Stearns-Knight tour.
Fred D. Hayward	1914 Jeffery touring
John Edwards	1913 Ford roadster
O. W. Hutton	1908 Ford roadster
	1909 Marion

MAY WE BE AMONG THE FIRST.....

to congratulate the Horseless Carriage Club on the success of their recent tour throughout Southern California, and for their magnificent contribution to the Figueroa Street Parade.

For the past twenty-seven years we of the TAYLOR AUTOMOBILE COMPANY have been deeply interested in the progress of the Automobile Industry, and certainly the activities of the Horseless Carriage Club have been of paramount importance in bringing the human side of this world-wide industry to the attention of the public.

And so it is that we congratulate you and wish you many, many years of continued success in your program to keep alive the historical past of our great industry.

Sincerely,

FRANK A. TAYLOR

TAYLOR AUTOMOBILE COMPANY
911 West Pico 1100 S. Figueroa 3323 S. Figueroa
Los Angeles, California

DIRECTOR'S MEETING, MAY 21, 1948

The Board of Directors met in a meeting open to the general membership at the Los Angeles County Museum on Friday, May 21, 1948. A good crowd turned out as there was the promise of motion pictures afterwards to compensate for having to watch the "stuffy old director's meeting".

The business meeting opened at 8:00 P. M. and was conducted as follows:

Minutes of the previous meeting were read and approved.

Ten new applications for membership were read and approved.

Ben Sharpsteen announced the formation of a new regional group in Ft. Wayne, Indiana, with Robert Gehrig as Director and a dozen active members to start with. Our welcome, and more power to them.

There was no further business to come before the board, so the meeting was adjourned and everybody relaxed for a few minutes.

President Lindley Bothwell introduced the guest of the evening, Mr. Roy Knabenshue, a pioneer aeronaut and balloonist who claims the honor of being the first man to fly a dirigible airship in the United States.

Mr. Knabenshue told the group of some of his early trials and experiences. He told how Tom Baldwin was supposed to fly the ship at the fair in St. Louis, but he was too heavy for the ship and someone lighter had to take his place. That was how Mr. Knabenshue came to fly the first dirigible. He built 22 airships in the early days and the framework of the first one is on display at the present time at the Los Angeles Airport.

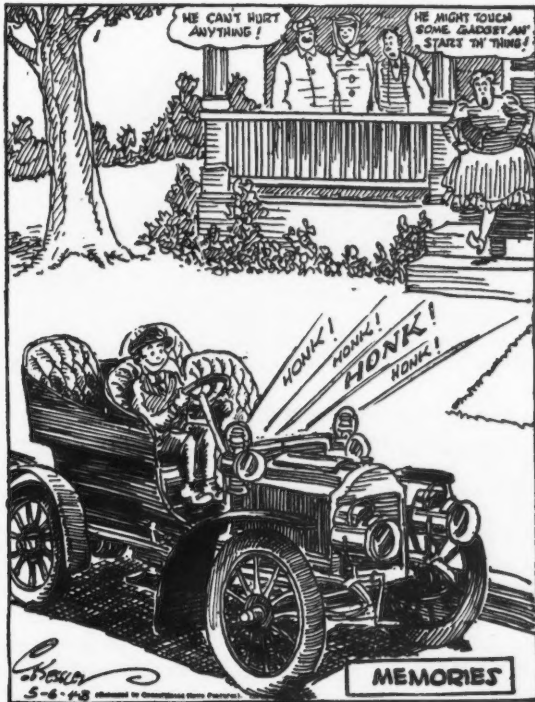
We heard of his other interesting early experiences; of Henry Ford's building clutches for his early airship motors, of flying from the old Dominguea Field for the Wright Bros. in 1910 and of losing \$50,000 in an airship passenger carrying venture in Pasadena in 1912.

At the conclusion of Mr. Knabenshue's talk, the president called on various members for an expression of opinion in regard to future tours. The concensus seemed to be that the Club should have a tour every year of about a three day duration, and to visit different sections each time.

The balance of the time was turned over to Joe Goodel and Ward Kimball for a showing of motion pictures of the H.C.C. tour and the meet of April 25th. The pictures were in color, and, judging from the applause, everyone seemed to enjoy them very much.

HOME-TOWN ECHOES

By C. Kessler



STRAW ROADS

to Editor, HORSELESS AGE:

As there appeared in your last issue to hand a good deal on the dust problem, as it concerns automobiles and residents along much frequented roads, I thought it might be interesting to some of your readers to learn of a "slick" way of fixing sandy country roads so that they are not only dust proof, but allow an automobile to glide over them with great ease, even though the sand is very deep. In this part of the country (Oklahoma Territory) much wheat is raised, and we have therefore plenty of straw for making straw roads. It is found that two men can make half a mile of straw road per day, even if the road is of the worst sand, and as much as four miles per day if the road is already in fair condition. The work includes hauling the straw and spreading it evenly over the road. All the road superintendents in this territory employ this method of improving the roads, and it has changed a sand bed into what may be described as a fine auto speedway. Mown grass, weeds, etc., are just about as effective as straw. I have had no experience with mud roads, so am not prepared to say how the method would work on such roads.

G. F. G.

LETTERS

Box 436
Mahopac, New York.
April 12, 1948.

Dear Ben Sharpsteen,

Your card in the current issue of the "Gazette" isn't complete enough.

You only permit voting on the basis of "Poor", "Fair", and "Good". Where in the hell is the box labelled "Excellent" or "Super-You-Know What"!

As an advertising man of some fifteen year's experience, a free lance writer, and the quondam editor of various thankless house organs, I think the "Gazette" is something of a miracle. Somebody must love the job of putting a publication together and putting it to bed four times a year. At least, there has to be some affection somewhere to result in a clean-cut professional-style job like yours.

No, Ben, I haven't anything to say. And, as a brand, new 1948-model HCC member, somebody should punch me right in the middle of my already scrambled features if I raised my voice above a whisper.

One suggestion I might make -- purely technical: How about printing a wiring diagram or two in each issue -- say of currently popular jobs such as Stutz, Mercer, and the like? Wiring seems to throw more of the boys on overhaul jobs than anything else, and some of the old-timers, like my Chalmers 26-B, with an 18-volt starting and lighting system, and 6-volt ignition would baffle Boss Kettering.

Over a period of time, quite a valuable and helpful material not ordinarily available without considerable digging, would be built up. And the diagrams out to reproduce very well in photo-offset.

The same thing is true of diagrams of the hook-up of some of the steamers. And complete chassis diagrams.

This is a very meek suggestion; I admire the "Gazette" tremendously, and only wish I could hurry up and move to the Coast to do some work on it myself occasionally.

Best regards, Ben; I'm returning the card with the above complaint on its incompleteness.

Data on the Hudson is attached to the pic.

Sincerely yours,
/s/ Donald L. Ephlin.

402 East End Avenue,
Pittsburgh, 21, Penna.,
April 19th, 1948.

My dear Ben :-

I want to complement you on the fine Gazette you put out this time. It is surely a swell job and represents a lot of hard work.

On page 48 of your Gazette you have the picture of EDDIE FULLEN and his MERCEZ #4, at the SANTA MONICA VANDERBILT CUP RACE, 1916. There must be some mistake about this statement because I do not believe the Vanderbilt Cup Race was held at Santa Monica that year, in fact I do not think there were any Vanderbilt Races held in 1916. In 1915 the Vanderbilt Races were held at San Francisco Worlds Fair on a plank track. This race was won by DARIO RESTA driving a French PEUGEOT, and was the last year that the Vanderbilt Cup Races took place. The ninth Vanderbilt Cup Race was held at Santa Monica in 1914, and was won by Ralph De Palma at the wheel of a Mercedes.

Yours most sincerely,

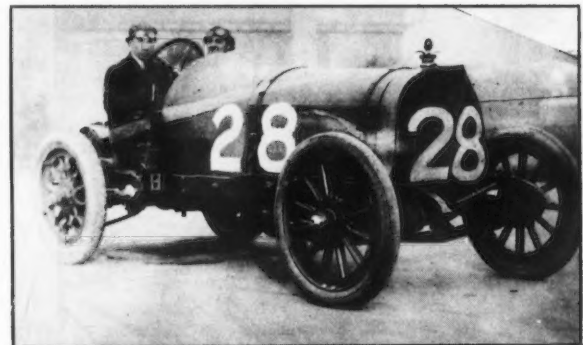
Art Stewart

SOUTH GATE, CALIF.,

MAY 4, 1948

Dear Herb,

The enclosed picture of my Fiat - Portola was sent to me by member Art Stewart after I had written to him asking if he had a picture of the car with the word "ONO" painted on the side. He was kind enough to have a copy made of his picture and sent it to me. In a subsequent letter he advised me that the picture was taken at the Grand Prize Race at San Francisco Worlds Fair, 1916. The driver was Hughie Hughes.



If you can find space in the "Gazette", would you please reproduce this picture with a note telling the members that I would appreciate hearing from any of them that may have seen the car in action or have records of its racing.

Yours truly

10325 Hildreth Ave.,
South Gate, Calif.

Herbert L. Venter

HOW THE GAZETTE RATES

When the March issue of the GAZETTE was mailed to the members, a postal card was enclosed asking for opinions regarding the comparative reader interest in the various features. Nearly two hundred answers have been received to date, and a composite score is reproduced herewith. Less than half the cards mailed out were returned, indicating that those not answering either consider the GAZETTE O. K. as it is, or are not sufficiently interested to bother with filling out the card. At any rate, the editors take this opportunity to thank those who answered, as they wish to be guided by the consensus of membership opinion.

You will note that although some features are far more popular than others, all of them received more "good" votes than "fair" and "poor" combined. The Editors will endeavor in the future to favor material according to this poll.

Aside from the "Want Ads", which is the most popular feature of the GAZETTE, the "Members Cars" (photos) and "Articles by Members" are tops. The editors can only reproduce such material within the limits that it is received. Many of what otherwise would be good pictures are received that are of too poor a photographic quality to reproduce, so please send clear photos of your pet cars and projects. When photographing your car, be sure that the background behind it is plain and contrasting to the car.

The Editors.



Dear Member:

Only through your cooperation can we hope to make the "Gazette" what you would wish it to be.

Please check (✓) below how you evaluate the following features:

	Good	Fair	Poor
REPRINT MATERIAL (Technical)	120	43	11
REPRINT MATERIAL (Early Touring Experiences)	105	40	23
MEMBERS' CARS (Photos)	157	18	4
ARTICLES BY MEMBERS (Rebuilding Cars, Etc.)	130	25	9
ALBERT MECHAM'S PHOTO ALBUM	95	56	9
THE OLD CAR ALLEY (Cartoon)	92	53	24
WANTED AND FOR SALE ADVTS.	167	13	<input type="checkbox"/>
PAGES DEVOTED TO NEWS, CLIPPINGS, ETC.	103	59	11

One hundred & eighty
MEMBERS



LETTERS

To the editors:

I have just looked over the latest issue of the HORSELESS CARRIAGE CLUB GAZETTE with my usual pleasure.

I believe the enclosed card of evaluation to each member is a fine idea. It is the card that prompted this letter.

While I have been driving for more than thirty-five years and have owned many, many cars, I believe so much space being devoted to the very early cars is being carried to extremes.

When I look back several issues and recall the very fine articles on the "48" Locomobiles, the "33" and "36" models of Pierce dual-valve six cylinder models, it seems to me a great many members would like to see a return to more space devoted to that and later period cars.

In my opinion, it would be a good thing to list what cars a new member has (as you used to do) as it enables those who wish to do so, to keep a file on various makes, models, etc., a much easier and less expensive task.

Your "Wanted" and "For Sale" ads are excellent and improving all the time. This is fine, as it helps all to acquire cars, parts, etc., they desire to buy, sell, repair, etc.

As a whole, great progress, I believe, has been made in every issue, as to lay-out, photos, etc. I am sure all members deeply appreciate the great amount of time, effort, and planning of the officers and directors. So, may I extend my thanks and say keep on keeping on.

Sincerely...

Glen E. Sheppard

E. P. MORIARTY DIES

CITY'S FIRST MOTOR CAR DEALER WAS 79 YEARS OLD.

In Bicycle Business Originally, He Began Handling "Horseless Carriages" Early—A 2-Year Illness Is Fatal.

Edward P. Moriarty, Kansas City's first motor car dealer and active in civic affairs, particularly in the early good roads movement, died last night at the home, 104 West Linwood boulevard, after an illness of two years. Mr. Moriarty was 79. Not only did Mr. Moriarty handle many of the early makes of motor cars, but he went to Europe to import expensive models for some of his early customers. The present 6-story Merchandise Mart, on Grand avenue, at Twenty-second street, was built to house a Moriarty agency.

IN BICYCLE BUSINESS FIRST.

Like many others early identified with the new "horseless carriages," Moriarty came into the distribution of the new vehicles after experience in the bicycle business. In handling bicycles, he formed a partnership in 1891 with H. R. Warren, later treasurer of the Sheffield Steel corporation.

In 1901, when Moriarty entered the horseless carriage business, he bought three cars. They were Milwaukee steamers, and included one surrey, a dos-a-dos and one of the early back-to-back arrangements. He tried all year to sell the steamers, but had to hold them over until the next year. "Finally," as he once recounted, "we had to rent that crazy dos-a-dos." But the next year saw six machines leave the Moriarty establishment for the street. In the second year a separate motor car location was opened in an old church at Tenth and Grand.

IN A MOVE "TAR SOUTH."

"Then, in 1905," Mr. Moriarty related, "we decided to move south on Grand avenue to Seventeenth street, and for a while it seemed foolish. Everybody thought we were away out in the woods. Around us



FIRST KANSAS CITY MOTOR CAR DEALER DIES AT 79. . . . EDWARD P. MORIARTY

were warehouses and small stores. "In those days there was much discussion as to whether there would ever come a time when motor cars would be cheap enough for the average man to own. The installment plan of buying had not been devised."

Mr. Moriarty's life was spent in Kansas City from the time he was a 3-year-old child. He was born March 17, 1868, on a farm in Olmstead County, Minnesota, which his father, John D. Moriarty, had bought on return from his Civil war service in the Union forces.

PIONEER OF NEW FIELD.

Early cars handled included the Pierce Arrow and the Oldsmobile. Later were added the Packard and Peerless lines. The Moriarty brothers became well established in their own building at 1508 Grand avenue. Later came the 6-story Moriarty building at Twenty-second and Grand.

The first shipment of Pierce Arrows were motettes with 3½-horsepower motors. The Winton then was a popular car with their customers. After a period of separate operation, the brothers consolidated their sales interests in 1912 and took on the Lozier and Abbott-Detroit cars. They found the Regal a popular-priced car. The Mitchell was featured in the new building at Twenty-second street.

ONCE HEADED THE DEALERS.

When the car dealers formed a Kansas City association, Mr. Moriarty served first as treasurer and then as president. For the first motor car show in old Convention hall, he went to New York and bought the decorations used in the New York show.

After the first horseless carriage came such epoch-making innovations as the propeller shaft (replacing a chain drive), demountable rims and the electric starter. In the first decade of the century, Moriarty was to have an active part in the good roads movement, furthered by good roads tours and pathfinder trips.

On an August morning in 1904, Moriarty drove the lead car in a road tour to St. Louis. The first day's run was to Marshall, Mo. That same summer he was in a group of pathfinders, who made the forty-eight miles from Sedalia to Booneville in twelve hours through mud and water.

QUITS SALES FIELD IN 1926.

Mr. Moriarty retired from the motor car business in 1926. He later served for many years as chief of the motor car registration branch of the secretary of state's office, with the title of deputy commissioner.

On October 2, 1911, Mr. Moriarty married Miss Marguerite Guinotte Teasdale, the daughter of the late Judge and Mrs. William B. Teasdale. They erected the colonial home at 6024 Morningside drive, a design by A. Van Brunt & Co.

Mr. Moriarty is survived by his wife, by a son, Edward Teasdale Moriarty; a grandchild, Daniel James Moriarty; a sister, Mrs. Nelson T. Hayes, and a brother, James F. Moriarty, both of 5047 Wyandotte street.



KANSAS CITY REGIONAL GROUP FORMED

Through the efforts of our good friend and long time member Walter Deitchman of Kansas City, Mo., a Regional Group of the Horseless Carriage Club has been formed. This Group will consist of members in Kansas City, Mo., Kansas City, Kansas, and surrounding territory. All members living in that vicinity who have not already joined the local group are requested to contact Walter Deitchman, 2828 Harrison, Kansas City, Mo., or Bob Graham, 1443 Jefferson, Kansas City, Missouri.

Mr. Deitchman has been working on the Regional Group idea for more than a year and when enough members were available and sufficient interest shown, he called a meeting at his home which was well attended. All old members joined the new group and several new members signed applications for membership. At this meeting Mr. Deitchman was elected Director, Dr. Starr D. Ramey Assistant Director, and Bob Graham Secretary-Treasurer.

At a meeting of the Board of Directors in Los Angeles, May 7th, 1948, the Kansas City Regional Group was given official recognition, and the Secretary was instructed to write a letter to Bob Graham informing him of this action and wishing the new group every success.

Several meetings are being planned for the coming Summer of which all will be described in the GAZETTE.



ST. LOUIS REGIONAL GROUP

HAS FIRST 1948 MEET

by Wayne Bledsoe

On Sunday, May 15th, the Saint Louis Regional Group of the Horseless Carriage Club held their first Meet for 1948. Although the weather had been threatening for a few days before the meet, Sunday finally turned out to be a beautiful day. Had the weather cleared sooner a much larger attendance would have developed. Not until the last minute did members decide to bring out their cars.

Cars attending the Meet were as follows:

- | | |
|----------------------------|----------------|
| 1911 Mitchell touring | La Rue Languth |
| 1910 Buick 2 cyl. roadster | George Fuchs |
| 1913 Dorris touring | Lowell Frei |
| 1909 Ford "T" touring | Lowell Frei |
| 1909 Ford "T" touring | A. H. Deeken |
| ? Holderman | Ross Steiner |
| 1921 Moon touring | Fred Kiesel |
| 1914 Ford truck | J. W. Walter |



1921 Stanley Steamer	George Bley
1918 Dodge touring	Herbert Restetsky
1927 Marmon Convertible	McLaran Sawyer
1925 Franklin Sedan	Arthur Klittich
? 16 cyl. Cadillac	Churchill Lowe
Rolls-Royce rdstr.	John B. Davis
DuPont Speedster	Mike Rumsey

There were also four foreign cars present.

The Meet was on River Des Peres Drive in the southwestern end of the city. Police cooperation was wonderful; the officers even rode in the old cars. The car coming the greatest distance to the Meet was a 1921 Stanley Steamer driven by George Bley. It was driven from Beardstown, Illinois, 135 miles from St. Louis.

Rides were given in the cars, and Lowell Frei made several round trips to his Museum, about a mile from the meet, so that members could see his collection, which now comprises 27 cars. The 1913 Dorris was used for these trips.

A very interesting time was had by all of those who attended and a parade was planned which will be held in June. An indoor meeting will be held May 28 to make plans for the parade. We hope to have pictures of the May 15th meeting for a later issue.



ANTIQUÉ AUTOISTS ORGANIZE—New officers of the Regional Chapter of the Horseless Carriage Club of California which organized here Wednesday night are shown in a prize winning 1898 Oldsmobile at the Collins Motor Co. showrooms. Seated, left to right, are Director Robert L. Gehrig, owner of the car, and Secretary-Treasurer Charles E. Collins. Assistant Director Paul F. Jacobs is shown standing. (News-Sentinel Photo.)

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FT. WAYNE, INDIANA, REGIONAL GROUP FORMED

Sometime ago member Robert L. Gehrig, of Indiana, informed the Directors that there was a great deal of interest in Ft. Wayne, Indiana, and vicinity, in regard to antique automobiles in general, and The Horseless Carriage Club, in particular, and offered to form a Regional Group there if sufficient interest was shown. Recently we received a letter from Mr. C. E. Collins, of Fort Wayne, stating that through the efforts of Mr. Gehrig and other members a Regional Group had been formed. Official recognition of this Group was given by the Board of Directors at a meeting Friday, May 21st, 1948, and the Secretary was instructed to convey this information to Mr. Collins, Secretary-Treasurer of the new group, and to send congratulations and best wishes for the success and rapid growth of the organization.

Officers of the Fort Wayne, Indiana, Regional Group are as follows:

Robert L. Gehrig - Director,
Paul F. Jacobs - Assistant Director
C. E. Collins - Secretary-Treasurer

All members living in the vicinity of Fort Wayne, and all others interested in the hobby are urged to contact Mr. Collins and arrange to take a part in the activities of the local group. Several Meets and meetings are planned for this summer. Mr. Collins' address is 420 W. Berry, Fort Wayne, Indiana.

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Horseless Carriage Club Plans Parade of Early Vintage Autos

ANTIQUÉ automobiles—the “dreamboats of yesteryear”—will have their day soon when the city's first full scale exhibition of such cars will be staged by ancient auto hobbyists of the area.

The exhibition was planned Wednesday night when a Regional Chapter of the Horseless Carriage Club was formed here. The chapter elected Robert L. Gehrig as its director, Paul F. Jacobs, assistant director, and Charles E. Collins, secretary-treasurer.

“Old” car fanciers gathered at the Collins Motor Co. showrooms to organize the chapter which will be affiliated with the nationally known Horseless Carriage Club of California. The exhibition, tentatively planned as a Cancer Fund benefit, will likely be held sometime this spring or early summer, members said.

Parade Planned

At least 25 automobiles of early vintage will be displayed. There will also be a parade in the downtown area at which all 25 will run under their own power. Mr. Gehrig said the chapter hoped to hold the show in the Valencia Gardens, scene of the city's last automobile show some 10 years ago.

The organizational meeting brought auto hobbyists here from several vicinity communities including Kendallville, Auburn and Bluffton. The nearest similar organization is in St. Louis, Mo., where there is a chapter of the Horseless Carriage Club.

Auto Makes Listed

An indication of what the proposed exhibition will feature is given in the following list of antique cars owned by chapter members:

Charles H. Suddeth, Bluffton, possesses a 1910 Marmon '32, a 1921 Holmes which is the only one

in existence, a 1925 Stanley Steamer and a 1917, 12-cylinder Packard touring.

Forrest (Dick) Clout of Auburn has the most extensive collection, owning a 1905 or 1906 straight dash Oldsmobile, a Toledo Steam Carriage of 1900 vintage, a Cycle-car which is one of the few that were manufactured in Auburn, a 1911 Hupmobile touring, an Electric Milborn and a Milwaukee Steam Carriage.

16-Year-Old Member

Phil Kaiser, of Kendallville, who at 16 is the chapter's youngest member, owns a 1911 Mitchell touring car. A sophomore in Kendallville High School, he is the son of Walter Kaiser, well-known Kendallville grocer.

Paul Jacobs and his brother,

Page, of Fort Wayne, are owners of a 1906 Model N Ford, a 1912 Model T Ford and a 1902 Oldsmobile.

Gehrig, the organizer of the chapter, owns three cars, an 1898 Oldsmobile, a 1909 Decatur and a 1910 Hupmobile.

Harry Deuder, Fort Wayne garage owner, owns a 1905 Brush.

William Stoner and son, Howard, of Fort Wayne, possess a 1910 Brush.

Lowman Mommer, this city, has a 1911 Yale motorcycle and Frank H. Bueker, Fort Wayne, owns a 1911 Marvel motorcycle.

The above list is incomplete and represents only a part of the collection of automobiles which will be paraded and displayed, Gehrig said.

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YES, WE HAVE NO EMBLEMS!

The emblems finally arrived and they are simply beautiful. We got busy and filled all orders and had about 50 of the 250 left to sell. However, during the Caravan, and the Meet the following week, all of them were sold so now we are right back where we started - no emblems. However, we have ordered another lot, and as the dies are all made there will be no delay so send in your orders. Probably some friend will have one of these emblems and if you should see one you will want one. Price \$3.00 each, postpaid. Send orders to Herbert Royston, P. O. Box 503, West Los Angeles 25, California.

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There are three pictures and a short article on Club Secretary Harry Johnson's "baby" remodeled Austin in POPULAR SCIENCE for June.

**CAN ANYONE HELP MR. RANSOM E. OLDS
FIND HIS MINATURE REO?**

(The following is a letter received from Robert L. Gehrig, Fort Wayne, Indiana, Director of the Fort Wayne Regional Group of the Horseless Carriage Club.)

... "Last Tuesday I went to Lansing, Mich., and while there called at the office of Mr. Ransom E. Olds (Honorary Life Member of the Horseless Carriage Club). I was fortunate in getting to visit Mr. Olds and he presented me with an autographed copy of a book written in tribute to him entitled *Gasoline Age*. I had a most enjoyable visit and as I was leaving, Mr. Olds brought out a photograph of a miniature of the 1910 Reo touring car. The car was lent dealers on request.

Mr. Olds said that the last time he had heard of the car was about 1912 and, if at all possible, he would like very much to have it

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Col. Henderson, Speaker of the House of Representatives, and Senator Allison, in an Adams Farwell car. The picture was taken in front of Senator Allison's home on Locust St., Dubuque, Iowa.



The driving controls could be transferred to the enclosed compartment and the car handled from there in bad weather. The front folding seat was closed.

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back now. I asked him if he had ever written The Horseless Carriage Club about it and asked to have a story published. He said that he didn't think the car ever got away as far as California. I informed him that the Horseless Carriage Club GAZETTE was sent to members in all parts of the United States, and that I would request that an effort be made to find this little car. Possibly someone, somewhere, might remember seeing it and provide a lead to work on.

I invited Mr. Olds to attend our next meeting and he said that he would if his health permitted. On June 3rd, 1948, he will be 84 year old. He is certainly a fine gentleman.

Cordially,

Robert L. Gehrig,

(Note: Anyone having any information about this miniature Reo touring car is requested to write direct to Mr. Ransom E. Olds, Olds Tower Bldg., Lansing, Michigan. Editors.)

Butterflies Might Have Been Easier, But Less Fun

By C. WINN UPCHURCH

Neil C. Ensworth admits it would have been easier on his pocketbook and a lot more convenient if he had taken up the collection of butterflies, stamps or old coins but then Ensworth has never been especially interested in butterflies, stamps or old coins.

Ensworth has a passion for cars, more specifically ancient ones, and that's where one of his headaches sets in. He finds it hard to find storage space for his collection. And who wouldn't with 25 cars to store!

Although he started his hobby about a year ago, Ensworth, an antique dealer of Canaan, N. Y., who spends his winters at 215 23rd avenue north, St. Petersburg, is already up among the top ranks of collectors of old cars in America.

Twenty-three of his old models are stored in the North but two of them are here in St. Petersburg, one a 1920 Mercer Speedster and the other a 1914 Ford.

Ensworth has always been interested in old cars but never got an opportunity to acquire any until about a year ago. He explains:

"Old cars are usually stored away and you never see them but when the Glenn Tour, a caravan of ancient cars driven by their owners, passed through New York state other owners of old cars brought them out and parked them on their lawns. I went along the route and bought up as many as I could."

1908 Model

Included in his collection are a 1910 and a 1915 Buick, a 1908 Atlas, with a two-cylinder motor, 1903 Cadillac and of course a Stanley Steamer, a 1910 model.

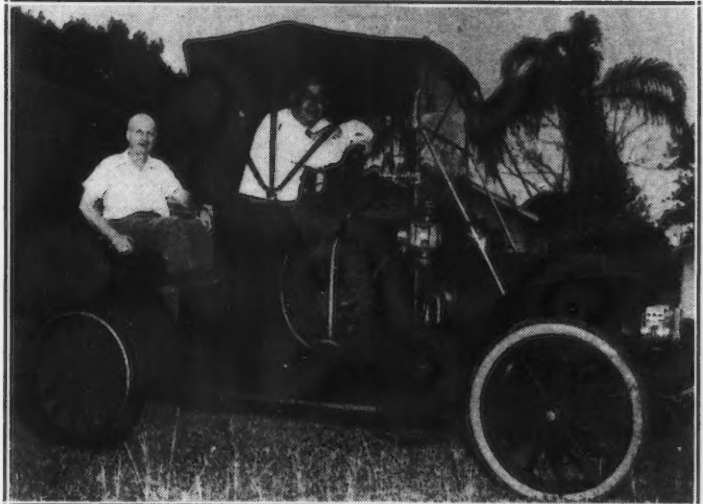
The 1933 Pierce-Arrow is another car much in demand by collectors, Ensworth says, because it was a high-grade car and that was the last year of its production. During a recent auto trip to the Pacific coast Ensworth followed clues trying to locate additions to his collections.

He followed one tip that he was promised would lead him to an expensive racing car once owned by Pancho Villa, the Mexican bandit. After patiently following tips and traveling over the Southwest he located the car, a battered, worthless Model T. But he did acquire two cars which he treasures and at present has stored on a ranch in Arizona.

Rare Accessories

Certain accessories of old cars become rare and are much in demand by collectors. Ensworth points out. For example, horn bulbs are very scarce and Ensworth will go to great length to obtain them for his collection. One of the cars he picked up in the Southwest is a 1916 Pathfinder with a disappearing top, and the other is a 1910 Stoddard-Dayton. Asked what he intends doing with the two cars half-way across the country Ensworth said "I'll go out and play with 'em sometime."

Ensworth is not the only St. Petersburg resident with a passion for ancient cars. F. J. Smith, of 332 Beach drive, has a 1910 Franklin which he wouldn't part with for less than \$5,000, he says. Smith has been in the auto business most of his adult life and bought the old Franklin in New York in the early 30s from an estate. It is in perfect working order and has its original tag, Connecticut 1410.



F. J. Smith sits at the wheel of his "in good working order" 1910 Franklin while occupying the "bucket" or "coachman's" seat in the rear is Neil C. Ensworth, collector of old cars who sometimes wishes he had taken up the collection of stamps or butterflies instead. Ensworth, resident of 215 23rd avenue north, has 25 ancient cars in his collection and he's cramped for space to store them. (Photo by Bill Dunlap)

The Franklin, as shown in the accompanying photo, has its steering wheel on the right side. The "bucket seat" was intended for the coachman. Smith says the wealthy people who owned these cars would drive to church with their coachman sitting in the "bucket". The owners would alight at church and the coachman would get in the front and park the car. Quite a snazzy job in its day.

Original Oil

If you complain about the oil consumption of your late model listen to this. The 1910 Franklin still has its original oil. It has never been changed and Smith says he wouldn't know how to change it. He has added oil, of course, but maintains the old car still gets 150 miles to a quart. Gas consumption is about 20 miles to a gallon and top speed is 29 miles-per-hour.

Smith drove the Franklin to St. Petersburg from Pennsylvania in 1934. The trip took nine days and was quite an experience. Smith relates that midway of the trip he was forced to drive nights in order to avoid the cur-

ious. In Washington, D. C. he became so great that the police gave Smith and the ancient Franklin an escort out of the Capitol City. The car has its original muffler and original paint job which is beginning to show wear. He and Mrs. Smith still take the car out for rides and never fail to draw attention as they chug along the streets, often with a friend occupying the bucket seat.

Smith and Ensworth want to organize a club in St. Petersburg composed of owners of old cars and stage meets. Similar clubs are located in Miami and many other cities in America.

Is the Automobile Here to Stay?

"Like a streak he will glide."

"A large red automobile, guaranteed to cut streaks through the air, has been received by Chief Lips of the Fire Department."

Such was the heading and first paragraph of an article in a Los Angeles newspaper of October 7, 1908. And following is a description of the vehicle and what it was expected to accomplish in accelerating fire fighting.

The car, a Haynes, had been purchased by the city at a cost of \$3,300. It was to be used by the Chief who, with his chauffeur, would be enabled to reach fires in much shorter time than the horse-drawn apparatus, he being present to survey the blaze so the placing of men and equipment could be materially speeded.

The first call the new equipment attended was a small blaze at First and Broadway. According to the paper the Chief was at the scene before the alarm had stopped tapping.

From Chief Lips came this declaration: "We expect to do great things with this car. In the first place I can cover about three times as much territory, keep in connection with all the sub-stations, and have my eye on the entire department. The automobile has been badly needed. It is a dangerous thing to take a horse hitched to a light wagon through the crowded section of the business district. The animal knows he is expected to cover ground, and he does it regardless of obstacles.

"Los Angeles has grown so that the auto-apparatus has become an absolute necessity. An automobile can make al-

most five times the speed of the fastest horses in the department, and can be stopped almost instantly to avoid collision, where running horses would precipitate an accident. The auto is efficient on wet paving, where the horses have to be driven at a trot to prevent slipping."

Then on March 4, 1910, there appears this heading and story:

"Fire Chief May Have to Abandon Auto."

"Chief Lips of the Fire Department may be compelled to dispense with the use of the handsome automobile provided for his department, return to the 'good old fashioned way' and depend upon horses to take him to fires.

"Fire Commissioner Maloney at the meeting of the Fire Commission yesterday could see no good reason why the Chief should be privileged to an automobile, necessitating the employment of a chauffeur, whose salary of \$100 per month might be saved to the city.

"He did not think the Chief needed an automobile and moved that the services of Lips' chauffeur be dispensed with. There was no second to the motion and the matter was laid over for a week for further consideration.

"Mayor Alexander was inclined to favor the proposition of dispensing with the chauffeur, and asked Chief Lips if he could not learn to drive the automobile himself. Lips said he probably could do so, but pointed out that a driver was a valuable asset and often assisted at fires."



THE FIRST AUTOMOBILE to reach Vancouver over the Rockies took the easy way out—it came by rail. Here is the first car, shown on its arrival on Sept. 18, 1904. It was driven by Mr. and Mrs. Charles J. Glidden, of Lowell, Mass., accompanied by Charles Thomas of London and GPR conductor Alex B. Forrest. Equipped with flanged wheels, it crossed the continent without mishap.

—City Archives

ROCKY MOUNTAIN EMPIRE MAGAZINE, SUNDAY, APRIL 18, 1948

THEY COLLECT HORSE-FRIGHTENERS CHUG-BUGGY BUGS



Best and largest collection of old automobiles in this region is partially shown in this line-up* at the home of Ray Dougherty of Erie, Colo. Dougherty is seated in a 1908 International Harvester autowagon. He raises turkeys whenever his hobby allows.

Short on Practicality but Long on Nostalgia Are the Rabid Collectors Who Cherish Chariots of Yesteryear

By GENE LINDBERG

SOME folks collect buttons. Others treasure snuff boxes and mustache cups. "But for sheer impracticality," says Arthur G. Rippey of Denver, "give me the collection of antique automobiles."

That's not an indictment, it's a confession. He, too, dotes on the chug-buggies of yesteryear. Those who share his hobby are not a valiant few. There are more than ten in Denver alone, and the Rocky Mountain Empire fairly swarms with 'em.

King of the heap in this part of the country is Ray Dougherty, a rancher of Erie, Colo., near Longmont. He has fifteen old cars—and still finds room on his place to raise turkeys. Dougherty is no specialist. Brougham or phaeton, touring or runabout, if it's old he collects and restores it with painstaking handiwork.

For reasons of storage space, if not finance, other collectors of old automobiles pick and choose. They limit themselves to cars of a certain make or style, or period of automotive history. Rippey, an advertising executive, specializes in big cars of the "multi-cylindrical golden age" prior to 1935.

All old car collectors are alike in one respect, however. Mention the subject and they're off

on a rapturous tour of makes and models, tires and accessories.

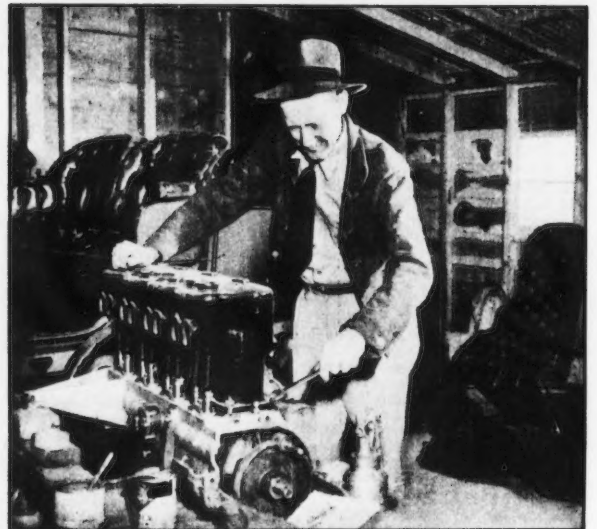
What is this strange power of the Stanley Steamer to haul them back through the decades to the passing of the horse?

"It's something you have to feel to understand," says Rippey. "But maybe I can tell you part of it. The automobile isn't just a machine. It's the horseless carriage that changed the history of a horse-drawn world. It brought the country to the city, and the city to the mountains. It gave America a new freedom—individual long-distance transportation not tied to rails.

"We saw it happen. When we see a Locomobile, a Rambler or a Thomas Flyer we're not looking at a dead museum piece. We're barefoot kids again standing pop-eyed in the dust, watching the go-devils whiz down the road at fifteen, twenty, maybe even thirty miles an hour. We're older now, but we're still amazed by the four-wheeled revolution.

"The old cars that started—it deserve immortality. Their numbers were few, compared to the

*Left to right: 1908 Rec, 1913 Stanley Steamer, 1908 International Harvester autowagon, 1913 Ford, 1928 Scripps-Booth, 1922 Rolls Royce, 1917 Studebaker. Dougherty has seven other ancient-vintage chariots.



Ray Dougherty labors early and late, and searches the nation for hard-to-get parts to keep his venerable machines in shape.

millions of their descendants swarming the highways now.

"Your old car collector gets a thrill out of rescuing a prize from a junkyard fate and restoring it, inside and out."

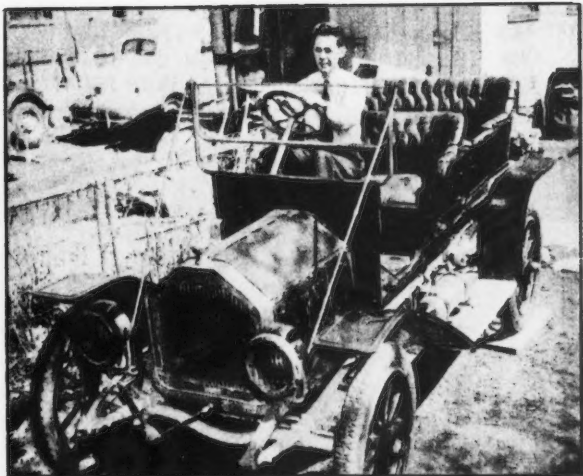
So it is that the collector's pulse quickens when he reads: **FOR Sale—Oldsmobile, curved dash, 1904, complete with side oil lamps, large bulb horn and good tires. Excellent running condition. Best cash offer.**

This advertisement did not come from an early-day edition

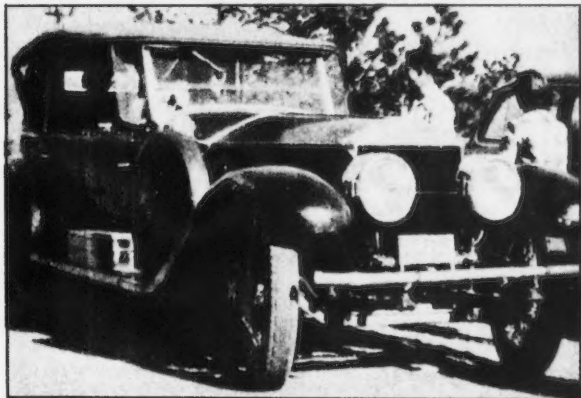
of THE DENVER POST. It was clipped from the September, 1947, issue of The Horseless Carriage Club Gazette, a quarterly devoted to collectors.

Probably the best-known collector of old cars is Singer James Melton, of whom his long-suffering wife is reported to have said recently, "He has ninety-four automobiles now; if he buys another I'll sue for divorce."

In the late Henry Ford's col-



Ray E. Amundsen, Denver streetcar operator, takes his busman's holidays tinkering with another kind of creaking antiquity, his 1910 Model 10 four-cylinder Buick, in the back yard of his home.



Arthur G. Rippey's taste runs to the "golden age" of sixteen-cylinder giants of the twenties. Here's his 1923 Rolls Royce.

lection of old automobiles at Greenfield Village, Dearborn, Mich., are such wonders as the De Dion-Bouton, an imported luxury car from France, and the dignified Lozier.

In Cleveland at the Thompson Products Auto Album and Aviation museum, beautifully restored old cars are placed against a background of their period.

Surplus Relics for Sale

Then there's the collection of 200-odd autos stacked nose-to-nose, on top of each other, on end, any which way, in the used car sheds of Barney J. Pollard of Detroit. He doesn't know for sure how many old cars he has; collects them for quantity rather than quality.

Another collector is Chicago's D. Cameron Peck. His cars are choice items culled from the vast pageant of the last fifty years.

Peck recently sent members of various collectors' clubs a mimeographed leaflet containing descriptions and prices of twenty-one surplus cars he was offering for sale. They ranged from a 1905 Cadillac touring, "unrestored but complete with original lamp, windshield, etc.," at \$200; to a

1933 Pierce-Arrow convertible roadster, "excellent condition . . . good paint and tires . . . top usable but should be recovered," at \$500.

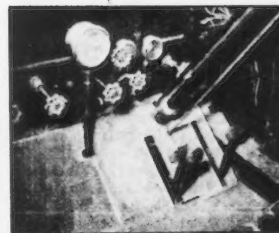
Peck lists four different Franklins, a Kelsey Motorette, a Peugeot Touring, a Locomobile Berline "shaped like a loaf of bread on wheels," a Daniels landaulet-brougham, a Pederson runabout, a Moon touring with Victoria top, a Cunningham phaeton, a Hispano-Suiza town car with body by D'Ierteren Freres—"winner Concours d'Elegance at Nice," a Cord speedster, and a Ruxton front wheel drive roadster.

Those were names to conjure with in their day, but, say the collectors, not one is still being made today with the possible exception of the Hispano-Suiza, about which they've heard nothing since the war.

This very coming and going of great names attracts the collector. Best informed guessers say some 2,200 automobile companies have been chartered since 1895.

Ray E. Amundsen of Denver owns advertising literature or photographs showing 1,500 of the 2,200 makes. Amundsen and his wife have pursued their hobby for twelve years, and now rank as authorities on cars of the past. They own a fine 1908 model 10 Buick touring car which they are restoring.

How many automobiles were made at any one time is anyone's guess, but a copy of the 1923 Handbook of Automobiles, published by the National Auto-



1913 Stanley Steamer dash.

mobile Chamber of Commerce, lists eighty-six names of passenger cars, three electrics, two electric trucks, and forty-six gasoline trucks.

Contrast that with 1948. Now, nineteen makers of cars do 99 per cent of the business, trailed by such specialty makers as Crosley, Playboy, Bobbie Car—and joined after the first of the year by Tucker, and perhaps by a revival of that luxury car of the 20's and early 30's, the Duesenberg.

Ray Dougherty's collection at Erie, a shrine for the faithful, leads off with a 1906 Stevens-Duryea touring car, engineered by the inventor of the first American gas car. This model was manufactured in the Stevens Arms plant in Springfield, Mass.

The four-cylinder engine is under the hood and over the front wheels, a most revolutionary step for 1906 when practically all vehicles had the engine under the seat or floorboards, or out back.



Courtesy Rickenbaugh Cadillac Co.

Splendor of a bygone day. James H. Gaut, Denver veteran of the automobile game, cranks up the 1907 Cadillac he has tended so carefully these many years while Betty Vines, in appropriate attire, stops fast modern traffic on Speer boulevard. It's a nostalgic picture for old-timers.

Next in point of age is a 1908 International Auto Buggy manufactured by the International Harvester company. This is the two-cylinder model with four-foot high buggy wheels and underseat engine. It features a removable back seat, so that the back end of the body could be used as a truck—a kind of early pickup.

In another stall reposes a handsome red 1908 Reo touring with white wood wheels. Next to the Reo sits a 1913 Stanley Steamer touring car.

Estes Park visitors know the famed Stanley hotel, built about the turn of the century by F. O. Stanley, who built America's most widely known steam car. The Stanley was a fast car in its day; in fact, few dared open it up.

In another shed, Dougherty keeps the balance of his collection including a 1913 Model T Ford, a 1916 Studebaker 4 roadster, a 1917 Studebaker Big Six touring, a 1916 Scripps-Booth roadster, a 1919 Packard twin six touring, a 1918 Cadillac V-8 a 1922 Rolls Royce touring car, a 1924 Buick touring with 10,000 miles on the speedometer, and a 1926 Detroit Electric.

These cars all have been restored by Dougherty, who labors lovingly on long winter evenings. First there is the task of overhauling an engine for which parts are no longer made. This is a drawn-out task. It isn't so hard to rebore the block, fit new rings, turn down the generator (if any); revive the magneto, and replace the rubber hose connections.

Spare Parts Exchanged

But where it really gets complicated is to try to locate a piston for a 1913 Saxon or a ring and pinion gear for a 1916 Studebaker. Or try to scare up a 33x4 tire for a 1908 Reo.

Scarcity of parts and tires has led automotive researchers to set up a kind of national barter system, carried on through the pages of their club periodicals. Typical ads read:

- WANTED—Radiator for Model "A" Cadillac, 1903-'04.
- WANTED—Radiator emblem, radiator shell, and other parts for 1920 series Mercer Raceabout.
- TRADE—Headlights for Packard single six, circa 1922.

And thus they assemble the needed parts, a piece here and a piece there. Then comes that glorious day when everything is located, the car is reconditioned, and they're ready to go.

Go where? Well, every so often, the brethren have a "field meet." This is just like old home week. Ancient putt-putts from hundreds of miles away cough and wheeze their way to some central meeting place.

There the owners engage in a series of contests to see whose car will start quickest, whose car will climb a hill the fastest, whose car is best restored, and other complicated contests.

Most famous of such contests is the Glidden tour, revived in 1946. Many a baldhead will remember the annual Glidden tours of the early part of this century when cars were put through endurance tests designed to show they had "what it took."

In 1946 contestants started in New York, drove to Detroit, and proceeded by boat to Cleveland, thence to Columbus, O., where, at the Firestone farm, the tour ended.

Denver antique car owners include Eugene Pavelka of 1276 South Lincoln street, owner of a 1910 Packard model 10 touring car; the Rickenbaugh Cadillac company, 777 Broadway, a 1906 Cadillac touring; Gordon Clayton, 2283 Hudson street, a rebuilt Stanley Steamer; A. F. Middaugh, 2219 Holly street, a 1907 two-cylinder Buick; Arthur Rippey, with a 1923 Rolls Royce phaeton, 1928 Rolls Royce sedan and a 1931 Marmon V-16 sedan which he advertised for sale recently. There are others in the city—new and used car dealers, some of them—who treasure rare relics of motordom's long ago.

R. L. Coots, a Sterling, Colo., furniture dealer, has four antiques including a 1910 Parry, an International Auto Buggy, a 1907 Fuller and a 1912 Empire.

In a class by themselves are the ancient sports car enthusiasts. Robert Donner of Colorado Springs has a Duesenberg; so has Reginald Sinclair of Colorado Springs, and two Mercedes-Benz cars to boot.

BARBARA LOHR, DAUGHTER OF MAJOR LENNOX R. LOHR PRESIDENT OF MUSEUM OF SCIENCE AND INDUSTRY, CHICAGO, IN A 1909 SFARS.



The photo of the 1909 Sears-Roebuck shown above is proof of the thorough reconditioning done by Major Lohr. This photo appeared on page 48 of the March GAZETTE, but was reduced to such a degree that one could hardly appreciate the quality of workmanship. In case you missed the story on this, look at page 44 of the March issue.

He Didn't Give Up Without A Struggle

WICHITA, Kan.— A Wichita traffic violator went to extremes to try to avoid a fine.

With police in pursuit, he zig-zagged on a busy street, running red lights and stop signs and once going through a filling station drive to cut a corner. Finally he drove into a garage

going up the winding ramps to the 10th and top floor and leaving his car on a grease rack.

Officers found the car but no driver. They learned he had slid down a "firehouse pole" garage employees use to the sixth floor, then down a second to the ground floor.

But all to no avail. Traced to his home by his auto license tag, the man was arrested, taken to court and fined.



"It just seems like we're going downhill."

THE SATURDAY EVENING POST



"Would ya mind shutting your engine off for a minute?"

THE SATURDAY EVENING POST

FOR OVER A QUARTER OF A CENTURY...

- WASHINGTON MOTORS has been the West's outstanding used-car dealer..
- WASHINGTON MOTORS' unique reconditioning policy has meant more dollar-for-dollar value for YOU.
- Cash or terms—the price is the same.
- YOUR DOLLAR BUYS MORE... AT

WASHINGTON MOTORS

WASHINGTON AND FIGUEROA

Richmond 6292

...**"HOME SWEET HOME" FOR YOUR FORD!**

Beverly Hills Ford Company

- ★ Factory-trained mechanics.
- ★ Only genuine Ford parts.
- ★ Factory-authorized equipment.
- ★ 35,000 square feet of floor space.
- ★ Dust-proof paint spray room.
- ★ Custom upholstery shop.
- ★ Custom seat-cover shop.
- ★ COMPLETE SERVICE DEPARTMENT.

Your Ford **LIKES** Ford Service

BEVERLY HILLS FORD CO.

8850 WILSHIRE BOULEVARD

CRestview 1-6281

BRadshaw 2-4403

HORSELESS CAR CARAVAN



DR. SHAFER, JUNE EASTWOOD, ELLEN JOHNSON, AND MILLIE EASTWOOD (BACK TO CAMERA), IN SANTA ANA.



LEAVING LOS ANGELES VIA THE ARROYO SECO FREEWAY.



FRANK MEUNIER SEATED IN A 1906 QUEEN.



THE HORSELESS CARRIAGE CLUB CARAVAN'S AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA, STARTING POINT OF THE PARADE. NOTIC



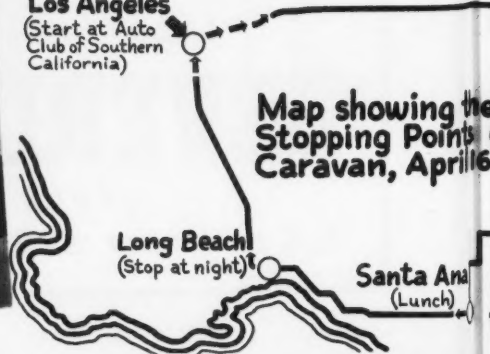
MR. AND MRS. KANE, OF MONTEREY, WITH ALTON WALKER'S 1904 FRANKLIN.

Los Angeles
(Start at Auto Club of Southern California)

Map showing the Stopping Points Caravan, April 16

Long Beach
(Stop at night)

Santa Ana
(Lunch)



CARRIAGE CLUB AVAN



DOUGLAS AND JUNE EASTWOOD SEATED IN A 1910 BUICK.



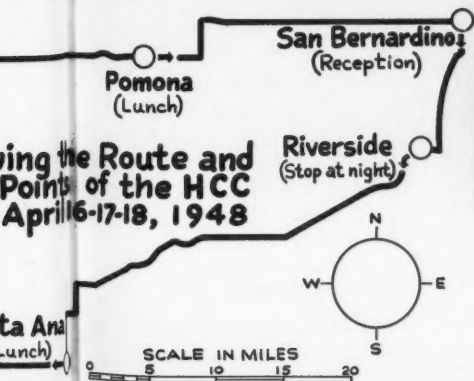
BETTY KIMBALL ENJOYING A SNACK AT ONE OF THE STOPPING POINTS.



CARRIAGES ASSEMBLED IN THE GROUNDS OF THE CALIFORNIA CLUB, LOS ANGELES, WHICH WAS THE MEETING PLACE FOR THE RACE. NOTE THE ROUTING MAP BELOW, WHICH SHOWS ROUTING.



CLUB PRESIDENT LINDLEY BOTHWELL MAKES AN ADJUSTMENT ON HIS 1906 6 CYLINDER STEARNS POPPET VALVE RACER. THE CAR AT ONE TIME BELONGED TO BARNEY OLDFIELD.



APRIL 25th FIELD MEET

April 25th, 1948, saw members of the Horseless Carriage Club and friends turn out for the largest and one of the finest Field Meets to date. Fifty-five old cars showed up, the great majority of which were nicely restored and presented a beautiful appearance. Outstanding new cars were the fire-engine red Rambler of Stanley Swayne, the 1905 Buick of Douglas and Warwick Eastwood, the 1907 4 cyl. Cadillac of Don Colee, and others.

The meet was held on the big paved lot of the Tupman Motor Co., at 3300 So. Figueroa St. under the sponsorship of The South Figueroa Automotive Business Assn. Cars were lined up around the edge of the lot and roped off for the public to review them. In the center of the lot was the judging stand from which Jerry Lawrence, of the K F W B "Inquiring Mike" radio show, held forth as Master of Ceremonies. A large crowd gathered around as the judging got under way and Jerry Lawrence interviewed the contestants competing for the many valuable prizes.

Judging for the winner of the grand prize, naming the Queen of Figueroa St., had been done in advance by the members of the South Figueroa Group. The judging of the best car present was done by Mr. J. Frank Duryea, of early automobile fame. The balance of the winners were picked on the spot by Mr. Homer Welborne and Mr. Hal Chancellor, representing the sponsors.

Winners of the prizes were as follows:

Grand Prize - 1948 Mercury, Mr. Cecil Ward, 1702 W. 64th St., Los Angeles, for the winning name "Figuera-dora".

Television set - for best car, Bernard Rademacher, 1904 Oldsmobile.

O'Keefe & Merritt Stove - for oldest license plate, Lindley Bothwell, for 1914 Calif. plate no. 59.

Cushman Motor Scooter - for oldest driver's license, E. A. Barleu, for 1914 driver's license no. 3929.

One week vacation to Las Vegas - best accessory, Art Austria, 1906 Thomas Flyer Motometer Speedometer.

At 3:30 P.M. the meet was concluded with an impromptu parade up Figueroa St. to 8th St. from where the members left to find their respective ways home.

Cars present at the meet were as follows:

1917 Buick	E. J. Norbury
1909 Chalmers	Harold Graf
1913 Buick	Louis Combs
1906 Queen	Clarence Beesemyer
1900 Crestmobile	Lindley Bothwell
1900 Baker Electric	" "
1901 Darracq	" "
1899 Locomobile	" "
1914 Chevrolet	L. F. Wells
1917 Stanley Steamer	
1910 E.M.F.	Fred Buess, Jr.
1913 Ford	Louie Mahoney
1909 Reo	Ray Nelson
1907 Schacht	Phil Brinkerhoff
1909 Brush	D. F. Long
1900 Locomobile	M.E. Coffin, Jr.
1913 Cadillac	C.S. Meade
1911 Stearns-Knight	Mr. Kelsey
1909 Auto-Bug	H. B. Johnson
1909 Patterson	Ben Sharpsteen
1913 Cadillac	E. F. Cain
1908 International	Fred Weber
1903 Pierce Motorette	" "
1913 Mercer	Herbert Royston
1913 Ford	John Edwards
1909 Pierce-Arrow	Dr. Geo. Shafer
1910 Buick	Eastwood Bros.
1912 Ford	Wilbur Moffit
1904 Cadillac	Frank Reichert
1906 Cadillac	Tom & Ruth Mathews
1910 Hupmobile	Eastwood Bros.
1911 Haynes	T. C. Archibald
1924 Franklin	
1904 Oldsmobile	Bernard Rademacher
1909 Buick	Elliot Weiner
1900 National Electric	Bernard Rademacher
1905 Buick	Eastwood Bros.
1910 Overland	Charles Hyman
1906 Reo	John Carra, Jr.
1908 Ford	
1912 Ford	Bud Miller
1906 Thomas Flyer	Art Austria
19? S.V.G.	Wm. Miller
1907 Cadillac	Don Colee
1909 Overland	W. L. Kirk
1906 Rambler	Stanley Swayne
1910 Pope-Hartford	Ted Bowers
1907 Brush	Arthur R. Kott
1922 Rauch & Lang Elec.	Mrs. Wentworth Green
19? Cadillac	Phil Brinkerhoff
1927 Pierce-Arrow	
1913 Ford touring	
1913 Ford roadster	
1931 Rolls-Royce	Cecil Pentney
1913 Ford	Bob Gottleib
1910 Ford	Harold Maxwell
1911 Ford torpedo	Karl Weber
1918 Detroit Electric	Wm. Allin
1915 Harley-Davidson	Bob Bruns
1909 Maxwell	Berbard Rademacher

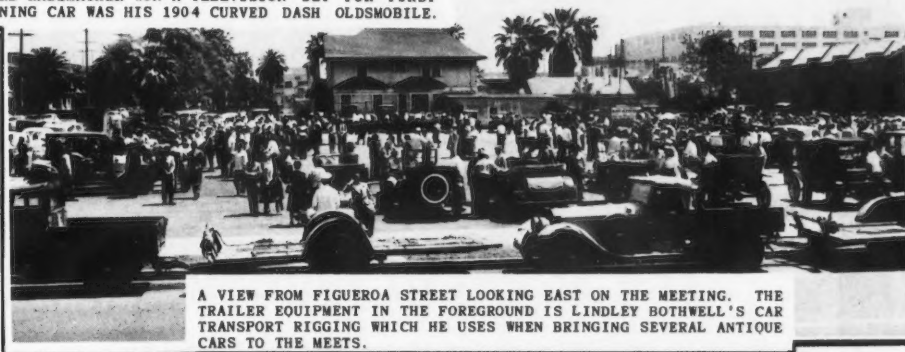
"Queen of Figueroa"

Highlights OF THE Figueroa Meet



THE GROUP ABOVE, FROM EXTREME LEFT TO RIGHT: ELLIOTT WIENER, PRESIDENT LINDLEY BOTHWELL, J. FRANK DURYEA, MRS. J. FRANK DURYEA, HARRY JOHNSON, HERB ROYSTON, AND BEN SHARPSTEEN. MR. AND MRS. DURYEA, SERVED AS JUDGES ON THE "BEST ANTIQUE AUTO" CONTEST. BERNARD RADEMACHER WON A TELEVISION SET FOR FIRST PRIZE. THE WINNING CAR WAS HIS 1904 CURVED DASH OLDSMOBILE.

BERNARD RADEMACHER SEATED IN HIS PRIZE WINNING 1904 OLDS. TO THE LEFT IS TED BOWERS. TO THE RIGHT, MRS. DOUGLAS EASTWOOD.



A VIEW FROM FIGUEROA STREET LOOKING EAST ON THE MEETING. THE TRAILER EQUIPMENT IN THE FOREGROUND IS LINDLEY BOTHWELL'S CAR TRANSPORT RIGGING WHICH HE USES WHEN BRINGING SEVERAL ANTIQUE CARS TO THE MEETS.



A GROUP OF AUTOMOTIVE ANTIQUARIANS POSE IN THEIR COSTUMES OF A BYGONE ERA. THIS MEET WAS ONE OF THE BEST TURNOUTS FOR ANTIQUE COSTUMES AS WELL AS ANTIQUE CARS. THE WEATHER WAS PERFECT, AND EVERYONE THOROUGHLY ENJOYED THE MEET.



THE GRAND PARADE HOMEWARD, DOWN FIGUEROA STREET, THE STREET OF AUTOMOBILES.

*Our
Thanks* *to
the*

Remember -

When you are ready for your **MODERN** automobile, the place to buy **OR** sell is your friendly automobile dealer on

FIGUEROA

"The Street of Automobiles"

Look for the big blue and gold **DOLLAR**
for **DOLLAR** value emblem.

You will find over 10,000 cars on display at over 100 friendly dealers from Wilshire Boulevard to the Coliseum. Visit your friendly automobile dealer today, on Figueroa, the street of automobiles . . . the **ONLY** street where you find the famous blue and gold, dollar for dollar value emblem . . . your assurance of a **BETTER** car . . . at the **RIGHT PRICE!**

Horseless Carriage Club

for the splendid contribution
in the

HORSELESS CARRIAGE CLUB CARAVAN and HORSELESS CARRIAGE DISPLAY

which played such an important part
during our recent activities on

FIGUEROA "The Street of Automobiles"

For your generous and willing cooperation we extend our sincerest gratitude.

**SOUTH FIGUEROA
AUTOMOTIVE
BUSINESS ASSOCIATION**

THE FIGUEROA



NOTE THE COSTUMES ON THIS COUPLE. THEY ARE POSING WITH LINDLEY BOTHWELL'S 1900 CRESTMOBILE.



RAY NELSON'S 1909 REO.



LINDLEY BOTHWELL'S 1900 BAKER ELECTRIC.



HERB ROYSTON POSES WITH FRED WEBER'S 1903 MOTORETTE

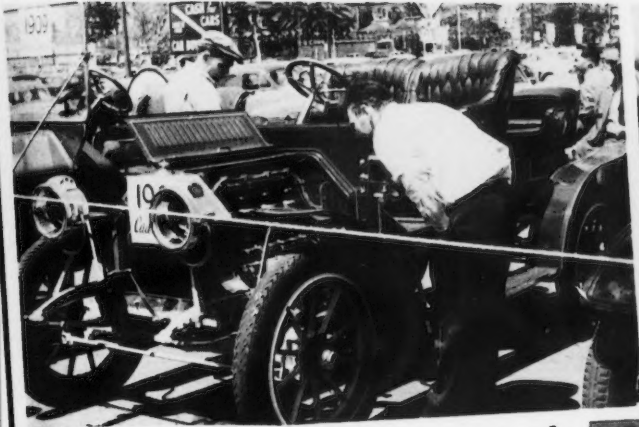


1900 LOCOMOBILE OWNED BY M. E. COFFIN, JR.

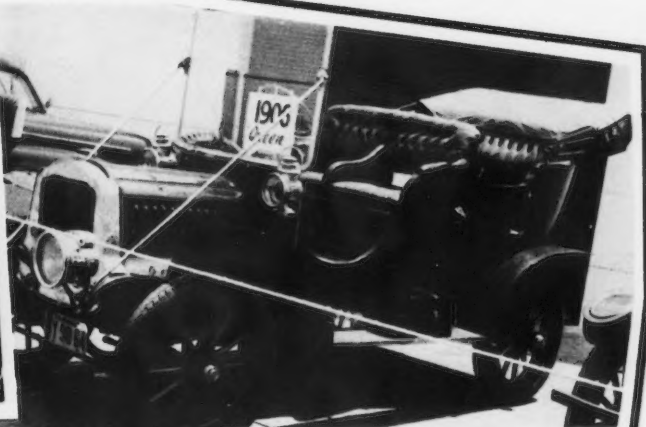


MRS. WENTWORTH GREEN'S 1922 RAUCH & LANG.

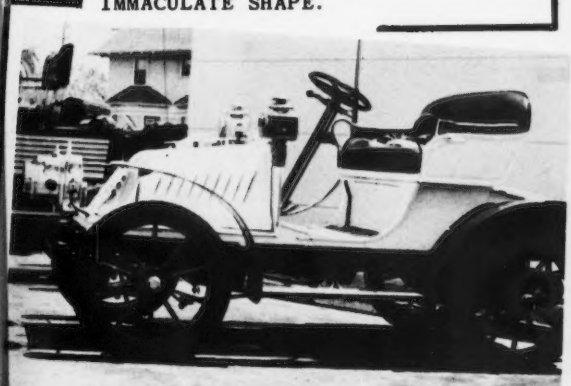
A STREET MEET



A 1907 CADILLAC ROADSTER OWNED BY D. D. COLEE. THIS CAR WAS IN VERY IMMACULATE SHAPE.



1906 QUEEN OWNED BY CLARENCE BEESEMYER, GENERAL PETROLEUM EXECUTIVE AND NEW MEMBER.



LINDLEY BOTHWELL'S 1901 DARRACQ



HERE IS A MAKE RARELY SEEN---A CHALMERS. IT IS A 1909, OWNED BY HAROLD GRAF.



NO, THIS PICTURE WAS NOT TAKEN IN 1909! SURROUNDED BY WOMEN WEARING "THE NEW LOOK," IS HARRY JOHNSON'S 1909 AUTOBUG.



STANLEY SWAYNE'S 1906 RAMBLER TOURING.

ORETTE

CASH for CARS
BY

ANG.

Parts

Supplies

Equipment

Complete Shop Service

C O L Y E A R M O T O R S A L E S C O .

California, Oregon, Washington,
Idaho, and Arizona

* * * * *

From HORSELESS AGE, July, 1907

G. H. Roos, of San Francisco, on April 25, of the present year left an automobile with Keenan Brothers, of that city, with orders to make certain repairs. About the middle of June he went to get the machine and pay for the repairs, but Keenan Brothers refused to give him possession of the car. Accordingly, Mr. Roos began suit against Keenan Brothers, Frank Miner, and the General Motor Company for the return of the car and \$50 per day for every day that it was withheld after June 19. Mr. Miner, who is president of the General Motor Car Company, says that Mr. Roos bought the automobile for \$1,950, but still owes \$400 on the purchase price, and a bill for \$630 for repairs. The automobile is now in the possession of the sheriff.

From HORSELESS AGE, July, 1907

A party of tourists from Oakland, Cal, met with a peculiar accident, due to the breaking of the propeller shaft of the car while passing down a steep grade above Russian River near that city. The rear portion of the broken shaft swung down & brought the car to a sudden stop, at the same time raising the rear end into the air. The shaft was forced some distance into the ground and prevented the car from running away. All of those in the car, with the exception of two young ladies who were thrown out of the tonneau, were painfully bruised.

From THE HORSELESS AGE, March 17, 1909

MOTOR FIRE WAGON FOR LOS ANGELES

A combination hose and chemical automobile fire engine was placed in service at Pasadena, Cal.; early this month, and during the trial runs demonstrated its efficiency and superiority over the horse drawn apparatus. The truck, built by the Auto Vehicle Company, of Los Angeles, weighs two tons and a half and is propelled by a four cylinder motor developing 50 horsepower. During the tryout, a speed of 35 miles an hour was attained on the level. On a grade of 12 per cent the motor carried twelve men at a speed of 14 miles. A 40 gallon cylinder for the chemical fluid is placed beneath the driver's seat, alongside of a line of hose on an automatic reel ready for immediate service. Two three gallon fire extinguishers are stowed away in the rear corners, with four 7 foot ladders placed above the truck on a frame, thus leaving the entire body free for the carrying of 1,000 feet of 2½ inch hose, besides axes, buckets, and other tools. Pasadena is the third of the smaller towns around Los Angeles to make use of self-propelled fire engines.

From HORSELESS AGE, July, 1907

It is reported that the health department of Detroit is using a gasoline runabout in its inspection service with very satisfactory results.



LEFT TO RIGHT ARE MRS. DURYEA AND J. FRANK DURYEA. MR. DURYEA SHAKES HANDS WITH BERNARD RADEMACHER, WHO WON FIRST PRIZE FOR BEST ANTIQUATED CAR, HIS 1904 OLDSMOBILE. THE CARS WERE JUDGED BY MR. AND MRS. DURYEA. DR. GEORGE SHAFER IS IN BACKGROUND



HERE IS THE GRAND PRIZE WINNER! MR. CECIL WARD, THE WINNER, STANDS ON THE RIGHT. WITH HIM ARE MRS. WARD AND THEIR SON. THIS WAS THE MAIN EVENT OF THE MEET.

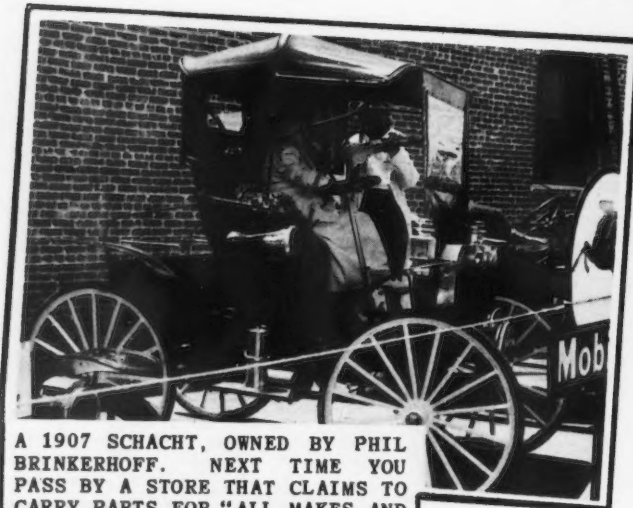


W. L. KIRK'S 1909 OVERLAND.

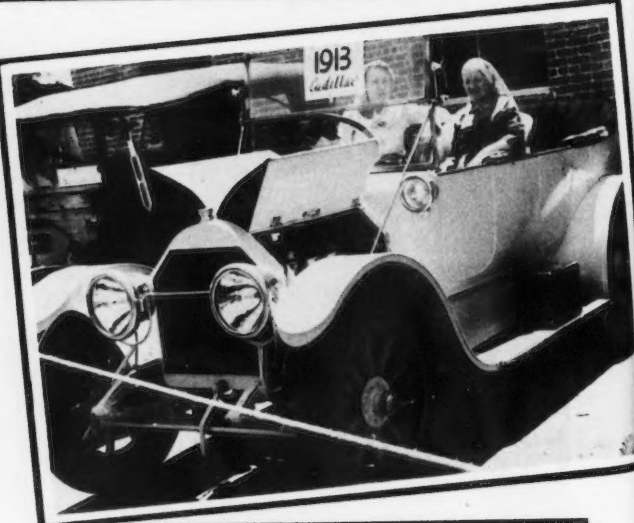


1909 BRUSH OWNED BY D. F. LONG.

WOW! WHAT A CROWD! THIS MEET REALLY ATTRACTED A RECORD CROWD. THE LARGE LOT DONATED BY THE SOUTH FIGUEROA STREET DEALERS WAS VERY AMPLE FOR THE CARS. SOME OF THE PEOPLE CAN BE SEEN HERE LISTENING TO THE JUDGING OF THE VARIOUS PRIZE WINNERS.



A 1907 SCHACHT, OWNED BY PHIL BRINKERHOFF. NEXT TIME YOU PASS BY A STORE THAT CLAIMS TO CARRY PARTS FOR "ALL MAKES AND MODELS," GO IN AND ASK FOR A FEW PARTS FOR A 1907 SCHACHT!!



1913 CADILLAC OWNED BY C. S. MEADE.



ART AUSTRIA'S 1906 THOMAS. IT WAS A THOMAS FLYER THAT MADE THAT NEW YORK TO PARIS TRIP MANY YEARS AGO.



DR. SHAFER'S 1909 4-CYL. PIERCE-ARROW. WE UNDERSTAND THAT THIS IS THE ONLY 4 CYL. PIERCE-ARROW IN EXISTENCE.



THE CROWD INSPECTS THE CARS AT CLOSE RANGE HERE. THAT TREMENDOUSLY HIGH 1913 CADILLAC COUPE OF FRANK KANE'S HAD A BRAND NEW BLACK LACQUER JOB, WHICH MADE IT LOOK LIKE NEW. IT CAN BE SEEN HERE, SECOND FROM THE RIGHT.



A VERY CLEAN 1927 PIERCE ARROW. WE DON'T HAVE A LISTING OF THE OWNER'S NAME ON THIS ONE, BUT HE SURELY HAS A BEAUTIFUL PIERCE.



HERE'S SOMETHING YOU DON'T SEE TOO OFTEN—AN OLD CHEVROLET, THIS IS A 1914, AND IS OWNED BY L. F. WELLS.

ACROSS THE CONTINENT

The remarkable performance of Dr. H. Nelson Jackson, of Burlington, Vt., who has just completed the American Continent, was accomplished

H. Nelson Jackson, of Burlington, first successful attempt to cross the on a Winton Touring Car fitted with

Goodrich Clincher Automobile Tires

He Made the Entire Trip, a Distance of 3,428 Miles, by Road
On the Original Goodrich Tires, Fitted in San Francisco

Distance of 3,428 Miles, by Road

The route being over the worst roads
Mountains, and the vast trackless

in America, including The Rocky
deserts of the West, makes this

A Feat Unequaled in the
The B. F. GOOD

History of Pneumatic Tires
RICH COMPANY

AKRON RUBBER WORKS

AKRON, OHIO

NEW YORK, 66-68 Reade Street
PHILADELPHIA, 922 Arch Street
SAN FRANCISCO, 392 Mission Street

DETROIT, 80 E. Congress Street
CLEVELAND, 414 Huron Street

CHICAGO, 141 Lake Street
BOSTON, 157 Summer Street

BUFFALO, 9 W. Huron Street
DENVER, 1444 Curtis Street
LONDON, E. C., 7 Snow Hill

From SAN FRANCISCO IN A WINTON



The recent triumph of our standard, regular model 20 horse power Touring Car is without parallel in American automobile history. When Dr. H. Nelson Jackson, of Vermont, who was spending the season in California, decided to attempt the transcontinental trip he consulted neither manufacturer nor sales agent but purchased

a second-hand Winton Touring Car, at a premium price, and after three days' preparation bid farewell to friends in San Francisco and started upon the long ride toward New York City.

At the time of starting the main pass over the Sierras, which follows the line of the Southern Pacific Railway, was congested with snow and closed to all traffic. It was necessary therefore to make a long detour north into Oregon to find a possible trail across the high ranges. The route necessitated crossing the Great Desert where the disheartening difficulties of sand, alkali and sage brush wastes were battled with and mastered. This route led far away from railroads and bases of possible supply but the plucky tourists plunged into the open country and "took chances." The thrilling experiences in that remote country, as recited by Dr. Jackson and Mr. Sewall K. Crocker, his traveling companion,



THE WINTON MOTOR

FACTORIES AND HEAD OFFICES:

To NEW YORK CITY IN A WINTON



contribute a most interesting chapter to the world's history of automobile touring.

It was not a specially constructed car with attachments designed for special service in the mountains and upon the deserts. The men who occupied the seats were not selected factory mechanics, who had spent weeks and months in preparation. There was no elaborate system of relay: for duplicate parts, new tires and general supplies. Dr. Jackson started out with one extra tire, four extra spark plugs, a shovel, an axe, a cooking and camp outfit, and a bull dog. When he came "out of the West," he narrated the interesting facts of his remarkable journey—he told his own story in a modest way, there having been no paid advertising agent in the party. Dr. Jackson kept a detailed and accurate record of this, the first successful ocean-to-ocean automobile journey. It is interesting to read. He has kindly consented to its publication, and those who wish may obtain a copy of this illustrated record by addressing the Winton Motor Carriage Co. Ask for "The Winton Transcontinental Automobile Record." It will be published in the forthcoming number of the AUTO ERA.



CARRIAGE COMPANY

CLEVELAND, OHIO, U. S. A.

AMERICAN AUTOMOBILE ASSOCIATION

Washington 6, D. C.

April 7, 1948

Dear Col. Jackson:

With this the forty-fifth anniversary of your historic transcontinental motor trip, we are planning a special feature in our A.A.A. News Review.

Mr. Oliver, of the Smithsonian Institute, has been very kind in providing me with materials and information pertaining to your junket. However, we would be very pleased to receive your own personal comments along with your own photo, for use with a picture which we are taking of the car as it is today to illustrate the article.

You may be interested to know that the theme of the story is built around the fifty dollar bet which has been reported as the inspiration for your tour. If this is not a fact I certainly would appreciate your correcting me.

I shall look forward to hearing from you and wish to assure you that whatever information you may provide will be more than welcome.

Yours very truly,

/s/ Robert R. Brayton
Dept. of Public Relations

OFFICE OF PRESIDENT

BURLINGTON, VERMONT

April 14, 1948

Arthur E. Twohy, President
Twohy Lumber Company
Petroleum Building
Los Angeles 15, California

My dear Mr. Twohy:

You have always been so kind to me and I do want you to know how much I appreciate it.

You are conferring a great honor on me in making me a life member of The Horseless Carriage Club and I shall value it very highly.

I am enclosing with this a letter I received on April 7th, just a few days before your letter arrived, from The Automobile Association of Washington, copy of which I am enclosing. Also clippings from one of our local papers which published the full account of my trip and it gives me great pleasure to send it to you together with a few photographs.

When a man gets to be 76 years old his best assets are his friends and I consider you as one of my best.

Again a thousand thanks and with most cordial regards, I am

Yours,

T.H.F.O.
Robert R. Brayton
Nelson Jackson

* * * * *

COL. H. NELSON JACKSON, PIONEER TRANSCONTINENTAL AUTOMOBILE TOURIST, BECOMES HONORARY MEMBER.

One of the outstanding "firsts" in automotive history was the first trip by automobile across the continent made by Colonel H. Nelson Jackson, who is now living in Burlington, Vermont. Hundreds of thousands of people, maybe millions of them, have made the trip since then, but Colonel Jackson was the man who made it first. Believing that this memorable trip should be recorded for all time, the Editors of the GAZETTE decided to print the story in full in this issue.

The Board of Directors unanimously voted to tender Colonel Jackson an Honorary Life Membership in the Horseless Carriage Club, which he graciously accepted in the letter reproduced herein. The Club welcomes him to membership. We asked his assistance in making up the story, and here it is for all to read, together with reproductions from HORSELESS AGE of that day. You will note that the Winton is on display at the Smithsonian Institute, to be preserved so so that all may see.

The Editors

* * * * *

May 21, 1948

Dear Colonel:

I duly received your letter of April 14th and was glad to tell the Directors of The Horseless Carriage Club that you were glad to accept an Honorary Life Membership in the Club.

We editors have been busy compiling the data for the next issue and hope to include in it the full story of your trip. I had photostats made from my library of the Horseless Age article of Aug. 1, 1903, telling of your arrival in New York; also, the double page spreads of the Winton and the Goodrich Tire ads announcing the successful ending of the trip. These will be incorporated in the GAZETTE, together with the large picture you sent me some years ago in uniform. The story you sent and the pictures are invaluable help. We are making up quite a display and hope to have the space in the June issue.

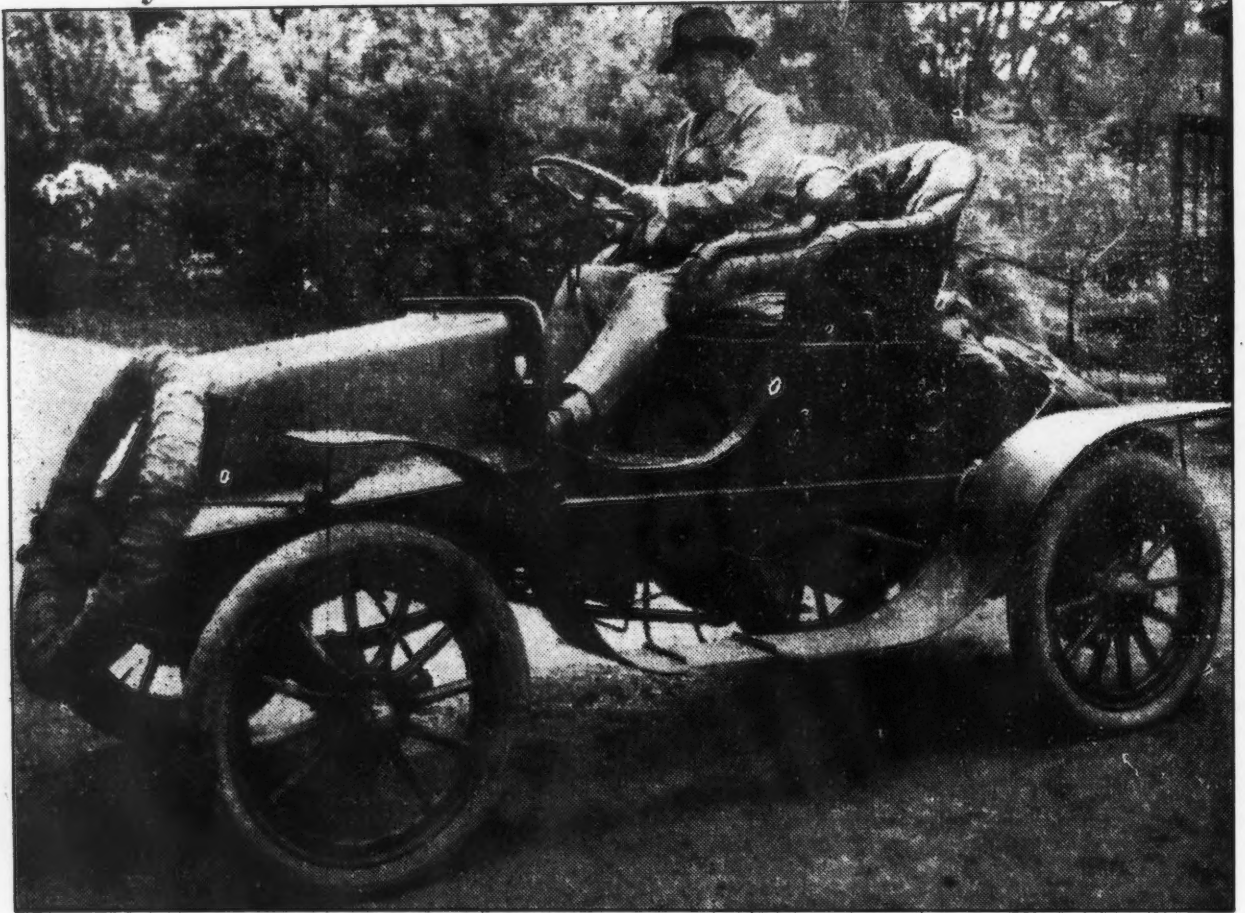
Well, your trip was one of the outstanding "firsts" in automotive history and it must be a great pleasure to look back on it. I went to San Francisco 44 years ago this month to live. What a wonderful place old San Francisco was; all gone now, however. It is just like any other city. The old Palace Hotel, the Grand across the street where service people used to stay; the Market St. cable cars; (they still run on California St. and Powell); Techau Tavern, Zinkand's; Poodle Dog; California and Tivoli theatres; the ferries; the fog blowing in at 4:00 o'clock; the fleet lying in the stream; trans-Pacific liners sailing; the afternoon Fashion Parade on Market, etc., etc. All gone I guess except the fog. The bay bridges have ruined the town. You can't see anything of the bay when driving across, the railing is so high. Nobody knows anything about the ships anymore. They can't see them and Harry Bridges has almost put shipping out of business.

Well, always glad to hear from you. Write when you have time.

Sincerely,

/s/ Arthur E. Twohy

'Goodbye' to Good Old Winton



Colonel H. Nelson Jackson, former publisher of *The News*, sits at the wheel of his faithful Winton for the last time, just before it was shipped recently to the Smithsonian Institute for permanent display as the first automobile to cross the continent. (News Photo—Detore.)

Col. H. Nelson Jackson, owner of *The Daily News* from 1921 until 1939, is still making news.

Oddly enough, today's news about the colonel concerns a venture which made headlines—and a new record—from coast-to-coast in 1903.

And it's still news today!

Colonel Jackson was a young man of 31 in that year. His remarkable cross-country drive—in new Winton "horseless carriage"—made him the first man to cross the country in an automobile.

And today that same vehicle, in excellent condition except for one flat tire, is on permanent exhibit at the Smithsonian Institute, in Washington, D. C.

Recently the machine was shipped to the institute, the most famous home of famous firsts in the world. Accepted because it is a landmark in American progress

—like Lindbergh's "Spirit of St. Louis"—the old Winton will remain there as long as the institute is the home of such treasures.

But to go back to those early days when the Winton made history:

NO CONCRETE

Crossing the country in an automobile was a man's job—and no fooling. It took brawn; it took brains. Fortitude and perseverance were other absolute requisites.

Cement highways hadn't been invented—or if they had they weren't being poured into concrete reality. There were countless mountain streams without bridges.

In many parts of the great American continent there weren't even dirt roads, and a would-be country-crosser had to plow over sandy, rocky deserts, up narrow mountain trails and through rug-

ged ravines.

And spare parts and gasoline? These necessities were more difficult to obtain than a carload of steel to manufacture baby-bed springs in this year of the war, 1944.

But somehow the Colonel made it, accompanied by his trusty soldier-chauffeur, Sewall K. Crocker, and a husky bull-dog they rescued from a canine fight in a small western town.

INDIANS INTERESTED

The historic drive started from San Francisco on May 23, 1903. Here's the reaction of the editor of the diminutive *Alturas* (Calif.) *Plainsdealer*, after the machine arrived there in the first week of June:

"Quite a flurry of excitement was erected here Saturday evening by the arrival of an automobile. Very few of our citizens had ever seen this, one of the

wonders of the century, and large crowds gazed with curious interest at the horseless wagon. The Indians especially never tired of gazing at the machine. Indeed, had a flying machine lit down in their midst, it would not have created greater astonishment."

204 POUNDS STRONG

On July 26 the dusty machine arrived in front of the fashionable Holland House in New York—and a local paper described the man who was later to become a colonel as "a fine, stalwart young giant, who weighed 204 pounds before he started out and lost 20 pounds on the trip."

But enough of these highlights of a great adventure. Colonel Jackson has prepared his own record of the trip, and it will begin in Monday's issue of *The Daily News*.

It's History Now

Col. Jackson Spans Continent In 63 Days—A Record in 1903

(Ed. Note: The Burlington Daily News is now publishing Col. H. Nelson Jackson's personal account of his trip in an automobile across the continent—from San Francisco to New York, and then to Burlington. This article first appeared in 1936 in the Champlain Valley Review. It was the first trip to be made across the nation in an automobile. The Smithsonian Institute accepted the machine this month and put it on permanent exhibition).

BY H. NELSON JACKSON

The stake was fifty dollars and the bet was that I could drive an automobile from San Francisco to New York City in less than three months.

In the year 1936, with several choices of broad, hard-surfaced, well-marked transcontinental highway routes, dotted with highly competitive service stations, garages, hot-dog stands, tourists camps and other adjuncts of modern motoring—with any and every new car on the market capable of the trip as a mere break-in jaunt—that seems like a sucker bet.

But when that wager was made in the University Club in San Francisco on the 19th of May, 1903, the continent had yet to be crossed by automobile for the first time. The bet climaxed a clubroom discussion in which the majority opinion was, that save for short distances the automobile was an unreliable novelty, a passing mechanical fancy which thinking men could not do other than discard as The Horse continued to demonstrate his proper place as the dependable servant of mankind for travel and burden.

On a vacation visit from Vermont with my wife, I was then 31 years of age. Until I had bought my first automobile a short time before I had been something of a horse-fancier, owning a small stable of thoroughbreds. But I had succumbed completely to a primary enthusiasm for the newfangled horseless buggy.

FEW REGISTRATIONS

Total registration of automobiles in the United States in the year just closed had been only 23,000 (an increase from four in 1895) and although several attempts had been made to cross the continent by car, all had failed as driver encountered sandy wastes in the deserts. Profiting by that knowledge I reasoned that the one chance of success was to select a more northerly course in the initial stages, although it meant adding a thousand or more miles to the journey.

May I say that the 63 days spent blazing that trail produced

more thrills than all my World War experiences, when it was my fortune to be wounded three times. Sharing my adventures with unflinching spirits was Sewall K. Crocker, an ingenious mechanic and above that a first-class soldier from Tacoma, Washington, whom I had the good fortune to sign up as chauffeur. A third party joined us in Idaho, a bull pup named Bud—the one member of the trio who used no profanity on the entire trip.

NO PROFITS

Any chance of profiting from my modest bet vanished in my haste to get started, when it became necessary to pay a premium over the \$2,500 list price to the private owner of a four-weeks-old stock 1903 Winton touring car, sport-model two-place. Twenty horses was the power rating of that fine old chariot, which still rests in my stable at Burlington, Vt. Windshields were gadgets yet to be evolved, as also were spare-tire racks. The single spare with which we started was secured to the radiator hood.

Four days after the bet was made—at 1 p. m. on Saturday, May 23rd—we were driving towards the Oakland Ferry while Mrs. Jackson was en route home by train. Only one other ferry was used on the entire trip, over Snake River on the Oregon-Idaho boundary. Lacking highway bridges at other water barricades in the West, we either bumped over ties on railroad trestles between train schedules, forded streams, or worked the machine across by block-and-tackle.

Planning to sleep where night

caught us, we started out with complete camping and cooking outfits, the single spare tire, extra spark plugs and a few tools.

NICE BEGINNING

The beginning of our journey was auspicious enough. Over broad roads of clay and sand, good highways for those days, we made excellent time into Sacramento. There we remained a day supplementing our equipment, notably adding a special headlight in preparation for night driving. Our flickering side-lanterns were useless to illuminate the road.

Study of maps for the next leg decided us on a route slightly west of north up the Sacramento Valley for 200 miles. With the Sierra Nevada range ever looming forbiddingly to the east we chugged and jolted on through farming and fruit country, past vineyards and hydraulic mining camps. The roads steadily grew worse save for a few miles in the vicinity of Vina where the late Leland Stanford, an early exponent of the good-roads movement, had managed to demonstrate his beliefs. Ahead of us like a guidepost towered Mount Shasta.

Roads were a compound of ruts, bumps and thank-you-marms, raising dust clouds that literally enveloped us in choking invisibility. We never noticed as our cooking utensils jolted off one by one. When we discovered our loss we could not afford to turn back to seek them. Then and there we decided to live off the country.

TOUGH LUCK

Following a siege of adobe roads, which when wet clotted on spokes and packed on mud-guards so that the wheels could barely turn until it was cleared away. Tire troubles then began on rock-strewn trails, and once, trying to shoot a mountain brook in high, we were left stranded in mid-stream, necessitating use of our block-and-tackle to extricate the machine. We were lucky not to have lost our block tackle, for bit by bit our equipment was disappearing, including my own spectacles and fountain pen. It became necessary to have made a special leather bag so that our precious tools would not be scattered along our trail.

Our first real test as trail-blazers came in the route we selected into Lower Lake Country, Oregon, from the upper Sacramento Valley at Anderson, Calif., for it was entirely away from the railroad and was planned to carry us through sparsely-settled country until we struck the Oregon Short Line.

Now there confronted us the tortuous trail over the lofty Sierra Nevada's steep, rocky, narrow, crossed by rushing moun-

tain torrents, which last we welcomed, however, to let the car's hot tires cool. Often the trail narrowed to ten feet, one-way thoroughfares established by nature. Sometimes it was necessary to remove boulder blockades by hand. Slipping on shale and loose rocks, weaving around mountain ledges we staked our careers against none too reliable brakes on steep descents. It is still possible to raise gooseflesh after 33 years by recalling certain hair-pin turns where, jolting and skidding, we suddenly looked down unfenced sheer precipices.

Such experiences provided constant excitement and the knowledge of danger safely passed had to compensate for the drudgery and hard manual toil attending all progress.

TIRES TAKE BEATING

Our first set of tires was badly worn as the Sierras were negotiated, at Alturas in northeastern California, only 700 miles from our starting point. Arm muscles already were hardened from manipulation of the handpump, for of course "free air" meant then only that which one breathed.

Automobile tires were not available outside the large cities for the excellent reason that there were no car-owners for customers. We had to wire to San Francisco for new ones and after waiting fruitlessly for two days for the set to arrive we resumed our journey with the old ones. Beseet by frequent punctures, we made little advance until the new rubber finally caught up with us. Loss of time awaiting supplies was a continuous aggravation. Of the 63 days elapsed time in our tour to the Atlantic, 19 were spent in idleness through such causes.

We did not lack for entertainment, however, when forced to endure such layovers. The West as it is still pictured in cowboy movies, only more genuinely atmospheric, characterized life in most Western towns.

But we were not molested as dudes from the East. Rather the snorting vehicles and its drivers inspired awe as news preceded us. An account of one visit taken from a yellowed clipping of the Lakeview (Oregon) Herald included:

EXCITING MACHINE

"The first automobile to visit Lake County arrived in Lakeview Thursday afternoon about 4 o'clock having spent six hours on the road from Alturas to this place, a distance of 60 miles. The wonderful machine would have made much better time had it not been for the accidental breaking of one of the main springs over the front axle a few miles this side of Alturas in consequence of which the machine had to be moved more slowly and with greater precaution than usual.

"An automobile is a novelty to most people of Lakeview, few of whom had ever seen one before. "This was enough to put every man, woman and child in Lakeview on the keen edge of expectancy. The town had the gala appearance of a holiday as the streets were thronged with crowds

of eager people, all craning their necks for the first sight of the first automobile ever seen in this part of the state. After a long and patient wait they were finally rewarded and the sight of automobile in Lakeview was reality."

Another clipping, from the Indian Chieftain of Soda Springs, Idaho, is perhaps more picturesque:

FIRST SIGHT OF AUTO

"The first automobile to invade Soda Springs rounded the corner at Whitman's Store just at sundown Tuesday night, and with a toot that sounded like a young foghorn whizzed up Dillon Street and stopped at the Indian Hotel. When the cowboys, sheepherders and Indians recovered from their surprise they caught their breath and let out a whoop that was taken up and passed along the entire length of the block. The interest in roulette and twenty-one was temporarily suspended. Until the strange machine had been thoroughly examined and the curiosity of the crowd appeased."

For some reason Indians were particularly interested in the automobile. Wherever possible we took citizens for short rides. "How much do they cost?" was the most frequent question. In more remote places, where natives had never even seen a train, they mistook our machine for a railroad coach which somehow had got off the rails.

Blacksmiths who never sensed that our strange vehicle was a symbol of doom to their profession were pressed into service for makeshift repairs. Such fundamentals of touring as gasoline and lubricating oil were sometimes hard to find.

HIGH COST

The average price paid for gasoline was 35 cents a gallon but at one place we paid much more, as will be set forth later. Although most merchants were fair and hospitable in the matter of other supplies, often we were charged outrageously—yet there was nothing to do but pay the prices demanded. Only once on the entire trip did we run out of gas far from civilization—en route to Silver Springs, Oregon. Crocker had to walk 29 miles to a settlement, and after an all-night forage returned in the morning with two gallons of gasoline and three of benzine.

Except for being badly mired once, the balance of our trip through Oregon was colorful but uneventful.

Gaining, Idaho, we made the only backtrack of our journey. Due to misdirections we traveled some 38 miles before learning we were headed in the wrong direction and were forced to return back to our starting point.

Through sun and rain we pressed on, though generally driving only in daylight. An eight-hour downpour caught us after we had crossed Snake River on the third week of our trek. Slipping and skidding in the mud, we were obliged to get out our block-tackle to pull free of one watery bog hole. Bedraggled and cold we arrive at Caldwell at midnight.

Under such conditions a hotel

was welcomed but in general you may imagine the quality of most hotels in the wilderness. Consequently it was no hardship to sleep in the open when weather was fair. One could find peace and quiet in a mountain fastness or under desert stars which could be appreciated after a night in the midst of wild whoops and gunfire in a wide-open Western town, particularly with the necessity of rising at dawn to endure the jolts of rough roads, when not engaged with air pump or block-and-tackle until darkness.

SMART PUP

It was at Caldwell we signed up Bud for the duration. The ready adaptability of animals was demonstrated as, at first unaccustomed to the bumps of unimproved roads and rough trails, the intelligent pup soon learned to watch the road for obstructions with the same intentness as his companions. Intuitively learning to brace himself for shocks, Bud soon became an enthusiast for motoring. Alkali gust gave him some bother by getting in his eyes over the desert, but a pair of goggles soon provided the same protection enjoyed by his masters.

We made good progress across Idaho. If roads were rough and rocky they at least were free of sand. Ruts gave us trouble in places yet we navigated through trackless forests with great success, managing to maneuver true on our course by instinct among mighty trees.

Generally we found trails to follow where roads were lacking but on occasion over limitless mesa we engaged a cowboy as pilot. On his galloping excited steed he would precede the machine or ride alongside leading the way to where some pass lay hidden in a barren mountain range on the far horizon.

We lost our "cyclometer" somewhere in Idaho. That instrument was the predecessor of the modern combined speedometer and mileage meter, and as we were unable to buy a new one until we reached Chicago, it was a real loss, for its lack forced us to estimate our total mileage on the trip.

HUMANS SCARCE

It was in the Idaho wilderness that we drove for more than a full day without sighting a human being. Fortunately we had a sufficient water supply, but for 36 hours we were without food.

Both Crocker and I were stealing speculative glances at Bud as we tightened belts when thankfully we came upon a lonely sheep-herder. He was as glad to see us for companionship as we were to see him, and he proved a perfect host. The meal of roast lamb and boiled corn he served us still lingers in my memory. He at first declined all offers of payment. With genuine reluctance he finally accepted the rifle I forced on him in appreciation.

So remote from civilization were we that our machine badly frightened a pioneer party of home-seekers we encountered. That incident was to be surpassed later when a terrified farmer in

Nebraska gave one startled glance at the noisy apparition chugging along the highway and cut loose his horse to gallop to freedom, while he and his wife took refuge under his wagon.

Our last misadventure before crossing the Bitter Root range was the stalling of the car in the midst of a stream with mud up to the chassis. After four hours of fruitless labor we finally secured a team of horses to extricate the machine.

PRETTY COUNTRY

The country took on new character thereafter, soaring heights of denuded slopes, monstrous cliffs and giant boulders scattered in magnificent confusion. But on the whole we made good time to Pocatello and into Wyoming. Mechanical trouble again overtook us at Montpelier. We lost the ball-bearings of a front wheel.

The ingenious Crocker borrowed bearings from a mowing machine which would not be used for several weeks and we induced the superintendent of the car-repair shop to build a cone for them. Reaching Moyer we were again in trouble because the cone, having been fashioned from iron instead of turned from steel, had gone to pieces. At a place called Diamondville a machinist at one of the coal mines made a new cone from a piece of tool-steel after Crocker had tempered the metal.

Then we jolted through the Badlands toward Green River. Around Rock Springs we found rather good going over the alkali faults. Then near Bitter Creek we encountered furrowed seams like the solidified waves of an angry sea. Normally bad, the strange formation was made worse for travel by a cloudburst which all but drowned out our expedition.

At one point we were stuck in the mud when a party of Italian immigrants, each laden with backpacks containing all their belongings, caught up with us bound for a place twelve miles along our route. Quickly we worked a trade by sign language, we to carry their packs in the car in return for their aid in pulling us out of mudholes. The arrangement gave mutual satisfaction.

Far worse than the mountain trails proved the "road" leading east from Bitter Creek. Deep sandholes alternated with buffalo wallows of treacherous mud. Time and again the block-tackle was resorted to and with growing ingenuity. Sinking a "dead-man" or anchor in the solid earth, the rope was attached to the rear axle, which, once the engine was started, functioned as a winch to pull the car free. On a single day of such bad going, seventeen times it was necessary to employ that stratagem to make progress—and the distance traveled from dawn to dark was exactly 16 miles.

With only Elk Mountain and the Laramie range barring our way to the downsweep of the Continental Divide the major delay of the trip was occasioned by more mechanical trouble at Rawlins. As we were hoping for an

early start, the car was being driven from the livery stable to our hotel when a stud bolt on a connecting rod broke, piercing the crankcase. Emergency repairs were impossible for such a catastrophe and five days were lost in idleness while we awaited the arrival of new parts from the factory in Cleveland.

Repairs once made, we were off for Medicine Bow, which is remembered for our only hold-up, a highwayman posing as a store-keeper who charged \$5.25 for a five-gallon tin of gas. Years later I learned that he was a native of my own home town.

Through Rattlesnake Canyon and over the slopes of towering Elk Mountain we fought our way against the major climbing difficulties of the trip. Not only was it necessary to use block and tackle to move forward on the steep slopes, but frequently we had to jack up the car to get over boulder obstructions and out of deep ruts. Often we were obliged to roll great boulders from our path on narrow trails, sometimes we had to forage for shopped straw which served as a temporary road-bed by soaking up moisture at the same time that it provided a half-solid surface to supply traction for the wheels.

CONQUER DIFFICULTIES

Elk mountain was conquered at last, but difficulties remained. I find in a clipping from Laramie, Wyoming, that I told a reporter there that all the roads and trails traveled from the Pacific east, the highway between Rawlins and Laramie was by far the worst. We had been stuck several times and I was particularly indignant that three miles of the public highway near Big Medicine was being used as an irrigation ditch. Perhaps I was unusually tired when I gave that interview, but looking back 33 years it still seems to be the truth.

At any rate we hurdled the final barrier of the Rocky Mountains next day through the steep walls and narrow roadway of Laramie Pass, and reaching Cheyenne, spent a day grooming our machine for the long trek across the prairies to the Mississippi.

Following the old military and stage route from Cheyenne to Julesburg and North Platte, Nebraska, good time was made with chief relief from monotony of limitless prairie an accomplishment of fierce thunderstorms which at times transformed the roadway into a waterway thick in mud, ambushed with invisible ruts.

In contrast to the hospitality of the sheep-herder who saved us from hunger, I recall an attempt to buy food at a farmhouse along our way. Perhaps I did look tramping when I knocked at the housewife's door, but no sooner did I mention food than the door was slammed in my face with the admonition, "We don't give no hand-outs here."

On the final stretch into Omaha another mechanical accident befell us, a broken front axle. Crocker again saved the day by obtaining a short length of iron pipe from a farmer into which fitted the broken ends of the axle.

It was on July 6 that we arrived in Omaha. Again overhauling the machine, we headed on to Chicago. Aided by comparatively good roads, we covered the distance in something like two days. In Chicago there were temptations to ease up on our schedule.

Newspaper reports of our progress were gaining front pages of the nation's press as our goal appeared in sight. Constantly attended by Chicago reporters, we were also honored with receptions by city officials, automobile dealers and hero worshippers generally. But the one thought in our minds was to finish.

Pressing on, as we approached Cleveland, we were met at Elyria by two touring cars from Winton works, magnificent machines with the once-familiar doors opening in the back of the tonneau. At Cleveland reporters again besieged us. A public reception was given, then again we were off.

We had had enough of mountains, so disdaining the more direct route across the Alleghanies, we elected the water level route by way of Buffalo and Rochester.

REAL ACCIDENT

East of Buffalo occurred the only real accident of our trip. Traveling in high—at least 20 miles an hour—the machine struck a hidden obstruction in the road. Crocker, Bud and myself were thrown high in the air. Both mud-guards were torn off and the machine otherwise damaged but fortunately none of us was hurt.

On July 26 we arrived in New York City, our car fluttering with American flags and somewhat the worse for wear, after a record run from Little Falls, N. Y., to the metropolis—a distance of 230 miles in 24 hours. We were not helped at all by a motor cavalcade which started from New York to greet us after we had passed Poughkeepsie..

Because we lost our cyclometer it was impossible to measure our exact mileage, but it could not have been less than 6,000 miles. Allowing for 44 days of travel we had averaged roughly 125 miles a day.

We were ingrained with dust and naturally tired. The faithful car, mudcaked, still limping on a

bent front axle and with one mud-guard broken, led a triumphal procession down Manhattan Island. The successful completion of the first transcontinental crossing by automobile occasioned long stories in the press, editorials, and cable stories to Europe.

I think a clipping from the New York Sun of July 27 dates the place the automobile then held in the public mind. It began:

"A mud-becoated automobile found a haven of rest in an uptown storage station last night after the longest motor vehicle journey on record."

A "storage station," mark you! The word garage was yet to come.

Yes, I collected my fifty-dollar bet, but it inspired envy.

SPORTSMANSHIP INVOLVED

The sportsmanship involved was at once discontinued by a rival automobile manufacturer who shortly therefore sponsored another trans-continental run, which, carrying newspapermen and after careful advance preparations, lowered my record by a few days. Referring to the un-

fairness of comparing the two trips, a trade publication, Automobile Topics, decrying the commercial flavor of the second trip, had the following to say:

"That there was no such damaging feature of the Jackson trip is beyond controversy. As Dr. Jackson dolefully observed, when relating his experience of communications with either the Winton or Goodrich firms, 'Every order I sent to them for the first 2,000 miles of the trip was shipped C. O. D., and express charges alone amounted to something in those places.' There is a touch of realism in that statement which no press agent could compete against."

I have another clipping in my scrapbook which I prize. It is dated October 3, 1903, and says:

"Dr. H. N. Jackson, first man to cross the continent in an automobile was arrested in Burlington, Vt., and fined for driving the machine more than six miles an hour."

Yes, we sure traveled some in those days.



COL. JACKSON & WINTON IN COLUMBUS, OHIO

First Transcontinental Trip Ended.

The first successful automobile tour across the American continent was brought to a close on Sunday, July 26, when Dr. H. Nelson Jackson, of Burlington, Vt., accompanied by his mechanic, Sewall K. Crocker, and his bull dog "Bud," arrived in New York City after a most eventful trip, full of interesting experiences and not a few hardships, which began in San Francisco May 23. Dr. Jackson is justly proud of his achievement, especially as it was accomplished without serious accident, although the party was subjected to some vexatious delays on account of bad weather, tire troubles and repairs to the vehicle.

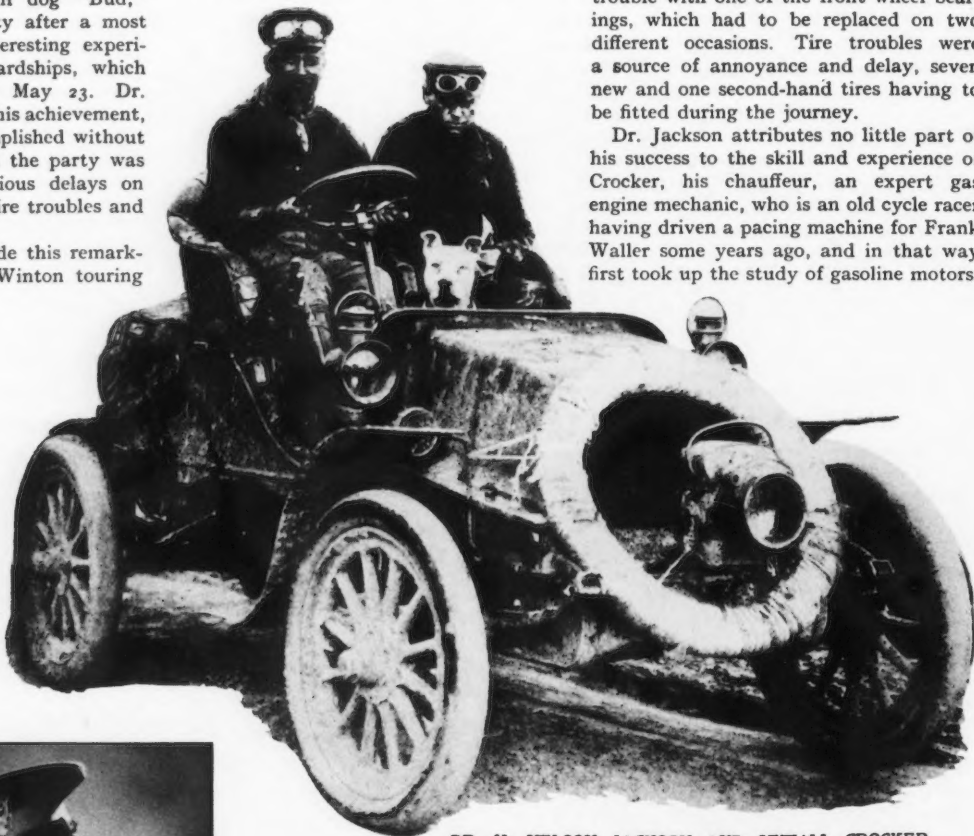
The machine which made this remarkable trip, a 1903 model Winton touring

car, is being cared for in the 58th Street garage of the Winton Company, in New York, where it has been seen by many curious people during the week. It is thickly coated with mud, but otherwise

appears to be in excellent condition for a car that has traveled across the continent over all sorts of roads that in some places were almost no roads.

Breakages were few, considering the hardships to which the machine was subjected. They include broken connecting rod bolts, a fractured inlet tube, and some trouble with one of the front wheel bearings, which had to be replaced on two different occasions. Tire troubles were a source of annoyance and delay, seven new and one second-hand tires having to be fitted during the journey.

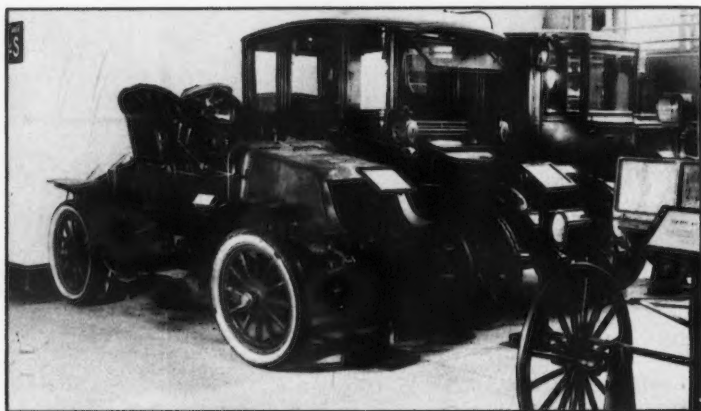
Dr. Jackson attributes no little part of his success to the skill and experience of Crocker, his chauffeur, an expert gas engine mechanic, who is an old cycle racer having driven a pacing machine for Frank Waller some years ago, and in that way first took up the study of gasoline motors.



DR. H. NELSON JACKSON AND SEWALL CROCKER, WHO CROSSED THE CONTINENT IN SIXTY-FOUR DAYS, AND THEIR WINTON OUTFIT.



COL. JACKSON, VETERAN OF WORLD WAR I.



THE HISTORIC 1 CYL. WINTON WHICH COL. JACKSON DROVE ACROSS THE CONTINENT, REPOSING NOW IN THE SMITHSONIAN INSTITUTE, WASHINGTON, D. C.

He Dressed Up Those Snappy Autos of 1904

A. L. Dyke Started
First Car Supply
Business in Nation

By FRANCIS A. KLEIN
Globe-Democrat Staff Writer

THUMBING THROUGH one of his old catalogues, of 1904 vintage, A. L. Dyke came across a group of pictures which set the wheels of his memory whirring. The illustrations gave an idea of how one of America's finest four-cylinder, double-chain drive, side-door tonneau automobiles appeared after being dressed up with some of the numerous accessories available at the time.

Dyke, a tall, erect man, belies his years by winning handball tournaments, though he's now into his seventies. He originated the first automobile parts and supply business in America in 1899. He's still active with things having to do with autos, being the editor of that Bible of the trade, Dyke's "Automobile and Gasoline Engine Encyclopedia."

"Automobiles in those days," he said, referring to the rather fat catalogue he held in his hand, "came to you almost bare of any sort of accessory, or nuda, as some expressed it. They didn't even have lamps, or brackets to hold the lamps."

★
"IF YOU LIKED glamour, here was your chance to put on a show that the natives never would forget. First, you must have lamps; they were the evening dress and were always under the 'necessary' or 'must' list. The gas supply could be a carbide drip type generator, or a gas tank, or both, in case one failed."

★ ★
"NEXT," HE WENT ON, skimming the pages, "you would be neglectful if you didn't add some glitter, like brass railing here and there, and highly polished and lacquered monograms on the radiators. Others had them, why not you?"

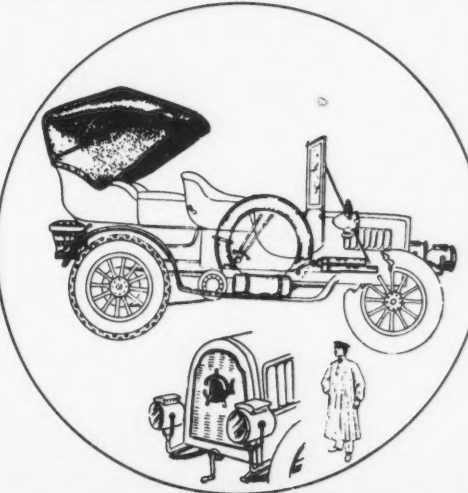
"Brass and more brass was the idea. Another very desirable accessory was the divided windshield—and did it have brass on it? I'll say it did!"

"And the horn! A large dragon type bulb horn was very brassy and a necessity, too. Then, just to be a little ahead of the other fellow, you could install, instead of a handbulb to blow that horn, a new idea, right hot from France. This was a footbellows, so that you could blow your own horn with your own foot!"

★ ★
"YOU COULD," Dyke continued, smiling as he recalled the fun of those early days, "you could, if you had the nerve, and most of the motorists did, add a double exhaust whistle. But if you did, you had to be sure to put it in a conspicuous place, because it



GEORGE P. DORRIS (AT WHEEL) and A. L. Dyke were automobile pioneers here. Dorris designed the "St. Louis" car, made by the first automobile manufacturer here. Dyke is noted for his "Automobile and Gasoline Engine Encyclopedia."



THE EARLY AUTOMOBILES lacked glamour. The makers were interested mainly in having them run. Later came the dress-up period, and this model of 1904 vintage is an elegant example of what the best cars could wear.

had a lot of brass on it. And not to forget the large can of brass polish, either. Let's see, what was the name of that polish?" He thought for a moment.

★ ★
"OH, WELL, I DON'T recall it right now, but it was of the same make and brand that the

bartender used to polish his brass footrail. Maybe you will remember the name. It sure did produce a glitter.

"Then there were the hampers. Baskets, you'd call 'em. These were useful to carry along parts such as extra chainlinks, spark plugs, rags, oil cans, and other things, including a

His Invention
Now Included
in All Engines

good supply of tools."

The catalogue wouldn't let you forget the proper attire for automobubbling. There were gauntlets, pongee silk duster, goggles and cap. If you wanted to get "all-Dyked-up" right, you struggled into leather coat and trousers. You then looked and felt like a real motorist, take Dyke's word for it.

★ ★
"THE MOTORIST was reminded," the erstwhile supplier continued, "that he must carry an ammeter in one of his vest pockets to test his batteries. Otherwise he might get stuck and not be able to start his car and never would know why."

★ ★
"IN THE OTHER vest pocket it was a good idea to carry a gasoline gauge in a little wooden case, so that when you went into the grocery or hardware store to purchase gasoline, you could pull out your little wooden case, take out the hydrometer and test the gasoline (like a doctor, you know) and see if it was mostly water. You wouldn't think that such a thing could happen, but the gauge would tell you."

"Those were 'must' accessories, too, as was an extra half-dozen dry batteries. But test them before you accepted them, was the custom, and showed that you were one wise motorist."

"If you thought that you might have a puncture, why not put rawhide leather tire trends over your tires? They would protect the tires, at least until you ran across a good-sized, sharp-pointed nail and then—! What a heck of a time you would have in getting those leather covers bit. If your tires were old and you mistrusted them, just put tire protectors inside and tire sleeves outside—and wait for the big blowout."

★ ★
"OH, YES, AND you couldn't forget to doll 'mom' up, too. Most likely 'mom' already had dolled herself up with a lady's veil, mica goggles, cute little leather gauntlets (she might need them to hand the tools to you), and then if it were winter you could buy fur boots to keep her feet warm, or if it were very cold, there was available a carriage heater with a couple of hot bricks in it."

★ ★
"DYKE PAUSED to chuckle over some of these handy things, then went on. "A clock was necessary, but you had to be sure it was brass. Then you couldn't forget the folding, collapsible rubber bucket. This was really a necessity, because you would need it for the hot engine by the time you came to the very first creek."

"If your tires were of the single-tube type you could have them filled with Newmastic Fill-

Continued from Page 4F.

which was injected through the air valve of the tire, under pressure when hot. After cooling, it congealed like a printer's roller and gave one a non-puncture, cushion tire.

"As this was before the day when the filling station came into being, many motorists would carry along a five or 10 gallon can of gasoline and a combination funnel and filter. An extra spare tire and cover (the cover to match the color of your car, of course) held in place by means of tire holders which you had to have fitted, and a good double or compound air pump also were necessities. Later on a power air pump was invented, so that the engine did the work. This was a great help."

★ ★
"THE MUFFLER or exhaust cut-out was another device considered a necessity because, when you came to a hill, you could open the cut-out and thus exhaust directly into the open air instead of through the muffler, creating a dickens of a noise but gaining more power, or so it was said—a kind of jet propulsion, maybe."

★ ★
"THESE WERE just a few of the things that could be added to the car in the old days, Dyke recalled, ruffling the pages of the old catalogue. It brought back to him the thriving times of the era when motoring really was adventuring."

St. Louis had its part in that development. Dyke started the first automobile parts and supply business in this country here in 1899 by selling the parts of the "St. Louis" car, manufactured by the St. Louis Motor Carriage Company, 1211 North Vandeventer ave. This was the first automobile manufacturer in St. Louis, having started in 1898. The "St. Louis" was designed by George P. Dorris, who was chief engineer for this firm.

Due to the death of John L. French, who was president, the St. Louis Motor Carriage Company dissolved in 1905 and Dorris then organized the Dorris Motor Car Company, to build a four-cylinder "Dorris" car with a "Dorris" valve-in-head engine, and later a six-cylinder engine. The Dorris Motor Car Company built a large factory at Laclede and Sarah, and another big building at Sarah and Forest Park.

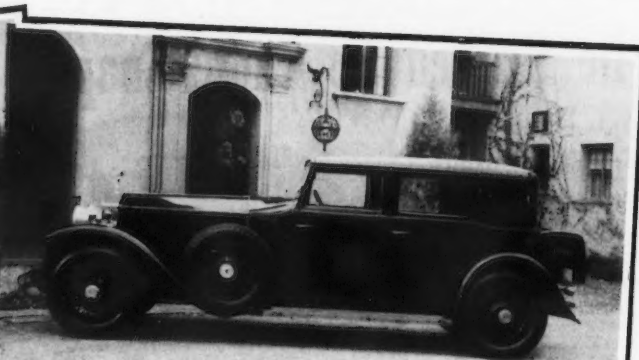
Dyke and Dorris designed the first American-made constant-level (float-feed) type of carburetor placed on the market. All cars now use a carburetor of the float-feed type. The Dyke-Dorris original is kept on exhibit in the Smithsonian Institution, Washington, a fact of which these auto pioneers are quite proud.

Continued on Page 5F.

FROM OUR MEMBERS



1930 ROLLS-ROYCE, WITH BARKER BODY. OWNED BY NEWELL VAUGHAN OF SANTA BARBARA, CALIF.



ROLLS-ROYCE PHANTOM I BREWSTER OWNED BY A. G. RIPPEY, OF DENVER, COLO. SEE "FOR SALE" AD, IN THIS ISSUE.



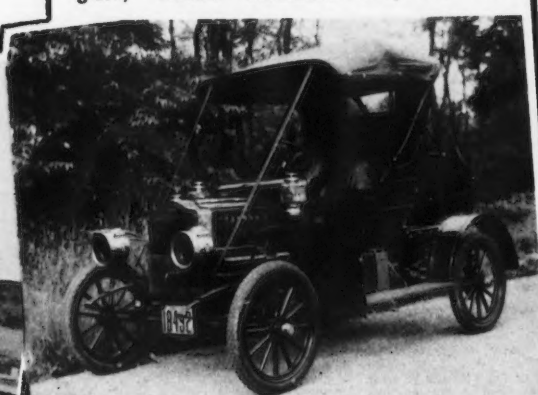
1904 CADILLAC OWNED BY FRED MCKENRICK OF EBENSBURG, PA. FRED'S CHILDREN ARE SEATED BEHIND THE WHEEL.



1909 STEVENS-DURYEA, 4 CYL. OWNED BY HENRY H. TREADWELL JR., EAST WILLISTON, N. Y.



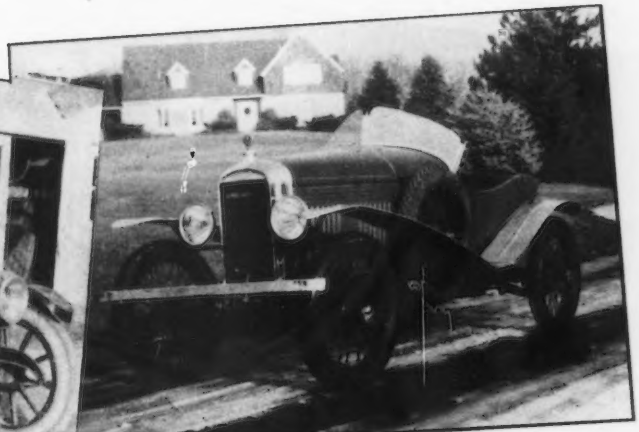
A 1911 POPE HARTFORD 7 PASSENGER TOURING OWNED BY V. J. SALA, WHO LIVES IN OAKLAND, CALIF.



1906 MAXWELL, OWNED BY FRED MCKENRICK, EBENSBURG, PENN.



1912 HUDSON OWNED BY WALTER DUTCHMAN, OF KANSAS CITY, MO.



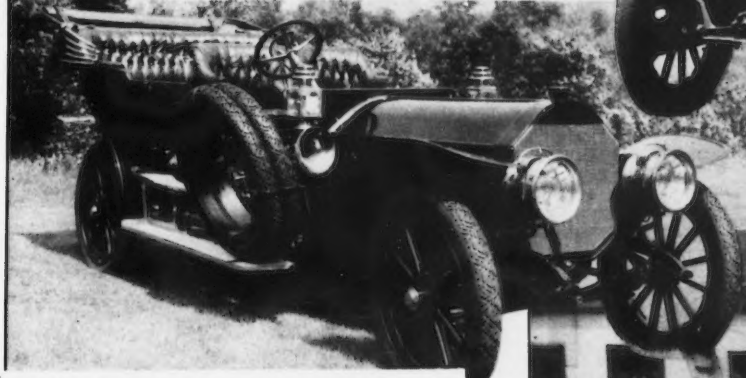
AN AMILCAR OWNED BY FRED BISSELL, DUBUQUE, IOWA.



1911 COLE SPORTS TOURING OWNED BY LESLIE HALVERSON, ST. OLAF, IOWA.



A 1912 FORD TOURING OWNED BY BUD MILLER.



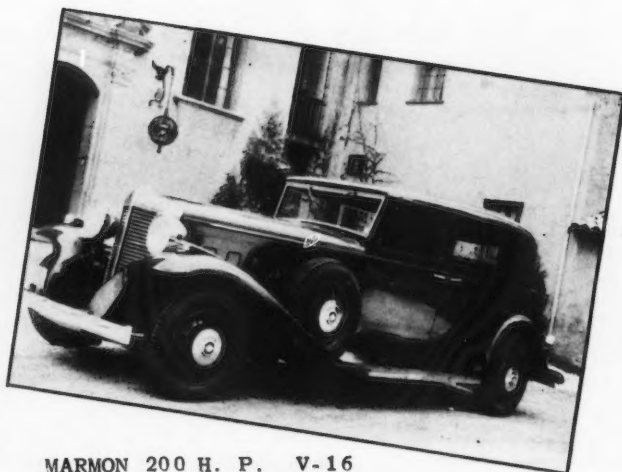
1907 MERCEDES 6-CYLINDER T-HEAD OWNED BY HENRY C. WING, GREENFIELD, MASS.



DO YOU WANT TO OWN AN AMERICAN UNDERSLUNG? WRITE TO MR. LA RUE LANGGUTH, 2635 CECELIA, BRENTWOOD 17, MO., AND ASK HIM WHERE THIS CAR IS IN COLORADO.



1914 FORD WITH A MARTIN PARRY BODY. OWNED BY FRED MCKENRICK OF EBENSBURG, PENNA.



MARMON 200 H. P. V-16 OWNED BY A. G. RIPPEY, DENVER, COLO. SEE THE "FOR SALE" COLUMN, THIS ISSUE.



1911 STEARNS-KNIGHT. THIS IS THE FIRST SLEEVE VALVE MODEL, ACCORDING TO LYNN H. KELSEY, THE OWNER.



HERE'S ONE FOR YOU --- A RUMPLER, MADE IN BERLIN, GERMANY. IT HAS A REAR ENGINE 4 CYLINDER MOTOR. OWNED BY C. R. TYDINGS, OF OCALA, FLORIDA.



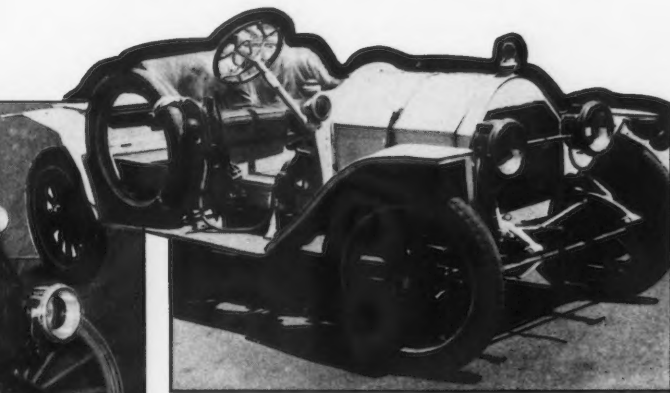
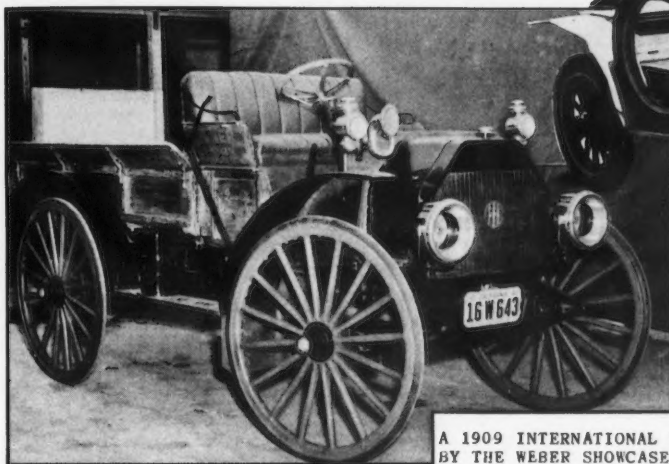
AN A.B.C. OWNED BY HERBER P. KOPF OF EL PASO, TEXAS. NOTE THE WHIP SOCKET AND WHIP.

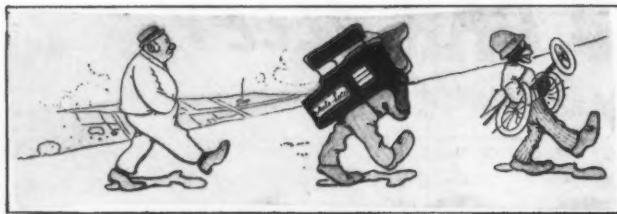


1902 OLDSMOBILE AND HIGH WHEEL VELOCIPED, OWNED BY GEORGE W. TUCK, OF PONTIAC, MICHIGAN.

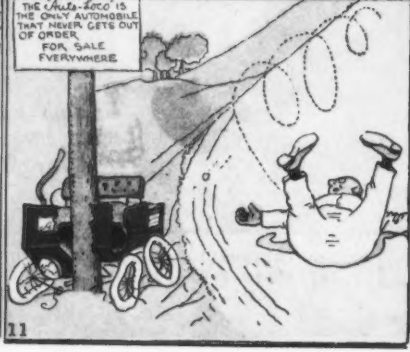
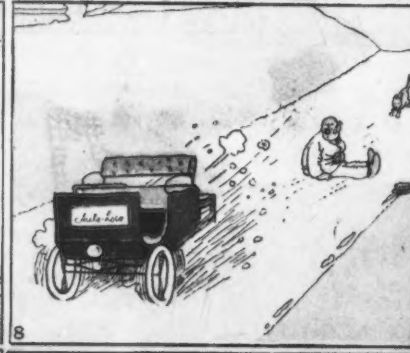
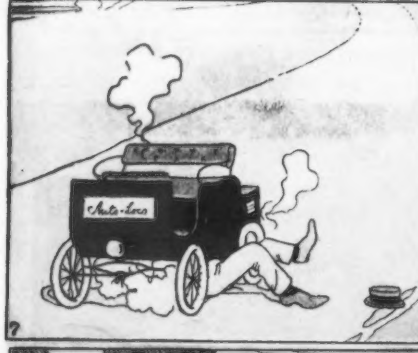
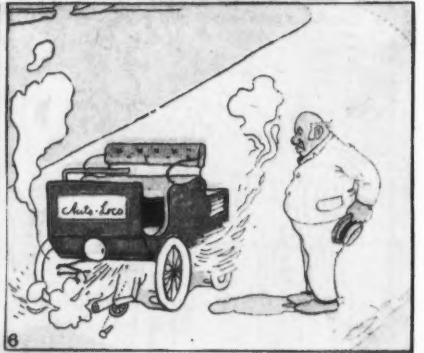
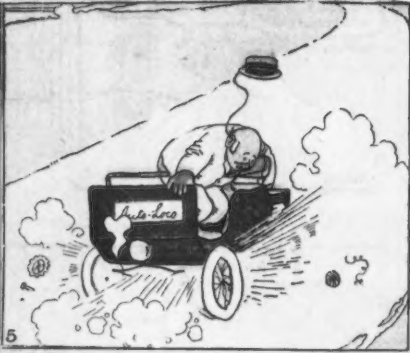
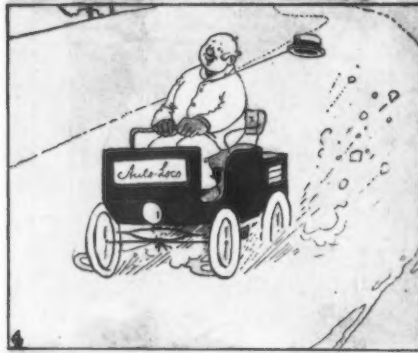
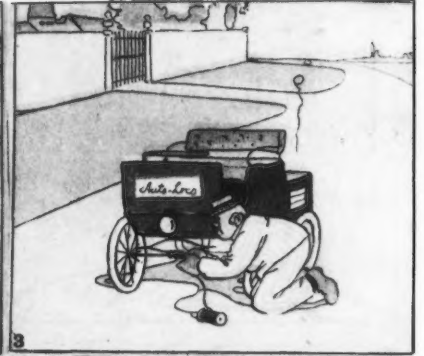
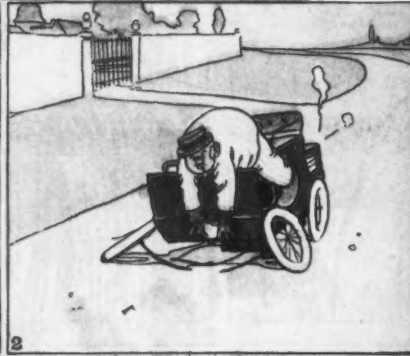
THE OLD CAR ALLEY

BY Al Dunkel





REPRODUCED FROM A NEWSPAPER OF 1902 IS A CARTOONIST'S POINT OF VIEW ON THE "NEWFANGLED HORSELESS CARRIAGE". THE ORIGINAL WAS IN COLOR, WHICH UNFORTUNATELY CAN'T BE REPRODUCED HERE.



SWINNEY '02

FROM OUR NEW MEMBER

DONALD L. EPHLIN, MAHOPAC, NEW YORK.

As you perhaps may recall, new members are invited to add a short autobiographical comment on the back side of the application blank, to help introduce themselves. New member Donald L. Ephlin, introduced by Joseph E. Vanderveer of Kingston, N. Y., gives his occupation as "Writer - Public Relations Counsel," and evidently whistled at a Muse of his trade on his own behalf to avoid wasting the back side of his application blank. When it came to the attention of your editorial committee, one serious-minded member happened to read all the way through without cracking a smile until something about a walk from Detroit to Chicago, then was heard to murmur, "Now really! this fellow failed to specify...and I would like to know...were they sure enough walks or did he solicit and accept rides from the general public ('hitch-hike' to you) en route". Anyway, the editors offer you Mr. Ephlin's story "as is", for the reader to add salt to suit, (just as we do with the dates of member's cars) and we would like to publish the experiences of other new members from time to time:

"My interest in antique automobiles began in Grand Rapids, Michigan, at about the close of the First World War. Another kid and myself bought a 1911 "Little" from a junkie for \$12, intending, I think, to strip it down and enter it at Indianapolis, or something. After hours of fruitless effort to get the thing started, my confederate suddenly said, "The hell with junk" and walked out on me. Thus I became sole owner of one of the original ancestors of Chevrolet. I might add, for the record, that the Little didn't have power enough to pull a San Diego floosie over to a drunken sailor."

"My next venture was a Brush, followed by Henderson motorcycle #179, and then a 1910 E.M.F. which served me faithfully through my sophomore and junior years at the University of Michigan. However, one evening during a trip back from Detroit, where my room mate and myself had been making a first-hand study of retail merchandising problems in the saloon industry, the E.M.F. came to a bad end. For, as we were driving it over a watering trough made of a hollowed-out granite boulder and through the front of a small town bank, some kind of accident happened, and the car came all apart. So did my room mate, but he lived to come to a bad end, too. Born in San Francisco, he moved to Los Angeles, and was never heard from again—or, at least, his relatives regarded him as lost, since they apparently felt that Los Angeles and Hell were like Minneapolis and St. Paul, that is, twin cities, so to speak."

"After a number of model "T's, beginning with a sleek, powerful '16 touring, purchased from Mrs. Henry Ford's brother, W. D. Bryant, of Traverse City, Michigan, I went in for more exotic cars, owning successively a model "L4" Stearns-Knight, a 1926 H.C.S. Special, and a 1927 Argyle, made in Scotland...a little job with a 4-cylinder Burt-McCollum single-sleeve engine. The mechanic who kept this car in shape for me had worked in the Argyle plant for many years, but emigrated to this country after being summarily discharged. It seems that he lost an open-end wrench that had given faithful service since the plant opened in 1905, and he was sacked on the spot when this piece of criminal negligence was discovered. Naturally, with a record like this, all doors to Scotch industry were closed to him, so he moved to America to forget. He drank heavily and brooded a great deal about his black past. The Argyle caught fire and burned up one day while he was working on it. I always figured he must have blown his breath on the upholstery."

"During the three years of the depression, my interest in automobiles was largely academic, but I took many long, bracing walks -- such as from Detroit to Chicago, and so on. At such times I often felt that I had underrated the Little. Then I became associated with the Ford Motor Company, gained access to the automotive collection at Greenfield Village, and my doom was sealed, and I have been an antique car addict ever since. However, my psychiatrist tells me that if I will just forget the past, concentrate on the present, and plan for a rich, full life in the future, that there is hope for me yet. At least I am a legitimate child, and can prove it, despite all rumors to the contrary."

* * * * *



LINDLEY BOTHWELL
ALONGSIDE BARNEY OLDFIELD'S STEARNS

1909 HUDSON SPEEDSTER, SERIES 20

This is car no. 1423 of the first scheduled Hudson production of 2,000 units, later raised to 3,000 units.

The job is powered with a four cylinder L-head, Renault type engine developed for Hudson by Continental. It has 198.8 inches of piston displacement, and develops 22½ H.P., A. L. A.M. rating.

The car has a 3-speed selective transmission, circulating water pump, dual ignition, Bosch magneto, either a Mayer or a Stromberg carburetor, and a circulating oil pump.

It listed at \$900, f.o.b. Detroit, and sold for \$150 more with Prest-o-lite tank, jump seat, top, etc.

This car is completely original throughout, including the Hall lamps, and top with drop curtain. It took 3rd prize at the recent VMCCA show at the 71st regiment Armory in New York under the classification "Most Interesting Car in the Show".

There just aren't any of these first Hudsons around, even in museums.



Seated at the wheel is the happy owner, Don Ephlin, of Mahopac, N. Y., Seated by his side, enjoying the 18° below temperature of this January day, is Mrs. Ephlin.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

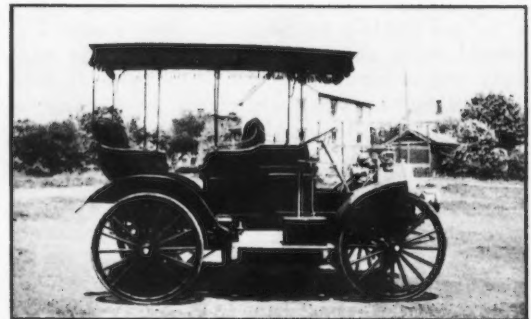
1949 TRANSCONTINENTAL TOUR PLANNED

Word has been received that a Coast to Coast (New York to California and return) tour is being planned. Only cars manufactured prior to 1915 will be eligible. Departure date about July 1st, 1949. Trip would take about 6 weeks. For details write to Edward A. Moran, 3629 Oxford Ave, Riverdale, New York.

FROM FRED MCKENRICK, EBENSBURG, PENNA.



1902 MITCHELL



INTERNATIONAL STATION WAGON
(note the vis-a-vis tonneau)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Back at the beginning of our Twentieth Century the horses tried to climb the nearest telegraph pole in their frantic madness to escape from the new monster that threatened their very existence.



Here you see what was left by a runaway team in Pittsburgh in the summer of 1900. The children of the children in the picture will never know the terror and excitement created by a runaway team of horses because the animals gradually discovered that the strange contraptions really meant no harm.

ALBERT MECHAM PHOTO ALBUM
Thomas M. Galey Collection.

OUR NEW MEMBERS

- Bayard Badenhausser, 106 College Hall, Philadelphia, Pa.
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 Howard E. Bixby, 424 N. Glendale Av., Glendale 6, Calif.
 Curtis L. Blake, 749 South Branch Pkwy., Springfield 8, Mass.
 Ralph T. Buckley, 313 Delaware Av., Absecon, N. J.
 Russell Bundesen, 33 N. La Salle St., Chicago 2, Illinois
 Edward F. Cameron, R.F.D. 1, Pilger, Nebraska
 Kieth Chasteen, #129 Lee Bl., Kansas City, Kansas.
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 Harry C. Churchill, 107 Boston Rd., Chelmsford, Mass.
 B. B. Danley, Jr., 344 Maple St., Jersey Shore, Penna.
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 Wm. A. Franson, 5856 Burnet St., Van Nuys, California.
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 Alan D. Gold, 1323 S. Burnside Av., Los Angeles 35, Cal.
 R. O. Goodwin, 199 E. Walnut St., Pasadena 3, Calif.
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 Harold M. Hansen, 779 Fairmont, Glendale 3, Calif.
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 J. Byron Hull, 38 Whiton Av., Hingham, Mass.
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 Hazin Race, 22547 Woodward Ave., Ferndale 20, Michigan
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 J. A. Russell, 328 State St., Orlando, Fla.
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 A. G. Stoltz, 714 S. Walnut St., Bucyrus, Ohio.
 Wm. H. Thompson, 533 S. Griffith Park Dr., Burbank, Calif.
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 Newell Vaughn, Miramar Hotel, Santa Barbara, California
 Harold Weber, Route 1, Clayton, Missouri
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 Henry M. Zeitz, #019 E. 14th St., Oakland, Calif.


THE
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GAZETTE

CLASSIFIED ADVERTISING RATES

FOR THE GAZETTE

For members: Free of charge for six (6) lines. Ten (10) lines for one dollar, and each additional five lines at one dollar---for example fifteen (15) lines for \$2.00, twenty (20) lines for \$3.00.

For non-members, write the editor. Six lines are free to members....The members want to know your "wants" or what you have "for sale", so send them in. P. O. Box 503, West Los Angeles 25, California.

WANTED

Set of 4 wood wheels size 32 x 4 with quick detachable rims (not demountable). Also a pair of Rushmore headlamps, large size. Fred A. Buess, 331 W. Doran St., Glendale 3, Calif.

WANTED

Pair of acetylene headlights to fit brackets - 9½" between prongs. E. Paul duPont, Montchanin, Delaware.

Front wheel gear for speedometer used with 30x3½ tires and appx. four feet brass tubing and bulb for horn. Both to be used on 1912 Flanders "20". Don R. Blythe, 209 N. 9th, Columbia, Mo.

Duesenberg 4 cyl., as in Roamer, Revere, etc: 4 cyl. or 8 cyl race engine. Model A passenger; also Wills Ste. Claire, Mercer, Stutz, Fontenac. Car or engine alone. Jack Carmody, 344 25th Av., San Francisco 21, California.

HSC, Stutz 4 literature. Stutz 4 radiator lamps, crank, S&M spotlight. Bearcat windshield and bracket. 1930-33 opera Stutz windshield.

WANTED

Boiler for 10 H. P. Stanley, 18" diam., 14" high. Also, instruction book for 1913 model. R. E. Nelson, 11131 Huston St., North Hollywood, California.

Supercharger for 1934 Duesenberg Model "J" any condition. C. W. Hammer, 1819 N. Frederick, Burbank, California.

Four 34 x 4 QD rims and rings. B. C. Phillips, 2548 Georgetown, Toledo 12, Ohio.

Starter and generator combination for 1912 Cadillac, and good tail lamp for 1907 Maxwell. J. Wigglesworth, 627 Shawnee Rd., Kansas City, Kans.

Complete two cylinder engine for 1909 Buick. Ed Baird, 2671 Cowper St., Palo Alto, California.

Radiator cap or ornament or both for American Rolls. Also, instruction book or other data for same. Francis R. Ross, 1904 Jones St., St. Joseph, Mo.

Four 36 x 4 tires for 1913 Rambler. Mrs. James W. Whatley, 1014 West 5th St., Clifton, Texas.

Rudge-Whitworth wire wheel, 35 x 5. Spare parts for Reeves Octo-Auto. Friction disc for Gearless Greyhound "75". F. E. Bissell, Jr., 325 Alpine St., DuBuque, Iowa.

Two 1914 Ford rear wheels, 30 x 3½, Art Stewart, 402 East End Av., Pittsburgh 21, Penna.

One steering post bulb horn for my 1906 one cyl. Reo. John Carra, Jr., 1808 Canyon Dr., Hollywood, Calif., Tel. HE 7951.

Two new front fenders for 1922 Chevrolet Merchant Delivery model 490. Also catalogs, pictures, and advertisements on Wills Sainte Claire cars. William H. Mason, 8448 West Outer Drive, Detroit 19, Michigan.

Catalogs on American Underslung, Brush, Cole, Dodge, Duesenberg, Essex 4, H. C. S., Hupp 32, Lozier, Maxwell, Mercer, Overland, Owen-Magnetic, Revere, Roamer, Saxon, Stutz, Templar, Wills St. Claire. Might trade. Joseph H. Ganz, 1824 Sherwood Av., Louisville, Kentucky.

Set of top bows for 1923 Kissel Gold Bug speedster, also literature about Kissel Gold Bug, and catalog and pictures of 1936 model 852 supercharged Auburn speedster. T. G. Dickinson, M.D., 1413 Steel Rd., Havertown, Penna.

Four rims for 34 x 4 straight side tires. L. R. Lohr, 1401 Ridge Av., Evanston, Illinois.

WANTED

Post cards, calendars, art prints, blotters, posters, and other printed matter on old-time cars, auto racing subjects, etc. Al Michaelian, 1728 N. McCadden Pl., Hollywood 28, California.

Sears instruction book. Automobile name plates to trade for others I do not have. Send for list. H. L. Jennison, 1561 S. E. Linn St., Portland, Oregon.

To purchase single plates of collection of auto radiator name plates, serial, sill, dash, and floor plates, hub caps, porcelain license plates. Send lists, condition, and prices. Rudolph Zak, Box 1554, Station C, Cleveland 4, Ohio.

Old motor truck catalogs, folders, pictures. Vintage 1930 or earlier. Especially want Pacific Coast makes such as Doane, Lewis, Olympic, Northwestern Moore, Moreland, MacDonald DiMartini. Ted Middleton, Rutherford Court, Aberdeen, Washington.

Certain various early Detroit Electric (also known as Anderson Electric before 1920) literature. Also would appreciate any reference to this make appearing in magazines or other publications, noted as you come across it in the course of your reading and browsing. Just after information and pictures, so "Mint condition" not necessary---reproductions, or mere bibliographical notations on a post card so I can look it up, are welcome. Let me know what you wish in return. Jamison Handy, Jr., 3422 W. 59th Pl.,

SWAPS

Wayne Bledsoe, Secretary-Treasurer of the St. Louis Regional Group of the H.C.C. reports that he now has pictures of 760 different makes of American built automobiles. He wants to increase this to at least 1000 makes and wishes to correspond with members having similar collections and wishing to trade pictures. Write Wayne Bledsoe, 8030 Troost. Afton 23, Mo.

Want HCS. Stutz 4 literature. Stutz 4 radiator, lamps, S&M spotlight. Bearcat windshield and bracket. 1930-33 opera Stutz windshield. Will trade; Buick valve cage tool, top bows 54", compression whistles, lenses-all sizes, catalogs, emblems, manuals, New Stutz body. A. K. Miller, Montclair, N. J.

1941 Buick sedanette for Mercedes-Benz open or convertible or other luxury type foreign sport car of equal value. C. A. Gaines, 2429 W. Fond du Lac Av., Milwaukee, Wisconsin.

S W A P S

Will trade 20 H.P. Stanley engine (without pumps), or will pay cash for 8 to 12 H.P. compound (or triple if any were made) steam launch engine. Also want air and feed pumps for it. T. Middleton, Rutherford Court, Aberdeen, Wash.

* * * * *

Note, on back issues of the GAZETTE: - The reprints of Volume 1, number 1 are entirely out. The board of Directors have voted to sell no copies of the GAZETTE for less than \$1.00. The price list of back numbers is hereby revised accordingly.

* * * * *

If you are advertising a car for sale, why not have a photo of it reproduced in the "For Sale" columns. We will include photos with your ad for only \$3.00 per each photo. Send photo with copy to the Horseless Carriage Club, P. O. box 503, West Los Angeles 25, California.

* * * * *

F O R S A L E

1905 Northern touring car in good mechanical condition, good rubber, 5 grass lamps, price \$350. Glenn E. Thomas, Anaheim at Elm, Long Beach, California.

Marmon 200 H.P. V-16. Completely overhauled by Cadillac dealer. Repainted, re-chromed, re-upholstered, 6 new tires and tubes, engine in top condition, owner has \$1500 in car, will consider any reasonable offer. Also Rolls Royce Phantom I Brewster, car overhauled with genuine Rolls-Royce parts and according to Rolls manual, repainted by Cadillac dealer, new top and some new upholstery, tires recapped, owner has over \$1400 in car, has purchased new English car and is anxious to liquidate both of above cars. See pictures on "From Our Members" page this issue of GAZETTE. A. G. Rippey, 2925 E. Exposition Av., Denver 9, Colorado.

THE STORY OF THE AUTOMOBILE by H.L. Barber, published 1917, 31 years ago. 250 pages, gilt-titled cloth bound board covers. An original, new, clean, unused book sent postpaid for \$2.00. Also have other used old auto books. Ed Kreutzinger, 4877 N. Hermitage, Chicago 40, Ill.

1926 Lincoln. 1930 Lincoln. 1938 Pierce Arrow V-12. Lincoln parts. 1912 Excelsior motorcycle. Make offer. Harry Pulfer, 3478 No. Verdugo Rd., Glendale 8, California.

One Solar DeLuxe Projector (this is a circa 1906 11" flare front brass gas headlamp and is like new), write for photo and price. C. A. Gaines, 2429 W. Fond du Lac Av., Milwaukee, Wis.

F O R S A L E

Duesenberg new specially designed aluminum pistons - higher compression - permanent mold casting. Write for details. Gerald R. Strohecker, 2959 S. W. Montgomery Dr., Portland 1, Oregon.

Royce-Royce owners: I have sold my English Phantom One and have some excellent 7.00:21 tires for sale. Also new cylinder head gasket still in wrappers for above Rolls. Richard Bissell, 645 Fenelon Pl., Dubuque, Iowa.

Talbot-Lago Special, 1938. Write for particulars. Bob Gegen, 3160 N. W. 2nd St., Miami, Florida.

Ten 5.00-22 tires, \$3 each, good shape. 1904 or 05 Maxwell, motor no. 389, like new except paint, new 38 x 3 tires. Trade for Auburn speedster or what have you? 34 x 4½ new tires, \$12.50 cash. Bob Graham, 1443 Jefferson, Kansas City, Missouri.

50 brand new tires, 34x4½", 8 ply. Good live rubber. Price \$12.50 each. Bob Graham, 1443 Jefferson, Kansas City, Missouri.

Write your needs for 1914 Buick parts to Don R. Blythe, 109 North 9th, Columbia, Missouri.

One pair of square type oil side lamps. one pair of large electric cowl lights for Cadillac circa 1913. Mercer type brass hand pump. Nickel plated electric Klaxon circa 1914. Many other items too numerous to mention. C. A. Gaines, 2429 W. Fond du Lac Av., Milwaukee, Wisc.

Have four 19 x 7.00 tires and tubes. Art Steward, 402 East End Av., Pittsburgh, Penna.

Six Houck wire wheels, with hubs. Neil Ensworth, 251 23rd Av., No., St Petersburg, Fla.

Brass cleaner that really cleans, \$2.50 gallon. New tires and tubes; 28x3, 30x3¼, 30x3, 32x4, 34x4½, 34x4, 36x4½. Bernard Rademacher, 8769 Avalon Bl., Los Angeles 3, California.

1909 model 17 Buick touring car. 1927 Rolls-Royce. 1931 Lincoln V-8 sedan. 1932 Stutz DV-32 sedan. 1931 Auburn V-12 engine. C. A. Gaines, 2429 W. Fond du Lac Av., Milwaukee, Wisc.

1922 Packard little six touring car, Four good tires, repainted, serviceable top, \$500. 1913 Reo four cylinder touring car in junkyard condition, mechanical parts seem OK, offer wanted. 1909 2-cylinder, 2 cycle Chase truck, body in process of rebuilding - work partly done, New hood, has been run, new wheels and tires, \$350. E. Paul duPont, Montchanin, Delaware.

FOR SALE

1920 Stanley Steamer 7 passenger touring car in running condition, with extra boiler and tires. 1907 Studebaker Electric, beautiful condition with batteries and charger. 1909 Indian motorcycle, running. E. H. Overman, 903 North Spring Street, Springfield, Illinois.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

A MUST FOR YOUR LIBRARY. Just off the press. "THE LAST BILLIONAIRE", by William C. Richards. The author was a personal friend of Henry Ford for 25 years. He gives full credit to Ford's extraordinary mechanical genius, but he also describes with gusto and warm-hearted wit the lighter side of his personality. \$3.75 per copy. Send orders to the Horseless Carriage Club, P. O. Box 503, West Los Angeles 25, Calif.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

American Underslung 6 cyl., 1915, fine mechanically but needs paint, all complete with top, less headlamps, \$1500. 1913 Buick touring, beautiful shape including new paint, all complete, low mileage, nothing whatever to fix up, price \$850. Franklin 4 cylinder roadster, fine mechanically but needs paint, less lamps, \$700. Haynes-Apperson 2 cyl., about 1903, needs work of course, less lamps, \$750. Reo 1 cyl., chassis only, but in fine mechanical shape, \$250. Buick "White Streak" roadster, 4 cyl., you can spend a lot of Sundays on this one fixing it up, but you will have something when you are through, all complete less lamps, \$500. Cadillac 4 cylinder coupé, 1913, fine mechanically, everything complete but could stand a paint job, good 37 x 5 tires, \$1500. Cadillac one cyl., rear entrance tonneau, 30 x 3 tires, \$1250. If someone "needs transportation", here is something that will beat riding a bus if you don't mind driving an Essex coach "6" of 1925, good paint and tires and low mileage (I think less than 30,000); it ought to be worth \$325, but I might take less. Model "T" Ford, about 1912, less tonneau and radiator; I don't expect too much, but will listen to \$100. Photos of any car, 50c. MOTOR (single copies) mostly 1907-1908-1909, good to excellent condition, \$10 each. AUTO TRADE JOURNALS 1908 and later, \$6.00 each. Automobile sales catalogs, mostly 1905 to 1916, \$5 up to \$15. What ones do you need? Acetylene Headlamps, \$65 per pair up; small Rushmores, \$100, Mercer type \$150. Oil sidelights, \$40 per pair up; tail lights, \$25. Brass horns, \$25 up to \$50, depending on size and condition. Motor from one cyl. Packard, \$250. Motor from one cyl. Pierce (Motorette or Stanhope), \$200. Also have tubular frame and other parts for this car. Buick 1913 motor (4 cyl.), complete with transmission, \$100. Arthur E. Twohy, 400 N. Fenmore Av., Los Angeles 4, California.

FOR SALE

Old time auto photos, all nice and clear close-ups of over 200 cars, 1898 to 1930, size 2½ x 4½, eight photos, \$1.00. Also, old time street scenes showing many old cars, post card size, at 6 for \$1.50. Old time rural scenes showing many old cars, post card size, 6 for \$1.50. Old time race-track scenes, showing crowd and racers, post card size, 6 for \$1.50. Will also trade with other collectors. Fred McKendrick, 603 N. Center St., Ebsenburg, Pa.

I have a few dusters for \$10.00 a piece. John Carra, Jr., 1808 Canyon Drive, Hollywood 28, California. HEMstead 7951.

1916 Rauch & Lang, mint condition, no battery. Make offer to J. F. Wornbacher, Midland Laboratories, Dubuque, Iowa.

1920 Stanley 7 passenger touring. Very good condition except for no boiler. What have you? Edw. F. Cameron, Route 1, Pilger, Nebraska.

1911 Cole Sport touring, 5200 original miles, A-1 condition. Also I.H.C. high wheel truck, good running order. Want 1913 Chevrolet and 2 cyl. Buick roadster. Leslie Halverson, Route 1, St. Olaf, Iowa.

Tuckermobile, about 1900, one seat, 2 cyl. Great Northern, 1905, 5 passenger, 2 cyl. Sears Roebuck, 1907, 2 seats, 2 cyl. Hispano Suiza, 1924, six cylinders, four passenger touring car. Glenn E. Thomas, Anaheim at Elm, Long Beach, California, Telephone 7-6491

1914 Marmon, model 41 roadster complete with top, good tires, only 6 of this type ever made. Photo on request. J. B. Pinnèy, 4030 S. Michigan St., South Bend, Indiana.

1915 Hudson 6-40 7 pass. touring, good tires, new battery, complete shape but needs paint and personal attention. \$100 west of Hudson, F.O.B., \$125 delivered in N.E. Douglas Ladd, 144 Division St., East Greenwich, Rhode I.

1921 model Franklin four door sedan in excellent mechanical condition. Very low mileage. You can drive this car anywhere. Needs new paint job. Price, \$500. Will trade in on curved dash Olds or one cylinder Cadillac. Ray Dougherty, Longmont, Colorado.

Have a complete line of Pierce-Arrow parts to offer - dual ignition - dual valve jobs - models 33 and 36. Samuel Adelman, 635 S. Columbus Av., Mt. Vernon, New York.

FOR SALE

Have model 10 Buick touring. Good for parts only. Located in Georgia. Neil Ensworth, Canaan, New York.

1912 Ford, light pick-up body, Original good condition, Idaho, \$250. 1914 Studebaker 4 cyl. light pick-up body, good, \$200. 1908? International, water-cooled, solid tires, chain drive, light pick-up body, fair, \$175. 1909 Hudson touring, 4 cyl, fair, \$575. 1915 Maxwell touring, 4 cyl., bad transmission, \$300. 1914 Studebaker 6 cyl. touring, good, \$500. Model 7A Pathfinder touring, good, \$550. 1911? Metz rdstr, chain drive, magneto, fair, \$450. 1910 Kissel Kar touring, 4 cyl., fair, \$425. 1912 Reo chassis without motor, good for parts. 1912 or 13 Pope-Hartford good for parts only. 1912 Haynes, no body, parts only. Transmission for Duro car. Location and details on request. B. P. Moser, 1010 Highland Av., Glendale 2, California.

Photos of antique cars, most of which were taken by myself for my collection; have acquired some old negatives from 1910 - 1920. Pictures show good detail of cars, send for list and prices. S. R. Maxon, 211-23 35 Av, Bayside, Long Island, New York.

Will swap for emblems. Saxon 4 cylinder engine, about 1914. Live axle shaft for 6 cyl. Wills St. Clair. L. E. Parsons, 340 Bonniewood Drive, Cleveland 10, Ohio.

Expert Machinist. Complete Machine Shop. Parts made for antique automobiles. Rebuilding of engines, transmissions, etc. No job too large or too small. Reasonable prices. Estimates cheerfully given. Hugh F. Leach, 2237 Glencoe Ave., Venice, California.

Here is good news! Horn bulbs are available again. If you need one or more send your order to Thompson Mfg. Co., Inc., P. O. Box 627, Erie, Pennsylvania, attention of Mr. C. C. Thayer. Ask for the old style Pneumatic Acid Pump bulb. Price: \$1.47 plus postage. Send money order rather than personal check to save delay in shipping. This information is through the kindness of B. C. Phillips, 2548 Georgetown, Toledo, Ohio.

1923 Silver Ghost Rolls-Royce sedan, Springfield, R. H. drive, good batteries, six excellent Goodyear Double Eagle tires, two of which have never been used, all tools, manual, clean, paint good condition, kept under valet care for ten years, ready to drive anywhere. Only work that might be done is a ring job. Price, \$850. Ralph Gould, 31 Forest Road, Cape Elizabeth, Maine.

FOR SALE

1916 Scripps-Booth roadster, good upholstery, wire wheels, new extra tire and tube, recent paint job, new chrome plate, completely rebuilt, motor rebored, crankshaft ground, new pistons, bearings, and gears. \$450. Hunter McConnell, Jr., 1148 Elberon Av., San Pedro, Calif.

1911 Pierce-Arrow "36" touring, excellent mechanical condition, compressed air starter that really works, original lamps, upholstery and paint perfect, 5 new Firestone tires, new top, photo in center page March GAZETTE, \$1500. Cotton Goff, 2020 Pacific, San Pedro, Calif.

Darracq chassis, 1913 rotary valve engine, mint condition. L. S. Crewe, 431 So. 46th St., Philadelphia 43, Penna.

1913 Rambler touring, fine running condition, gas lamps, top, needs paint and tires (36x4). Mrs. James W. Whatley, 1014 West 5th St., Clifton, Texas.

Many parts for old cars, but specializing in Rolls, Pierce, Locomobile, and Lincoln. Samuel Adelman, 635 S. Columbus Av., Mt. Vernon, N.Y.

Ford, model "T", del., brass radiator job, has Rajo 8 valve overhead, Winfield carburetor, Bosch mag. & drive; engine and above extras are like new. Price, \$175. Tom Mathews, 213 South Date St., Rialto, California.

Parts for 1921 Packard V-12, 1920 Buick 6, 1932 Lincoln V-12, 1926 Lincoln V-8, 1924 Cadillac V-8, and 1921 Holmes air-cooled, and some parts also for other makes. J. Wiglesworth, 627 Shawnee Road, Kansas City, Kansas.

Rolls-Royce "Silver Ghost" opera coupé 1926, by Farnham-Nelson of Boston; excellent body, upholstery, and plating; motor, top, and tires good; handles exceptionally well and rides like a new car. Price, \$450. W. L. Snyder, 2564 Charney Rd, University Heights 18, Ohio.

Sale or trade: Tires, lamps, horns, rims, and parts for antique cars. 1924 Locomobile sport roadster. Ford model "T" touring. Early Packard twin-6. Early Packard 6 touring. MacFarland touring. All in running order. Repairs to modern and antique cars. Art Austria's Simplex Garage, 200 Mildred Av., Venice, California.

1911 Ford touring. U-Fix-It Auto Shop, 734 Gardena Bl., Gardena, California.

1913 Marmon 6 cyl. speedster, fine running condition, good tires, Bosch ignition, Northeast starter-generator (16 volt). J. P. Pinney, Lakeville, Indiana.

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