

NEWSLETTER

The Society of Automotive Historians

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THE MEETING AT HERSHEY

An organizational meeting of the Society of Automotive Historians is scheduled for Saturday morning, October 11, at 10 a.m.

Mr. William S. Jackson, editor of *Antique Automobile*, has generously offered the use of his office for this meeting. This is in the AACA National Headquarters. To quote from Mr. Jackson's letter -

In case you are not familiar with the location of the AACA National Office --- it is located in the Hershey Museum building, just across the parking lot from Hershey Stadium and attached to the Arena building. You enter it by coming through the door under the southern gothic pillars at the front of the museum building, then turn right when you are immediately inside the first set of doors.

In all probability there will be more matters to discuss that there will be time to discuss them. Therefore, perhaps some areas of agreement, based on returns from the original questionnaires, should be listed.

- (1) The only requirements for membership should be a genuine interest in the history of automotive vehicles, and a willingness to share information with other members for the benefit of all.
- (2) The scope of the Society's research should include self-propelled vehicles of any sort - passenger automobiles, trucks, busses, motorcycles, aircraft, etc., produced anywhere in the world, from the very earliest machines to the brand new 1970 models now being announced.
- (3) Editorial or advertising matter published by the Society should be limited to items of interest or importance to the historian, and should not include reports of social events, ads for cars, parts or restoration services.

A possible agenda for this meeting might include the following -

- (1) Election of a temporary chairman for this initial meeting.
- (2) Discussion of advantages and disadvantages of incorporation as a non-profit organization.
- (3) Establishment of a by-laws committee, to recommend a set of by-laws to be approved or amended by members at a later date, by mail.
- (4) Election of officers - now, or later by mail?
- (5) Authorization to open a checking account for deposit of checks already on hand. (This would seem to point to the immediate election of a treasurer).
- (6) Discussion of possible classification of types of membership - active and contributing members; members who are interested only in receiving the Newsletter or other publications on a subscription basis.

AUTOMOBILE MAKES

There have been many lists of automobile brands published during the past 30 years, starting with that of Glasscock about 1937. Probably the most complete and authentic have been those of G. R. Doyle, of England, and continued by G. N. Georganc. These brand names are commonly referred to as "makes" of automobiles.

Such lists differentiate between commercial vehicles, including taxicabs, and vehicles for private use, as the British put it. At least it is assumed that a passenger car is primarily for personal transportation, albeit station wagons are included. Normally, to be included in such a list, the vehicle must also be licensable and to have been more than a prototype model. But just what does constitute a make of car?

Some well known makes do not adhere to the above criteria. For example, the MILLER (ii) as listed in The Complete Encyclopedia of Motor Cars was basically a series of strictly racing cars, with the exception of a lone front-wheel-drive convertible, only one of which was ever built. Somehow this does not seem to fulfill the accepted norms for a "make". The somewhat obscure IZZER is an example of a brand of which it has been determined that only three were ever made. This certainly does not approach a quantity which could be considered even as small-scale production.

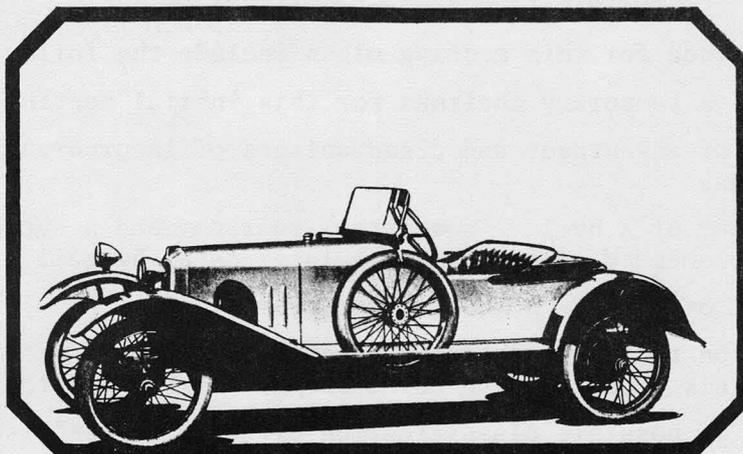
Another question concerns the separation of individual strawberries from the subsequent jam; what is a make, and what constitutes different models of the same make? The CHRYSLER Imperial was originally the upper line of the CHRYSLER make of automobiles. Since 1954 the IMPERIAL has been given the status of a separate brand, or make.

Sub- or quasi-makes of contemporary manufacturers are plentiful: CHEVROLET Corvette, Corvair, Chevy II, Impala, Nova, Chevelle; PLYMOUTH Valiant; DODGE Charger, Dart; OLDSMOBILE Ninety-Eight, Toronado, Cutlass. These various models do not constitute separate makes, although accorded such status in several lists.

There is a good deal of personal judgement involved in the determination of which brand names of automobiles are actually separate makes, because the criteria are not established. One organization which has been able to establish automobile classification of a special sort is the Classic Car Club, whether or not one agrees completely with the choice of makes.

It would not be outside the purpose of this organization to form a set of rules to govern the acceptance of a brand of vehicle as a "make". Perhaps others have given some thought to this problem and would care to air their views in this Newsletter.

- G. Marshall Naul



THE 1922 LIGHT WEIGHT OR "LÉGÈRE" G. N.

THE BRITISH G.N.

No matter what model you saw first, it would make you chuckle. And if you saw someone climbing into it, you would break into laughter. But when the engine was started up, and this unbelievable little vehicle streaked out of sight before you had a chance to close your gaping mouth to the remnant cloud of dust, you'd know what you saw. That would have to be a G. N. And you must be someone other than an Englishman, because no Englishman ever laughed at a G. N. like he did at the Bedelia and Tamplin.

Even if this little ridiculous go-cart or voiturette or whatever you want to call it, did not have an impressive bag of world records and racing accomplishments on its own right, it would be worthy of study by historians.

Starting well before World War I, and even two years prior to Bentley, Archie Frazer-Nash and H. R. Godfrey in 1910 collaborated to build a light-weight, whippy, belt-driven spidery little cycle car powered by a vee-twin air-cooled engine. This unlikely sire can boast at being the direct ancestor of no less than four definite famous marques, and perhaps a host of lesser ones that used its teachings without acknowledgement.

Frazer-Nash went on to build his famous Chain-Gang Frazer-Nash sports cars. Godfrey applied his G. N.-gained knowledge to the snappy H.R.G. sports cars that he produced. In France, the Salmson company of Billancourt, outside of Paris, took a license from G. N. and commenced to build French versions. Becoming competitively embroiled with Amilcar in voiturette races, the French Salmson company improved its cars far beyond the spit and baling wire state and eventually produced their Grand Sport Salmsons with twin overhead cam engines. A British company later became licensed under the technical know-how of the French Salmson company and commenced building Salmsons in England. The latter company developed its own version of the Salmson and ended up as a manufacturer of relatively pleasant and fast vehicles, but nothing really glamorous. Perhaps four or five hundred total were built before they went broke in the era just before World War II.

So much for history.

Let's get back to the G. N., the little cockroach that flew. The car was normally sprung by quarter elliptical springs that connected the axles far forward and rearward of the frame (such as it was). The cylinders protruded out of the sides of the bonnet, this being a sort of compromise structure simulating a normal-engined car, complete with fake radiator. Early ones didn't even try to look like a car. The air-cooled engine was at first a proprietary J.A.P. motorcycle engine and later blossomed into a more sophisticated power plant. Archie Frazer-Nash and his famous "Spider" (still in good shape) won more races in the five year period after World War I than any other man. Add these to the victories of others driving G. N.s and it would be a monumental task to list all victories and records for the G. N.

Our 1922 catalog shows touring and so-called all-weather models, speaks of comfort, weather protection, beauty and elegance. I would question the sanity of anyone who bought the car depending upon these claims. Even a Morgan would have provided more of any of these. The British bought the G. N. for its speed and maneuverability - for sprints, hill-climbs, rallies and just plain racing. You can still see them there - at many vintage outings. They still go - even at 48 years of age. We saw them at Oulton Park racing Frazer-Nash descendants, and doing well (on handicap, of course).



- Irv Silverman

A CHECKLIST OF U. S. AUTOMOBILE PERIODICALS

Of the several categories of auto literature, certainly the largest is that of the magazines which have been devoted exclusively to the automobile. Because these magazines are scattered it would seem that a listing might be of value to persons interested in automotive history.

It is impracticable to judge the contents of each periodical, and it should be recognized that both quality and content may vary widely. This listing makes no pretense of being complete, nor is it expected to be free of errors. The author would welcome further information on such lapses.

The magazines are listed alphabetically, with the place of publication and the years during which each was published. In those cases where the years are in doubt, dashes are used. The abbreviation H.O. is for 'house organ', published by the manufacturer. For further information concerning a particular magazine, the reader should consult the *Union List of Serials*, which is available at most libraries.

- G. M. Naul

AAA TRAVEL	Chicago	1930-1935
ACCESSORY & GARAGE JOURNAL	See Automobile Journal	
AMERICAN AUTOMOBILE	(Overseas Edition) New York	1924-
AMERICAN AUTO NEWS	Los Angeles	1929-1932
AMERICAN CHAUFFEUR	See Automotive Service Digest	
AMERICAN CYCLECAR	Chicago	1913-1915
(also as CARETTE: CARETTE & CYCLECAR: CARETTE & AMERICAN CYCLECAR)		
AMERICAN MOTOR JOURNAL	Denver	1907-1910
(as STEAM MOTOR JOURNAL 1907-1909)		
AMERICAN MOTORIST	Washington, D. C.	1909-1930
(succeeded by HOLIDAY)		
AMERICAN VEHICLE	New York, Philadelphia	1888-1910
(previously as CARRIAGE & WAGON BUILDER)		
AUTO ADVOCATE & COUNTRY ROADS	Detroit	1904-1905
(continued as MOTOR NEWS)		
AUTO BULLETIN	Newark, N. J.	1905-
(N.J. Auto & Motor Club)		
AUTO CHRONICLE	Seattle	1932-1933
AUTO CLIPPER	Minneapolis	-1912-
AUTO DIGEST, REGISTER & TRADE WEEKLY	New York	1903-1915
AUTO ERA	Cleveland	1901-1906
(H.O. - Winton Motor Carriage Co.)		
AUTO NEWS	Des Moines	-1912-
AUTO REVIEW	St. Louis	1905-1923
AUTOBODY	New York	1922-1938
AUTOCAR MESSENGER	Ardmore, Penna.	1915-1932
(H.O. - The Autocar Co.)		
AUTOCRAT, THE	Long Island City	1906-
(H.O.- Daimler Mfg. Co.)		
AUTOMOBILE, THE	Philadelphia	1899-1917
(Had various titles:		
AUTOMOBILE & MOTOR REVIEW (After absorbing MOTOR REVIEW)		
AUTOMOBILE & AUTOMOTIVE INDUSTRIES		
AUTOMOTIVE AND AVIATION INDUSTRIES		
(also absorbed DEALER & REPAIRMAN and HORSELESS AGE		

This list will be continued in future issues of the Newsletter, as space permits.

THE SHAD-WYCK AND THE SHADBURNE BROTHERS

Every roster of the names of automobiles made in the past includes a few makes on which little or no information can be found. Pictures, if any exist, are generally line drawings rather than photographs. Seldom are the specifications of such cars to be found in the tables of data in old automobile magazines. The usual reason for this dearth of information is, of course, that no such cars were ever produced.

The case of the Shad-Wyck is a little different. Not only does the name appear in almost every roster of cars, but considerable evidence of its existence is a matter of record. Dates of manufacture mentioned in car lists vary from 1917-18 to 1916-23. The Chilton Automobile Directory of July, 1923, gives a table of serial numbers for Shad-Wyck cars, models A, B, C, D, E, F, G and H - a new model each year from 1916 through 1923, beginning with No. 1 (1916) and ending with No. 1650 (1923).

Detailed specifications of the car were published in some of the trade magazines of 1917 and 1918.

A full page ad was published in the Frankfort, Indiana, daily newspaper, announcing the soon-to-be-built Shad-Wyck.

Obviously, the Shadburne Brothers Company had a good publicity agent, even though the manufacturing department didn't amount to much.

One evening early in 1960 I received a telephone call from Mr. Frank Goodwin, of Frankfort. He was seeking information on the Bour-Davis car, which was built in very small numbers by a firm known as Shadburne Brothers - offices, 2700 Michigan Avenue, Chicago - factory, Frankfort, Indiana. I told Goodwin what little I knew about the Bour-Davis and asked him about the Shad-Wyck, also supposed to have been made by the same company. He promised to investigate, and a few days later he called again to set up a date for a meeting in Frankfort. Two days later I journeyed to Frankfort.

By that time Mr. Goodwin had located two former employees of the Shadburne Brothers Company, Mr. Brook Mechem and Mr. Morris Coffman. Mr. Mechem was on hand, but Mr. Coffman was not able to be present at our meeting. The following paragraphs are Brook Mechem's story.

It was in the summer of 1917 - August, I think - that Morris (Coffman) and I were working for the City of Frankfort. I had only been on this job two days. We were cleaning out a ditch, out near the edge of town, when a friend came by in his car and told us they were hiring men at the new automobile factory. We dropped our tools right there, climbed into the car and went to the plant. We never even went back to get our two days pay.

Shadburnes had all the parts to assemble cars, except for engines. These were shipped in from Continental, C.O.D. We would lay a frame on saw-horses and start to hang parts on it. It took a day or so to assemble the whole car, except for the engine, and when the company could raise the money to bail out an engine we could finish the car. When it was done we drove it to the freight depot for shipment to Chicago. This was the only road test these cars got. If they made it to the station they were considered o.k.

These were Bour-Davis cars - not Shad-Wycks. There was a lot of talk about the Shad-Wyck, but none were ever built. Sam Hunsiker, who was chief engineer, made a wood model about three feet long, but that's as close as the Shad-Wyck ever got to production.

Once we got three engines at the same time, and the factory operated around the clock until three cars were finished and on their way to Chicago. Most of the time we just sat around, cleaning up the plant or playing cards, waiting for an engine.

There were about 25 people on the payroll - never more than 30 - and this included the office force. It was plain to see that the company was in a bad way financially, and none of us knew how long our jobs would last.

The end came in February of 1918. There wasn't enough cash to meet the payroll, and some of the directors were going to Indianapolis to try to raise more money. They started out in the last Bour-Davis car we built, in the midst of the worst blizzard we had had all winter. The roads were almost impassable, and a few miles out of town the Bour-Davis was in the ditch and stuck in the snow. One of the office men borrowed a Lexington touring car to go to the rescue, but he got stuck, too. I borrowed a Model T Ford, with chains, and went out and hauled in the Bour-Davis, and then went back for the Lexington. The trip was over; the payroll was not met; the company closed its doors the next day.

I had to wait a few weeks for my last week's pay. I still had one day's wages coming, and almost a year later I got that, too.

I think we made about 23 cars - certainly not over 25. (*If serial numbers are to be believed, the correct figure was 26 cars. Ed.*)

After leaving my meeting with Brook Mechem I went to a small restaurant for a quick cup of coffee. On the stool next to mine sat an elderly gentleman who looked as though he just might be one of the town's old-timers. Conversation with him proved my hunch correct. He had lived all of his life in Frankfort, and remembered the Shadburne venture well.

He told me that one of the ways in which the Shadburnes tried to raise money was through the sale of real estate. They acquired some farm land just outside the city limits, at acreage prices. This was laid out in undeveloped lots on equally undeveloped streets and advertised as a new community in which the inevitable thousands of Shadburne employees would reside. Lots were offered at \$500 each - an astronomical figure for such property in 1917.

"They sold a lot of them", this man told me, "Bought one myself, but I came to my senses in time to sell it while there were still people willing to buy. By the next year most of the lots were offered for sale for what they would bring, which wasn't much. A lot of folks lost their money on those lots".

The Shadburne Brothers Company was organized by L. A. Shadburne (President and Treasurer), W. H. Shadburne (Secretary), and Raymond Hartman (Vice-President). This company had acquired the assets of the defunct Bour-Davis Motor Car Company of Detroit. In July, 1917, several carloads of parts and machinery arrived in Frankfort and were moved into the plant, which was an existing building at 300 West Kyger Street.

The first Bour-Davis car to be assembled at Frankfort went on public display on August 11, 1917. It was announced by means of a full page ad in the Frankfort newspaper. Ten days later, on August 21, another full page ad announced that "Now There Are Three".

The "Three" were the Bour-Davis 6, of which at least one had been put together; the Shad-Wyck 6, which was reported as almost ready for production; and the Dixie Flyer 4, about to be moved from Louisville. The advertisement stated that Shadburne Brothers Company had just purchased the inventory and equipment of the Dixie Motor Car Company of Louisville, Kentucky, for the sum of \$322,000.

The sale of Dixie to Shadburne was also reported to the trade journals, where the announcement was promptly printed. Two weeks later the same magazines reported that this announcement had been premature, and in fact the Dixie Motor Car Company had been sold to the Kentucky Wagon Company, also of Louisville.

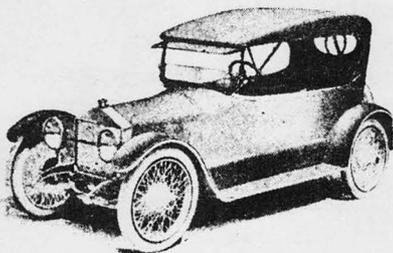
While assembly of Bour-Davis touring cars continued at a snail's pace, the company's publicity department kept busy. Having no Shad-Wyck car to photograph, a photo of a Roamer touring car was used - without the slightest retouching. Detailed specifications were supplied to the trade publications. Serial numbers were issued which were back-dated as much as a year before the company was organized.

As reported by Brook Mechem, the Frankfort story of the Shadburne Brothers ended in a snow-bank three miles south of town on a cold February day in 1918. Back in Detroit, the receivers for the original Bour-Davis Motor Company picked up the pieces and resold them to the Louisiana Motor Car Company of Shreveport. This company built a redesigned Bour-Davis until 1923.

In the early 1920s the Shadburne Brothers launched another Shad-Wyck enterprise in Chicago. At this writing, no photographs or verifiable information on this venture have come to my attention.

- Richard B. Brigham

Live Dealers should see the
ROAMER



Now being referred to as the most beautiful light six in America. Appeals instantly to discriminating buyers who will be willing to pay you a long profit to secure this distinctive car of European design, finished to their own specifications.

And

The New Halladay Sixes
are also ready sellers anywhere.

Ask us to submit details and our liberal agency proposition.

BARLEY MFG. CO.
KALAMAZOO, MICH.

IF YOU DON'T HAVE A PICTURE OF
YOUR CAR - USE SOMEONE ELSE'S!



This ad appeared in the April, 1917, issue of THE AUTOMOBILE TRADE DIRECTORY.

3 months later - -



This ad appeared in the July, 1917, issue of CHILTON'S AUTOMOBILE DIRECTORY.

Announcing the
"SHAD-WYCK 6 DELUXE"

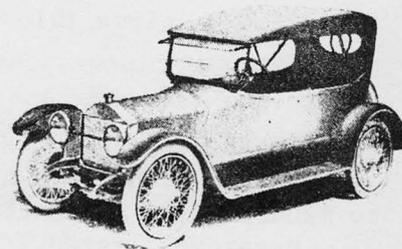
A car following the lines of the Rolls-Royce, Lancia and other foreign cars, embodying the finest materials available regardless of price. Built in five and seven-passenger models. Deliveries to commence in April. Write for descriptive matter to

SHADBURNE BROS. CO.

Manufacturers

2700 MICHIGAN AVENUE - CHICAGO

Factory: Frankfort, Indiana



IN CONNECTION WITH THE SHAD-WYCK STORY

SPECIAL THANKS TO:

Mr. Frank Goodwin, Goodwin Funeral Home, Frankfort, Indiana. Mr. Goodwin owns a fine collection of unusual antique automobiles.

Mr. Brook Mechem, Frankfort, Indiana. In 1960, Mr. Mechem operated a radio and TV repair service in Frankfort.

Mr. Arthur G. Straesser, long time resident of Frankfort, who supplied the story of the real estate operation.

The Frankfort Public Library, Frankfort, Indiana.

SOME EARLY AUTO HOUSE ORGANS

Following is a continuation of the list of some early house organs...G. M. Naul

TITLE	PUBLISHED BY	YEARS PUBLISHED
THE MOTOR NEWS	Premier Mfg. Co., Indianapolis, Ind.	1910-
MOTOR TALK	Olds Motor Works	-1905-1909-
MOTORETTE MEN	C. W. Kelsey Mfg. Co. Hartford, Conn.	1911-
OLDSMOBILE NEWS LETTER	Olds Motor Works	-1907-1915
THE PACKARD	Packard Motor Car Co.	-1910-
PULLMAN FORUM	Pullman Motor Car Co., York, Pa.	-1912-
RAMBLER MAGAZINE	Thomas B. Jeffery Co., Kenosha, Wis.	-1905-1909-
REGAL PLUGGER	Regal Motor Car Co., Detroit, Mich.	1910-
REO ECHO	Reo Motor Car Co., Lansing, Mich.	1906-1908-
STANLEY: THE STEAM CAR	Stanley Motor Carriage Co.	-1919-
THE STUDEBAKER	Studebaker Auto. Co.	-1907
THOMAS-DETROIT DOINGS	E. R. Thomas Detroit Co. Detroit, Mich.	-1908-
THE UNDERSLUNG NEWS	American Motors Co., Indianapolis	-1912
THE WHITE BULLETIN	White Sewing Machine Co. Cleveland, Ohio	-1903-

 QUESTIONS AND ANSWERS

Information requested by Harry Pulfer, Box 8526, La Crescenta, Calif. 91214

ROYAL HORCH - Emblem very similar to Rolls-Royce. Any information on years built.

LEROUX STEAMER - Emblem includes "Perfect Power", "Vibrationless", with fleur de lis in background. Any information concerning manufacturer, where made, and colors of emblem.

MERCER - Information concerning initial emblem which was circular in shape. Later versions used the familiar shape of a shield.

MILAC - An acronym for "Made In Los Angeles, California". W. E. Miller's list of cars built in southern California (Road & Track, Jan. 1951) gives: Linthwait-Hussey Motor Co., Los Angeles, mfr. circa 1910-1919. Any confirming information requested.

 Information requested by G. M. Naul, 5 Queen Ann Drive, Newark, Del. 19711

Whereabouts of Frank D. Sampier, who in 1954 resided in Laramie, Wyoming, and published his *All-American Automobile Record*.

Who manufactured the DALTON of 1912, and where was it built? Several trade magazines listed it that year, with short specifications, but no illustration seems available.

What became of Louis P. Mooers after 1910? Was designer of the early PEERLESS; then was with MOON; then with Geneva Motor Car Co., Geneva, Ohio; then with Excelsior Motor & Mfg. Co., Chicago. He left Excelsior in 1910.

Would like information concerning ROYAL cyclecar. Presumably this was made in Bridgeport, Conn., 1914-1915, by Royal Cyclecar Co.

 In reply to a question submitted by R. B. Brigham, 136 Park Lane, Marietta, Ga. a letter from Frank T. Snyder, Jr., Box 551, Hackensack, N. J. 07602 quotes a reference indicating that the BILLY 4, supposed to have been made in Atlanta, may have been the product of the Graves Iron Works, Zanesville, Ohio, and sold by an agent named R. Erns of Zanesville. Can anyone supply more details?