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NEWSLETTER

ISSUE NO. 5

The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

THE TIME IS NOW

Within the past five years, two unusual forms of self propelled vehicles have burst onto the market, and seem to have settled down to be permanent parts of this field. The two are Snowmobiles and ATVs, the latter standing for All-Terrain-Vehicles. There have been reported to be some fifty brands of Snowmobiles on the market, and an article in Machine Design for December 11, 1969, gives a listing of 35 makes of ATVs. There is a current book covering only snowmobiles, and at least one magazine.

It is hoped that some member of the Society is carefully chronicling the growth of these two types of vehicles, because the development of these will be of some importance in the future. Both these types, while aimed at solving transportation problems of quite different characteristics, have only recently become of interest to large corporations, although their predecessors reach far back into the beginnings of the automotive industry. To date, none of the automobile manufacturers have shown an interest in either of these kinds of vehicles. However, it can be predicted that if the current market continues to grow - and it probably will - some auto maker will become interested.

As a foot-note, there will also be an interest in the forthcoming First Self-Propelled Vehicle on the Moon. The design for this machine does not yet seem to be settled. Many concepts have been tried, but are as yet unproved, for lunar traffic.

COMMITTEES

Last month mention was made of two proposed committees. It was neglected to mention that there is also a need for a Membership Committee, to formulate qualification policy if necessary, and to accept new members.

We have one prospective member for such a membership committee, but need volunteers to man this as well as the proposed Roster Committee and Bibliography Committee. Any member willing to serve should contact the President.

THE PHILADELPHIA MEETING IN FEBRUARY

A February meeting of the Society of Automotive Historians is scheduled for Saturday, February 21 at 10:00 A.M. A room at the Bellevue-Stratford hotel in Philadelphia has been applied for, but as of this writing confirmation has not been received.

Therefore, a special letter will be mailed to each member as soon as the details of this meeting are settled.

The date of this meeting was selected to co-incide with the annual meeting of the Antique Automobile Club of America.

AUTHOR! AUTHOR!

A sizeable number of our membership have written books and articles on the subject of automotive history. A list of such authors, non-professional as well as professional, is being compiled for publication in a future Newsletter. If you have written for publication, you should be included in this listing. All of us will be interested in what you have done and - who knows? - you might sell a few more copies as a result of this roster of authors. This information should be sent to the Society of Automotive Historians, Publications Office, Box 6465, Marietta, Georgia 30060.

THE MAIL BAG

Letters from Members

From Alvin J. Arnheim, 10 West 66th St., New York, N. Y. 10023

I am sure that you are familiar with Keith Marvin's and my book "What Was The McFarlan?" which was published in November, 1967. In February of that year I wrote to members of the HCCA residing in Oklahoma in another attempt to find out what might have become of the famous \$25,000 gold-plated McFarlan, which was brilliantly drawn for the cover of the book by our good friend John Peckham.

I received a number of replies from the Oklahoma area but they told me little more than was told in the newspaper ad I ran, a copy of which is enclosed. (See CLASSIFIED ADVERTISING, Page 10). It was felt by some that the car might have been sold around Tulsa, which was feverish with oil in those days. A few answered that the purchaser was most likely an "oil rich" Indian, in which case most anything could have happened to it.

Fellow-member of the SAH, Hugo Pfau, told me that he remembered seeing an account of the sale in one of the old auto journals and that it was, in truth, sold to a female Indian. Further, that the lady in question felt comfortable only when she was riding out in the open with the chauffeur.

The above sums up all that I know of the disposition of the car; I have an old newspaper clipping from the Connersville (Ind.) paper which describes the making of the fantastic car. BUT WHAT IN HELL EVER HAPPENED TO THE DARN THING? I followed Hugo's lead by spending days in the New York Public Library looking over every 1923 auto journal, page by page, without any success. Maybe someone in the SAH could be of some assistance to me, in what has become a search for the Holy Grail!

From Gordon E. Armstrong, Harvey Station, New Brunswick, Canada

.....the MARITIME SIX, which it started out as, was changed to the MARITIME SINGER SIX. I still haven't the rights of the thing, but they found that it cost too much to make, and they made a deal with the SINGER people in the States to assemble the car, which they did. Nobody seems to know how many were made, but there were a few, maybe 25 or more. I don't think there is a piece of one of them around now. I talked to a fellow who worked in the shop, but he couldn't remember much about them, as he is an old man - around 90. The factory is still standing in St. John, and is in good shape. The N. B. Road Department uses it now.

One of the cars made a run from St. John to Halifax on New Year's Day in 1912 in 15 hours, with lots of snow and very poor roads - in fact some were only trails. The distance is about 450 miles.

(Editor's note: An advertisement for the MARITIME SINGER SIX is reprinted on the last page of this Newsletter. In appearance the car is almost identical to the PALMER-SINGER of 1913, but there are differences. The P-S used a compressed-air starter, while the MARITIME had a Westinghouse electric starter. The wheelbase of the MARITIME is longer by one inch than the P-S, which also had exposed running-board braces and an outside tube to the bulb-horn).

From Ronald J. Putz, 1801 S. Warner Ave., Bay City, Michigan 48707

In Newsletter No. 4 an article appears concerning where a researcher may obtain information on a given automobile concern. Here is another possible source: the bankruptcy proceedings in the U. S. District Courts. According to the Court Clerk here in Bay City, records of such proceedings in the District Courts are kept forever.

I am currently doing research on the Briggs-Detroit Company and the Detroit Motor Car Company. Our local U. S. Court clerk referred me to the Chief Clerk in Detroit, saying that if I could convince him that I was doing serious scholarly research he would release for my study in the local Clerk's office whatever records I desired.

I followed this through, and my request was granted. One bundle, about 7 inches in diameter for the Briggs-Detroit Company, and another 6 inch bundle for the

Detroit Motor Car Company were in the Clerk's office when I called. A room with a table was made available for the study of these papers, and I spent almost all day going through them. I found much information such as how many laborers worked producing the cars (104) and how many were employed in the office (27). There were court orders, inventories (extremely detailed), financial records, etc.

Of course I speak only of the two cases with which I am familiar; but I see no reason why other bankruptcy proceedings would not contain a great amount of useful information.

From Stanley K. Yost, 4443 Elmwood Ave., Royal Oak, Michigan 48073

Another chap and myself had gotten ourselves wrapped up in the SHAD-WYCK some time ago, and had come up with enough good material to spring it on the unsuspecting public. Right after my second book (THEY DON'T BUILD CARS LIKE THEY USED TO - Wayside Press, Mendota, Ill. c1963) was published, I got a very scribbled note from an old gent who was in the high eighties and lived in the Chicago area. He had picked up a copy of my effort, and he thought he had a new one for me. He had and he hadn't, for what he told me was about the SHAD-WYCK, which some of your Indiana boys have just laid gently to rest.

I answered his note and inquired more about his information. He answered in time and told me that he had driven these cars from Indiana to Chicago, but not from Frankfort! They were picked up in Elkhart, and he also drove one to a point in Ohio where a New York man met him and took delivery. This was in 1921, and the car was a "sort of touring car" with a top over the back part. In our language that makes it a Victoria, I would imagine. He said it was light blue with dark blue fenders and red wheels. It carried double spares on the rear, and had no running boards.

I wrote for more information and also pictures, clippings or anything that he could furnish. I didn't hear from him for almost a year, and that would have been the spring of 1964. He repeated his account of the trip to Ohio and enlarged upon it, telling me he used both of the spare tires getting there. He also mentioned the Shadburne Brothers and some of their financial enterprises. They are here and there in Chicago business history, it seems, and have delved in defunct auto companies, real estate and financing.

In all he made over a dozen trips to Elkhart, and at one time there were three that made the trip together. I don't know whether he actually worked for the brothers, but it seemed that he had a good knowledge of them and must have been on call for these driving sessions.

At any rate, he sent me a snapshot, taken in the snow somewhere south of Chicago in the early winter of 1922. This info was written on the back of the photo. It showed the car, but the picture was in horrible condition, like it had been in a wallet for many years, and it was so yellowed I couldn't get a copy of it.

(Editor's note: This is the first reasonably solid evidence I have ever received that the latter-day SHAD-WYCK was ever built. It is possible that these cars were built for the Shadburne Brothers by ELCAR, who did manufacture cars sold under other names, including, according to Wallace Huffman, the BUSH and the BIRCH (although at least some of the BIRCH cars were built by PIEDMONT in Virginia). The SHAD-WYCK was supposed to have used a Rolls-Royce style radiator shell, and perhaps it is more than coincidence that the ELCAR began using this design at about the time the SHAD-WYCK was said to have been discontinued. Will someone in the Chicago-Elkhart area do a little checking on this?)

Let's Correct the Roster!

- A Follow-Up on "Farewell to the Fwick"

At this late date, it is seldom that the historian is privileged to correspond directly with the designer and builder of a somewhat obscure make of automobile built some sixty years ago. A letter from Mr. Thomas L. Fawick, who made the FAWICK FLYER, serves to round out (and correct) the item in Newsletter No. 4 concerning the mis-named FWICK, which is listed in almost every roster.

The following portions of Mr. Fawick's letter should establish, once and for all, the facts concerning the SILENT SIOUX, FAWICK FLYER and FAWICK truck.

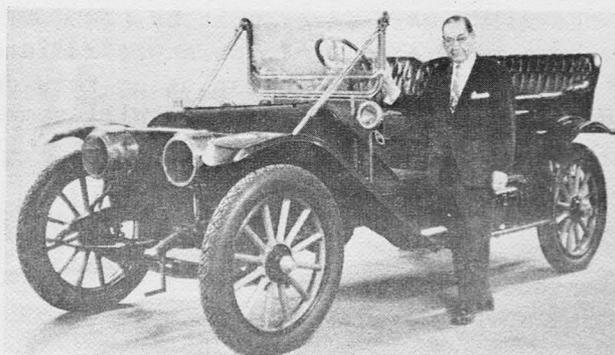
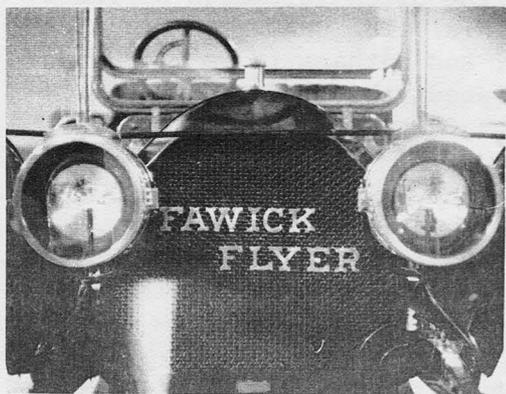
.....the first car I built there (Sioux Falls, S. D.) ...I did call the SILENT SIOUX. Later on, however, I changed the name of this first car and the others built later on to the FAWICK FLYER. I do have some photographs which show the name on the first large car which I built and now have here in Cleveland. You will note in front of the radiator the name "Fawick Flyer".

My first vehicle which I built when I was eighteen years old was operated by steam power. I designed the engine and boiler all myself, and had a machine shop machine parts of the engine. The boiler I made myself for pressures up to 250 pounds. When it was all completed I never had to make any change at all. It worked perfectly. After quite some time I was some twenty miles away from home and met a man I knew quite well, and that was the last I saw of the steam car. I gave him a ride in this vehicle and he was so thrilled with it he purchased it from me, and that was the last I ever saw of it.

The next car I built before I was nineteen years old, and used a two-cylinder engine made at Milwaukee, Wisconsin. It worked out very nicely and was used for quite some time. I sold this car also, and the next car was the one called the "Fawick Flyer". I built a number of these cars, and sold every one promptly after being completed, except this first one, which I wanted to keep. On all of the four-cylinder cars I used the Waukesha Motor Company engines. In fact, I believe this first four-cylinder car must have the second or third engine they ever built. Their complete engineering, salesroom and all that, was only about 20 feet square, with one draftsman at that time. I need not tell you about the great growth of the Waukesha Motor Company which covers acres and does a huge business.

I built only one truck. It was the same as the other cars except for the rear part of it, which was modified for carrying heavy loads. I had a photograph of it, but don't recall where I put it. I no doubt will find it later on and if so, I shall be pleased to send you a copy of it.

In 1916 Mr. Fawick designed a frameless worm-drive farm tractor. This design evolved into the well-known FORDSON tractor. The same frameless design is still being used. Against Mr. Fawick's advice, Henry Ford used thermo-siphon cooling instead of a circulating pump, with the result that several companies did a brisk business for many years, supplying water pumps for FORDSON tractors. - R. B. Brigham



Thomas L. Fawick, age 80, poses beside his first car which he made at age 19.

Pictures, courtesy of Mr. Thomas L. Fawick, are reprinted from the January, 1970, edition of "The Fawick Flyer", house organ of the Fawick Airflex Division, Eaton Yale & Towne, Inc., Cleveland, Ohio.

THE ALSO-RANS

THE ALSO-RANS - A residue from a number of lists of U. S. makes of automobiles.
 A continuation of the feature started in the No. 3 NEWSLETTER (Volume 1).

MAKE	MANUFACTURER and LOCATION	YEARS	REF.
American Knight		1919	?
Amex		1895	SatEvePost
Amox		1913	?
Anderson (Electric)		1907-1919	N
Andover (?Electric)	Andover, Mass.	1917	N
	<i>(Bishop says this was an electric truck)</i>		
Anna		1912	GNG
	<i>(Specs. given in several journals in 1912, but no mfr., no location)</i>		
Andrews		1895	N
Anthony	Colo. Springs, Colorado	1897	Various
	<i>(Apparently but a prototype, shown on p. 36 Clymer's Scrapbook #3)</i>		
Apex		1920	N,RTY
Apell		1911	SatEvePost
Appel		1909	N
Apple		1909	TWA
Apple	Apple M.C. Co., Dayton, Ohio	1915-1916	
	<i>(Ref. Chilton Auto. Directory, Oct. 1915; Horseless Age Oct. 1, 1915, P. 336)</i>		
Apollo Mops	<i>(This was listed in TWA and was in error for APOLLO 1962-1965 made by Intl. Motorcars, Inc., Oakland, Cal., then by Apollo Intl. Corp. Pasadena) GNG</i>		
Arandsee		1920	?
Arcadia		1911	N
Argo-Borland (Electric)		1914	N
Argo-Case		1905	N
Argonaut (?Steam)	<i>(Ref. to ancient vehicle San Francisco</i>	pre-1908	
	<i>Show, Horseless Age, 3/4/1908, p. 274; HA 1/6/1909, p. 16, New York Show, exhibit by Maxwell-Briscoe M. Co. built 1877 by J. W. Wilkins of San Francisco. First ref. says he was of Cliff House, San Fran., but S.F. library can shed no light on matter. Picture of vehicle in Road to Yesterday, #21, P. 38.</i>		
Argus (Mistaken for German car of 1902-1910?)		1907	TWA
Ariston	Ariston M. C. Co., Chicago	1906-	N
Aristos		1913	N,TWA
Armac	Chicago	1905	N,Yost
Armleder	<i>(Probably the well-known com. veh. rather than pass.)</i>		
Arnold		1914	TWA
		1895	TWA
Arrow Locomotor		1900	?
Artzberger (Steam)	Artzberger A. Co., Allegheny, Pa.	1902-1904	N,TWA
Asardo		1959	?
Ascot		1955	?
Aster	<i>(Most likely the French make)</i>	1906-1907	N
Aston	Aston Motor Car Co., Bridgeport, Conn.	1908-1909	
	<i>(A few were registered in Conn. as late as 1915. Ad in Bridgeport City Directory says "Cars made to order.")</i>		
Astor		1925	N
Astra		1920	RTY,N,TWA
Atco		1920-1922	N
Atlantic (Electric)		1915	N
Auto-Acetylene	Auto-Acetylene Co., New York City	1899-	N
Autocycle		1907	N
Autocycle	Toledo Autocycle Car Co., Toledo, Ohio	1913	N,TWA
Autodynamic	Autodynamic Electric Co., New York City	1901-1905?	CHB
	Autodynamic Co., New York City	1901	TWA

continued on next page

MAKE	MANUFACTURER and LOCATION	YEARS	REF.
Autoette (Cyclecar)	Chrisman, Illinois	1914	N
Auto Forcar	<i>(This must be in error for FORECARRIAGE.)</i>	1900	N
Auto-Go	Waltham, Mass.	1900	N, TWA
Autohorse		1917-1921	N
Auto-King		1900	N
Autolet		1904	N
Automotor?	Automotor Co., Springfield, Mass.	1901-1904	MoToR
Auto Motor		1912	N
Autoplane		1947	N
Auto Red Bug		1924	?
Auto Two	Buffalo, New York	1900	N
Auto Vehicle		1903	TWA
Auto Vehicle		1903	N
Avery		1921	N
Ayers	Ayers Gasoline Engine & Auto Works, Saginaw, Mich.	1901-1907	N
Avery		1921	N
<i>Eight of preceding names sent in by Anonymous Correspondent. Further notes of Anon.:</i>			
Allith	Allen & Clark Co., Toledo, Ohio	1908	?
Altham	Geo. J. Altham, Fall River, Mass.	1897	
	Altham Intl. Motor Co., Boston, Mass.	1897-1898	HA, 10/'98
Altman	Henry J. Altman, Mesopotamia, Ohio	1898	P.10-17
<i>(Prototype only, Cleveland Plain Dealer, Pic. Mag., 8/3/52)</i>			
American Automobile	American Automobile Co., New York City	1898-1900	
<i>(Three cyls. Ref. CATJ, 10/1899, p. 16.)</i>			
American Auto Vehicle	American Auto Vehicle Co., Detroit, Mich.	1907	CATJ, 1/07
American Beauty	Pan American Motors Corp., Decatur, Ill.	1920	ATJ, 2/20, p.390
American Southern	American Southern Motors Corp., Greensboro, N. C.	1921	
<i>(Identical with AMERICAN by Am. Motors Corp., Plainfield, N. J.)</i>			
American Six	<i>(Synonymous with above AMERICAN.)</i>		ATJ, 2/20, p.322 ATJ, 12/21, p.98

- References: CATJ, Cycle and Automobile Trade Journal
 CHB, Chas. Bishop's New York list
 GNG, Nick Georgano's Complete Encyclopedia of Motor Cars
 HA, Horseless Age, magazine
 MoToR, MoToR's Historical Table of the Motor Car Industry, March, 1909
 N, National's AUTObiography, Chicago, Illinois, 1964
 RTY, Road to Yesterday
 SatEvePost, Saturday Evening Post list of automobiles
 TWA, The World's Autos, Doyle/Georgano
 Yost, Automobiles of Illinois, Stan K. Yost, 1961

?...Indicates name of car, company or date in question

THE ALSO-RANS has been compiled by G. M. Naul. This completes his present list for the Letter "A", with the addition of the note below:

And finally, an ad in the *New York Times* of December 21, 1969, offered for sale an ABERCROMBIE, a FORD Model A replica. I recall an ad in the same newspaper within the past five years for Abercrombie, Fitch for this car. Was this the GLASSIC under the name ABERCROMBIE?

Frank T. Snyder also contributed many names to the ALSO-RANS, as well as to our page of REPLIES.

THE ALSO-RANS — REPLIES TO LAST MONTH'S LIST & ADDITIONS TO FIRST LIST

	Ref.	Correspondent
<u>AIRMOBILE</u> - Should be spelled AIROMOBILE, 1937	?	Anon.
<u>AIRSCOON</u> - 1947 (Not Airscoot) A. E. I. List (1965)	A.E.I.	F.T.Snyder
<u>AIR SCOTT</u> - 1947 (Possible error for Air Scout)		"
<u>AIR SCOUT</u> - 1947	SatEvePost	"
<u>A. J. T.</u> - (Atwood) 1912, Weston, Mass.	?	"
<u>ALAMOBILE</u> - Ref. CATJ Automobiles, March 26, 1902 & July 9, 1902		Stan Yost
<u>ALBION</u> - 1910	?	F.T.Snyder
<u>ALKEN</u> - 1958	A.E.I.	"
<u>ALLEN & CLARK</u> - MOTOR, March 1909, p. 37		Stan Yost
<u>ALLIED FALCON</u> - 1956	A.E.I.	F. T. Snyder
<u>ALLIS-CHALMERS</u> - Truck built by Allis Chalmers Co., Milwaukee, Wis., 1915-17, some with rear trucks caterpillar style. Numerous references in THE AUTO., AUTO TOPICS, MOTOR WORLD, MOTOR AGE and HORSELESS AGE. Questioned by present company. Stan Yost		
<u>ALL POWER</u> - Ref. MOTOR WORLD, 1917-21, Jan. 28, 1920, Jan. 5, 1921		"
<u>ALMA</u> - Truck built in Alma, Mich., by Alma Mfg. Co. to 1913, then Alma Motor Truck Co. until becoming Republic in 1914. Ref. F. Herrmann Co. handbooks 1912 and 1915, mfr. 1911-14.		Stan Yost
<u>ALTER CAR</u> - Truck built 1914-16. Not connected with the Hamilton Alter of Plymouth. S.Y. Mich. When company moved to Grand Haven, it then became the Hamilton, named after the original backer. This in turn became the Panhard, Apex, and Hamilton trucks. The whole line from Alter to Apex ran into the mid-twenties. References too numerous to mention.		
<u>ALTMAN</u> - Altham or Aultman?		Stan Yost
<u>ALXO</u> - I'll go along with suggestion of error for Alco. Besides it's too hard to say.S.Y.		
<u>AMALGAMATED</u> - Amalgamated Machinery Co.		Stan Yost
<u>AMERICAN</u> - American Motor Car Co., Cleveland, Ohio, 1902-03. This company also referred to in literature as American Motor Carriage Co. MoToR's list gives "Car". In the year or so of existence company made a few cars which were sold off in Aug. 1903 for \$475. Anon.		
<u>AMERICAN</u> - American Motors Corp., Plainfield, N. J. Organized (MOTOR WORLD, 2/23/1916). Completed plant, Plainfield (M. WORLD, 10/5/1916). 1917 Catalog refers to AMERICAN SIX; 1920 Catalog: AMERICAN BALANCED SIX. Receivers appointed. Also affiliated was American-Southern Motors Corp., an assembly plant in Greensboro, N. C. (MOTOR AGE 9/15/1921). New company formed and took over; American Motors Corp. of N. J. (MOTOR AGE 1/22/1922) Am. Motors Corp. merged with Bessemer Motor Truck Co. of Phila. and Grove City, Pa. (M.A. 11/30/1922). Above approved (M.A. 3/1/1923). AMERICAN was to be at N.Y. Auto Show (M.A. 1/3/1924)		Anon.
<u>AMERICAN AUTO</u> - American Mfg. Co., Alexandria, Va. This is a forerunner to some of the Carter machines out of Washington, D. C. 1904		Stan Yost
<u>AMERICAN BENHAM</u> - This is really the Benham of Detroit (Throw out!)		Stan Yost
<u>AMERICAN BEAUTY</u> - Pan American Motors Corp., Decatur, Ill. 1920-21. Is also referred to as PAN-AMERICAN in company's sales literature. This appears to be one of the cars with alternate names and, presumably, both must be given.		Anon.
<u>AMERICAN GAS</u> - American Motor Car Co., Cleveland, Ohio, 1902-03. This seems to be the American mentioned above.		Stan Yost

FOR THE RECORD

UNITED STATES PRODUCTION OF PASSENGER CARS DURING 1929. *Compiled by Harlan Appelquist*

1. FORD 4.....	1,563,000.....	8,598 U.S. Dealers,	Ford Motor Co.
2. CHEVROLET 6.....	882,000.....	" "	Chevrolet Motor Div., G.M.
3. ESSEX 6.....	221,000.....	" "	Hudson Motor Car Corp.
4. WHIPPET 4 & 6.....	196,000.....	" "	Willys-Overland Co.
5. PONTIAC 6.....	192,000.....	" "	Oakland Div., G.M.
6. BUICK 6 & Str. 8.....	169,000.....	" "	Buick Motor Div., G.M.
7. DODGE 6.....	126,000.....	" "	Dodge Div., Chrysler
8. NASH 6.....	115,000.....	" "	Nash Motors, Inc.
9. PLYMOUTH 4.....	105,000.....	(1st full year, handled by Chrysler dealers)	
10. CHRYSLER 6 & 8.....	102,500.....	3,337 U.S. Dealers	Chrysler Corp.

TOP TEN MAKES, 3,771,900 passenger cars

11. OLDSMOBILE 6.....	92,700.....	1,668 U.S. Dealers	Olds Div., Gnl. Mtrs.
12. STUDEBAKER 6 & 8.....	82,200.....	" "	Studebaker Corp.
13. GRAHAM-PAIGE 6 & 8.....	77,000.....	" "	Graham-Paige Mtrs. Corp.
14. HUDSON 6.....	70,300.....	" "	Hudson Motor Car Co.
15. DE SOTO 6.....	64,600.....	(1st full yr. DeSoto Div., Chrysler Corp.)	
16. PACKARD 8.....	58,100.....	776 U.S. Dealers	Packard Motor Car Co.
17. DURANT 4 & 6.....	54,400	(Lansing, Mich.;Oakland, Calif.;Leaside, Ont. plants of Durant Motors Co.)	
18. HUPMOBILE 6 & 8.....	50,600.....	1,296 U.S. Dealers	Hupp Motor Co.
19. WILLYS-KNIGHT 6.....	40,000.....	4,751 " "	Willys-Overland Co.
20. OAKLAND 6.....	34,100.....	4,545 " "	Oakland Div., G.M.

TOP TWENTY MAKES, 4,395,700 passenger cars

21. MARQUETTE 6.....	30,400	(Began June 1929. Sold by Buick dealers.)	
22. LA SALLE V-8.....	21,600.....	722 U.S. Dealers	Cadillac Div., G.M.
23. REO 6.....	18,900.....	870 " "	Reo Motor Car Co.
24. AUBURN 6 & 8.....	18,500.....	702 " "	Auburn Motor Car Co.
25. CADILLAC V-8.....	15,800.....	722 " "	Cadillac Div., G.M.
26. ROOSEVELT 8.....	14,200.....	830 " "	Marmon Motor Car Co.
27. FRANKLIN 6.....	14,200.....	343 " "	H.H.Franklin Auto. Co.
28. PEERLESS 6 & 8.....	10,900.....	" "	Peerless Mtr. Car Co.
29. PIERCE-ARROW 8.....	9,600.....	266 " "	Pierce-Arrow M.C. Co.
30. ERSKINE 6.....	9,100.....	2,242 " "	Studebaker Corp.

TOP THIRTY MAKES, 4,558,100 passenger cars

31. MARMON 8.....	8,700.....	830 U.S. Dealers	Marmon Motor Car Co.
32. CHANDLER 6 & 8.....	6,850	(Absorbed by Hupp Motor Co., December, 1928)	
33. LINCOLN V-8.....	6,800	(Sold by large volume FORD dealers)	
34. VIKING V-8.....	4,900	(Entered by Olds Div., G.M., April 1, 1929)	
35. GARDNER 8.....	3,400	Gardner Motor Car Co., St. Louis, Mo.	
36. STUTZ 8.....	2,320	Stutz Motor Car. Co., Indianapolis.	
37. JORDAN 6 & 8.....	2,250	Jordan Motor Car Co., Cleveland	
38. WINDSOR 8.....	1,760	Moon Motor Car Co., St. Louis	
39. KISSEL 8.....	1,680	Kissel Mtr. Car Co., Hartford, Wisc.	
40. ELCAR 6 & 8.....	1,510	Elcar Mtr. Car Co., Elkhart, Ind.	

TOP FORTY MAKES, 4,598,270 passenger cars

41. BLACKHAWK 6 & 8.....	1,310	Stutz Motor Car Co., Indianapolis
42. STEARNS-KNIGHT 6 & 8.....	1,182	F. B. Stearns Co., Cleveland (Owned b- Willys-Overland Co.)
43. CORD Str. 8.....	980	Auburn Auto. Co., Auburn, Ind.
44. CUNNINGHAM V-8.....	370	Jas. Cunningham Sons Co., Rochester
45. ROLLS-ROYCE 6.....	280	Rolls-Royce of Amer., Springfield
46. ROAMER 8.....	220	Roamer Consolidated Corp, Kalamazoo, Mich.
47. DU PONT 8.....	185	du Pont Motors, Inc., Wilmington, Del.
48. LOCOMOBILE 6 & 8.....	110	(Discontinued by Durant Motors, May, 1929)
49. DUESENBERG 8.....	90	Duesenberg Motors, Indianapolis (Owned by Cord)
50. SAYERS & SCOVILL 8.....	50	(Large sedans for funeral service, etc.)
51. HENNY 8.....	45	(Large sedans for funeral service, etc.)
52. RUXTON 8.....	8	(Built for New Era Sales Co. by various mfrs.)

TOTAL U. S. PASSENGER CAR PRODUCTION FOR 1929, 4,603,100 CARS

NOTES ON 1929 PRODUCTION -

The industry exported more than 400,000 cars, plus many parts.

Truck production topped 880,000 units. FORD built 355,453 of them. 262,841 trucks were exported. There were about 60 truck builders in the United States in 1929.

578 new electric powered trucks were registered in the United States in 1929.

During 1929 America had three motorcycle manufacturers; Harley Davidson, of Milwaukee, Indian, of Springfield, Mass., and Schwinn, of Chicago, who built the Excelsior Super X and the Henderson Four. In 1931, Schwinn discontinued its motorcycle lines and continued with bicycles only.

About 30,000 motorcycles were produced in 1929, of which about one third were for export. There were about 150,000 motorcycles in use in the United States at that time.

PASSENGER CAR PRODUCTION IN EUROPE, 1929

France.....	198,000	Italy.....	44,000
England.....	177,800	Belgium.....	6,000
Germany.....	56,500	Austria.....	5,960

Editor's note: Mr. Harlan Appelquist has been an enthusiastic automotive historian for many years, and his tabulations of statistical information have appeared from time to time in several publications. As a member of the armed forces during World War II he made good use of his opportunity to study the history of the European automobile industry at first hand. Several pages of his European material have been published by Floyd Clymer (Scrapbook No. 3, 1946).

Mr. Appelquist has sent to the Newsletter a considerable amount of interesting material, mostly in tabular form, which will be published in these pages as space permits. This is valuable reference data, and it represents a tremendous amount of research.

Classified Ads

This classified ad column is open to all members of the Society of Automotive Historians, at no charge, for buying, selling or trading items of interest to automotive historians, such as catalogs, books, magazines, automobile ads, photographs, etc. No ads for cars, parts or restoration services will be accepted.

Send your classified advertising to:
Society of Automotive Historians,
Publications Office,
P. O. Box 6465,
Marietta, Georgia 30060

WANTED

Wanted to buy or trade: Automobile Trade Journal, March, 1910; March, 1913; January, 1920; September, 1921.
FRANK T. SNYDER, JR., BOX 551, HACKENSACK, NEW JERSEY 07602.

Wanted to buy or trade: Chilton's Automobile Directory, Automobile Trade Directory, any issues 1911 or earlier. Also any issues for 1914, 1915, 1919, 1921, 1922 and 1930 or later. R. B. BRIGHAM, 136 PARK LANE, MARIETTA, GEORGIA 30060

Wanted to buy: Cycle and Automobile Trade Journal, March, 1906. G. M. NAUL, 5 QUEEN ANN DRIVE, CHRISTINE MANOR, NEWARK, DELAWARE 19711

FOR SALE

Reprints of MoToR magazine's 1909 automobile manufacturers list, compiled by Chas. E. Duryea. Lists more than 600 auto makers in business from 1895 into 1909, shows years of manufacture, transfers of ownership, changes of name, etc. \$1.00 postpaid. Order from SOCIETY OF AUTOMOTIVE HISTORIANS, PUBLICATIONS OFFICE, P. O. BOX 6465, MARIETTA, GEORGIA 30060.

Reprint (exact duplicate) of program for automobile race held at Columbus, Ohio on July 4, 1903, in which Barney Oldfield participated. Several interesting old automobile ads. 8 pages, including front cover. \$1.00 postpaid. SOCIETY OF AUTOMOTIVE HISTORIANS, PUBLICATIONS OFFICE, P. O. BOX 6465, MARIETTA, GEORGIA 30060

TRADE

Have numerous auto catalogs 1934 to date, to trade for pre-1920 auto magazines. Send list of wants, and potential trades. G. M. NAUL, 5 QUEEN ANN DRIVE, CHRISTINE MANOR, NEWARK, DELAWARE 19711

Special Notices

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Lost-A \$25,000 Car!

"The gold-plated McFarlan car, which was exhibited at the National Automobile Show (Chicago) last winter has been sold for \$25,000 cash. The purchaser was a woman from Oklahoma City whose family acquired wealth from oil." This news item appeared on the automotive press back in July 1923. I am writing a book on the McFarlan automobile and would appreciate hearing from "old-timers" who may know something further about this spectacular but, so far, mysterious town car. A. J. Arnheim, 237 E. 54th St., New York, N.Y. 10022. All replies gratefully acknowledged.

This is a reprint of Mr. Arnheim's ad which appeared in "The Daily Oklahoman", Tulsa, on Friday, Feb. 3, 1967.

His correct address is now: 10 West 66th St., New York, N.Y. 10023.

The Best-Laid Plans, etc....

The early automotive publications mention, in almost every issue, names of recently incorporated auto companies which are "planning to" build a line of passenger cars, trucks, or both.

Names of the officers or of the incorporators of these companies are published. Often these announcements make mention of a recently acquired factory, plus a highly optimistic production schedule.

Several of these items are printed below. Do any of our members know of any of these companies? Did they ever build as much as one prototype?

Camden, N. J. - Williamson Motor Co. incorporated under New Jersey laws, with \$100,000 capital, to make motors, engines, cars and wagons. Incorporators, J. D. Mumford, Westfield, N. J., S. E. Jeliffe and A. J. Slade, New York City. (Ref: Motor World, 2/28/07)

The New Jersey Automobile Company of Irvington has been incorporated to manufacture automobiles, etc. The capital is \$50,000, and the incorporators are A. N. Brummer, W. F. Underground and F. W. Tidey, Irvington, N.J. (Ref: Automobile Magazine, Feb., 1907)

The Austin-Hutcheson Company, of New York, has been incorporated to manufacture automobiles, carriages, etc. Capital, \$5,000. Incorporators are H. B. Hutcheson, L. C. Hutcheson and C. F. Hutcheson, of New York. (Ref: Automobile Magazine, Feb. 1907)

The Ideal Runabout Manufacturing Co., of Buffalo, N. Y., was recently incorporated to manufacture automobiles, etc. Capital \$10,000. The incorporators are George P. Askin, Arthur C. Whittemore and Anna G. Whittemore, of Buffalo. (Ref: Automobile Magazine, Feb. 1907)

H. Campton, R. B. Edwards and F. W. DeCamp have organized the Pope Auto Company, of Newark, N. J., to manufacture automobiles, etc. Capital, \$25,000.

(Ref: Automobile Magazine, March, '07.)

The Society of Automotive Historians



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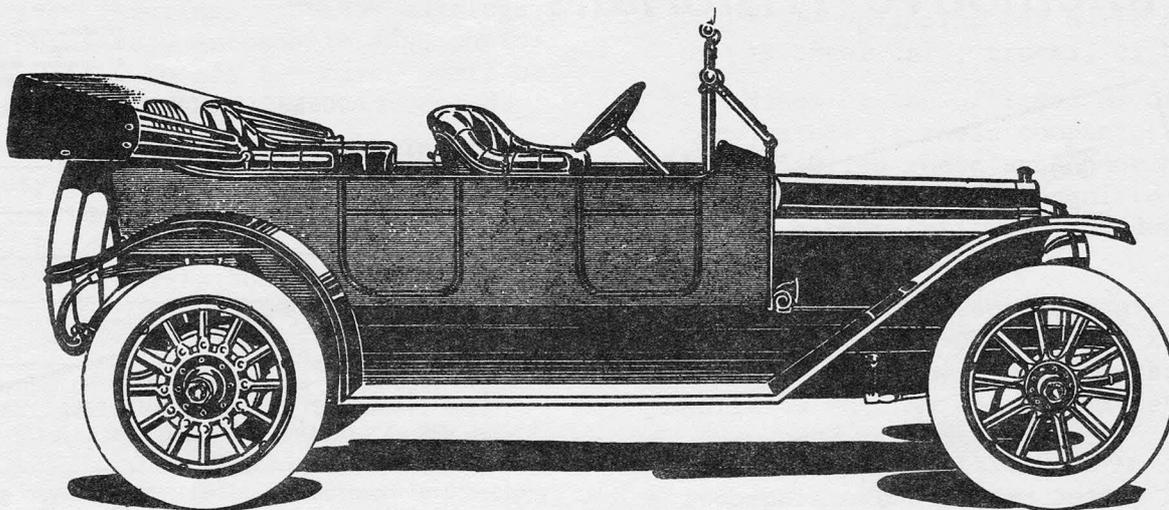
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