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NEWSLETTER

ISSUE NO. 7

The Society of Automotive Historians

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PRESIDENT'S PARAGRAPHS

It is planned to hold a general Society meeting during the AACA Hershey Meet in October. The AACA meeting is from October 8 (Thursday) through October 10 (Saturday). Some persons invited to the formation meeting last October expressed wishes for the meeting to be held on Friday rather than on Saturday.

It remains an open question, and it would be helpful if those who expect to attend the meeting would express a preference for the day and hour for this proposed meeting.

At this meeting we may have a distinguished member from overseas.

To date there have been no voices raised concerning the frequency of appearance of a relatively few names in the Newsletter. The recurrence of these names is not caused by an undue lack of modesty. This monopolizing would be reduced if contributions to the Newsletter were received from a larger percentage of the membership.

All contributions are welcomed, controversial or otherwise, particularly from our non-U.S. members.

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Santa Barbara, Calif. 93103

These names will be included in a new edition of the Membership Directory, to be published as soon as time permits. The original directory listed 61 names, and as of this writing our present membership totals 83 - a figure which will surely be out-of-date before this Newsletter is in the mail.

THE MAIL BAG

Letters from Members

From Glenn H. Baechler, 307 Algonquin Drive, Waterloo, Ontario, Canada:

Mr. Hugh Durnford and myself are still continuing our efforts on the history of the Canadian Automobile Industries and hopefully our manuscript will be completed by the summer of 1970. I'd like to make an appeal on our behalf to the members of the Society for any information they may have on automobiles of Canadian origin. We are particularly interested, at this time, in having an opportunity to review early Canadian publications such as "Motoring in Canada" and would appreciate hearing from anyone who could make these available to us.

From Richard E. Meikel, 328 North Fleming, Indianapolis, Ind. 46222:

On page 7, issue no. 5, there is a question regarding the confusion surrounding the names "Pan-American" and "American Beauty". May I offer my information on this point? The name of the car was "Pan-American". "The American Beauty Car" was its slogan, used in advertisements, sales literature, etc. Possibly a take-off on Paige's "The Most Beautiful Car in America". Charles and Komber Gardner, of Greencastle, Indiana, were cousins of my father and Pan-American agents until its dive into oblivion, when they took on the Chandler franchise. Although I was quite young at the time, I was as interested in automobiles as I am today. I can remember the Pan-Americans with their white radiator shells and body colors of emerald greens, maroons and blues. They stood out like birds of Paradise among the more sober-hued Buicks, Nashes and other contemporaries. I recall in particular one demonstrator, maroon-almost-purple, with wire wheels and Victoria top that seemed, to my young eyes, to be the epitome of beauty and class.

From Hugo Pfau, Box 417, Centerport, New York 11721:

The additional "Also-Rans" on Frank Snyder's list of those beginning with "B" include a few vaguely familiar names, and a couple on which I may be able to shed some light. "Bearcat" as of 1956 was probably the projected vehicle by the same group who projected a new "Duesenberg" (and built one). Virgil Exner at one time sketched both a new "Bearcat" and a new "Mercer", but I do not believe either one was ever built. "B.S.A." is listed with a date of 1936, but no source. Such a firm did exist for many years in England, part of the time as a unit of the Daimler combine. They built bicycles, motorcycles and, during the late twenties and early thirties, an automobile.

From David Scott-Moncrieff, 2 Macclesfield Road, Leek, Staffs, England:

A friend of mine in South Africa, Tony White of Box 3554, Cape Town, is rebuilding a Marion Bob-Cat. Obviously somewhere in U.S.A. there is somebody who knows everything there is to know about Marions and as the Marion, when Tony got it, was in such a dilapidated condition, he doesn't even know definitely that it was a Bob-Cat, we will be tremendously grateful for all the information he can get. It seems to me that when you get going you will get so many enquiries of this nature that you will have to budget for a full time secretary.

From Frank T. Snyder, Jr., Box 551, Hackensack, New Jersey 07602:

I have a question about the PRINCETON, by Durant. There seems to be some doubt as to the production of this car. The car is advertised in "MoToR", January, 1924 (pg. 361) and is again listed on page 127 under passenger car manufacturers, their location, production figures, etc. While this name is listed, no information is given. This writer has a fine catalog on this car, which looked like the FLINT. The question is - was it ever built?

(The same question could be asked about Durant's EAGLE, of about the same date. Ed.)

Among Our Authors

MICHAEL LAMM, STOCKTON, CALIFORNIA - ARTICLE IN ALOFT: Old Campers (July, 1969) ARTICLE IN AUDUBON: Birds and Beasts in Hood Ornamentary (January, 1970). ARTICLES IN CAR LIFE: Gilt-Edged Fords (Feb. 1970); Classic Street Signs (Jan. 1970); Supermarket for Antiques (Dec. 1969); History of the Automatic Transmission (Oct. 1969); Parts Locators (Oct. 1969); The Kaiser King (-- 1969); The Edsel's Revenge (May 1969); Bring on the Bearcats (March 1969); \$6 Worth of Cord 812 (Car Clubs) (March 1969); Post-War Boom That Went Bust (Feb. 1969); Early Ford V-8 Tour (Jan. 1969); Special-Interest Cars (Aug. 1968); Dymaxion (May 1968); Holy Grails of 3 Car Clubs (Feb. 1968); Stearns Light Touring (Oct. 1967); What They Said in the Past About the Future of the Automobile (Nov. 1967); Boss Ket (Sept. 1967); William B. Stout, Imagineer (Aug. 1967); Boom in Old Parts (Aug. 1967); WW-II Gas Rationing (July 1967); Ken Gooding (May 1967); Swap Meets (Jan. 1967). ARTICLES IN CYCLE WORLD: Cyclecars (March 1969); 1903 Indian (April 1969). ARTICLE IN HOT ROD MAGAZINE: 1924 Mercury-Bodied T Drive Test (Jan. 1969). ARTICLE IN IN ALLER WELT: New Benz Velo (April 1969). ARTICLES IN MOTOR TREND: Hershey Swap Meet (April 1970); The Buick Boom (June 1969); WW-II Hudson Experimentals (March 1969); If Cord Had Survived (Feb. 1969); What Makes Mr. Harrah Run? (Jan. 1969); Duesie In The Barn, Part I (March 1968); Duesie In The Barn, Part II (Aug. 1968); Duesie on the Freeway (April 1969); Old Safety Items (March 1968); Ten Old-Time Losers (June 1967); When Air Began to Flow (May 1964). ARTICLES IN MOTORCADE: Pierce Silver Arrow (--1967); Bugatti T-50 (-- 1967); 1927 Judkins Lincoln (-- 1967). ARTICLE IN POPULAR MECHANICS: Pigs and Model T Races (July 1967). ARTICLES IN ROD AND CUSTOM: 1940 Mercury 4-Door Convertible Drivetest (June 1970); 1950 Dodge M-37 Truck Drivetest (May 1970); Woodies Si, Wagons No (March 1970); 1937 Lincoln Zephyr Drivetest (Jan. 1970); Fender Finder (Jan. 1970); 1933 Essex-Terraplane Convertible Drivetest (Dec. 1969); 1956 Corvette Drivetest (Nov. 1969); 1914 Ford Truck Drivetest (Oct. 1969); 1935 Imperial Airflow Drivetest (Sept. 1969); Foreign Bodies-Fords (Aug. 1969); 1935 Brewster Ford Drivetest (Aug. 1969); 1940 Ford Station Wagon Drivetest (June 1969); 1936 Ford Roadster Drivetest ((May 1969); 1928 Chevrolet Pickup Drivetest (April 1969); 1954 Lincoln Road Racer Drivetest (March 1969); 1917 Chevrolet V-8 Drivetest (Feb. 1969); 1948 Tucker Drivetest (Jan. 1969); 1933 Chevrolet Drivetest (Aug. 1968); 1932 Fords (2) Drivetest (July 1968); 1923 Ames-Bodies T Speedster Drivetest (Feb. 1968. ARTICLE IN SCENE: 1957 Chevrolet Salon (IV 1968). ARTICLES IN SPORTS CAR GRAPHIC: Jaguar SS-I Saloon (Oct. 1968); 1932 Aston-Martin LeMans (Feb. 1968. ARTICLE IN SUNSET: Harrah's Swap Meet (Aug. 1967).

HUGO PFAU, CENTERPORT, NEW YORK. ARTICLES IN MOTOR TREND: My Days With LeBaron (Aug. 1964); The Salon Era (Feb. 1965); Europe's Ten Great Classics (Jan. 1966). BOOK IN PROCESS: The Custom Body Era (to be published by A. S. Barnes & Co., hopefully sometime during 1970). Also Letters to the Editor in almost every recent issue of The Classic Car, and in assorted other publications.

ALVIN J. ARNHEIM, NEW YORK, N. Y. - BOOK: What Was The McFarlan? (Nov. 1967) in collaboration with Keith Marvin and Henry Blommel. Published by Alvin J. Arnheim, 10 West 66th Street, New York, N. Y. 10023. \$5.00 postpaid.

G. MARSHALL NAUL, NEWARK, DELAWARE - ARTICLES IN THE BULB HORN: The Cortland Truck (May-June, 1967); The Sampson (March-April, 1968) A Checklist of Automobile Periodicals (May-June, 1969). ARTICLES IN THE AUTOMOBILIST: An Account of the Berkshire of Pittsfield and Cambridge (December, 1965); The Stilson Automobile (July, 1966); The Ariel and Maryland Automobiles (Summer, 1968): The Other Knight (Spring, 1968); The First Car in the Antarctic (Autumn, 1968); The Owen Thomas Automobile (Winter, 1968); The Survival Rate of Automobiles (Spring, 1969). ARTICLE IN VINTAGE VEHICLES: A Digest of U.S. Cyclecars (July-August; September-October, 1969). Also a contributor to G. N. Georgano's Complete Encyclopedia of Motorcars.

THE ALSO-RANS

Submitted by G. Marshall Naul

<u>MAKE</u>	<u>MANUFACTURER & LOCATION</u>	<u>YEAR</u>	<u>REF.</u>
Bachus		1925	TWA
Bacon	Frank W. Bacon, Omaha, Nebraska	1905	The Automobile 10/12/05 P.404
	First car built in Omaha, but some question as to whether this was offered for sale or was a single home made product with no intention of manufacturing.		
Bailey-Clapp	Elwood Iron Works, Elwood, Indiana Mentioned by W. S. Huffman and the late Alexander Telatco. Reference material at the Elwood Library does not include any such company or product.	ca 1915	
Baker & Elberg (electric)		1894	TWA
Baker		1897	TWA
Banker		1896	TWA
Barver		1925-1927	TWA
Bateman		1917	TWA
Betz		1919	TWA
Biederman	Biederman Motors Co., Cincinnati, Ohio	1921	RTY June, 1960
Bird	Henry R. Bird, Buffalo, New York	1895-1896	BNY
Black	C. H. Black, Indianapolis, Indiana	1899	RTY May, 1960
Blumberg		1918	TWA
Boisselot		1901-1906	TWA
Boston	Boston, Mass.	1900	TWA
Bridgeport (commercial?)		1922	TWA
Brighton		1896	TWA
Brightwood	Brightwood Motor Mfg. Co., Springfield, Mass.	1912	RTY Issue #16
Brooks	Brooks Motor Co., Detroit, Michigan (Built one car before becoming defunct) (HA, 9/11/07, Pg. 345)	1907	TWA
Brown's Touring Cart		1898	TWA
Brownell	F. A. Brownell Motor Co., Rochester, N. Y. (Also reference in CATJ, Jan., 1910, Pg. 262,264-6)	1910	BNY
Brunswick	Brunswick Motor Car Co., New York, N.Y.	1917	BNY
Burr	Burr & Co., New York, N.Y.	1900	BNY
Bradford	Wilmington, Delaware (One native claims to have been familiar with such a make, but Wilmington directories show only a Bradford agency for Rambler. There is some evidence for a Bradford made by Bradford Motor Works, Bradford, Pa., 1905)	ca 1906	
Birdsall	(Announcement of E. T. Birdsall as chief engineer of Selden Motor Vehicle Company, Rochester, N. Y. Ref. The Automobile, 11/22/06, Pg. 696)		

References:

TWA - Doyle-Georgano "The World's Automobiles"
 RTY - Road to Yesterday
 BNY - Charles Bishop's New York List
 HA - Horseless Age

MAKES WITHIN MAKES

A DISCUSSION OF THE PLACE OF "SUB-MAKES" IN A ROSTER OF MAKES - *Richard M. Langworth*

Not without precedent, the postwar years ushered in a variety of cars marketed under the general marque of long-established makes, but at the same time considerably different in concept and specification. In compiling a roster of makes, the problem will arise of whether to classify such cars as makes in their own right, or merely as models of the general make itself.

This problem is compounded by the vast variety of differences among the "sub-makes" themselves. Two cases that illustrate the dilemma are the Corvair and Chevelle of the sixties, and how they relate to the parent make, Chevrolet.

By any standard, the Corvair was as different from the typical Chevrolet as General Grant was from General Lee. The entire concept of the car varied by nearly 180 degrees in every direction. This writer has no doubt that Corvair, therefore, constitutes a "make" in its own right, and that the Corvair name represents a car distinctly different from what we have come to regard as Chevrolet.

But - and there is always a "but" - if we list Corvair as a make, we set a dangerous precedent. We must now consider the other "sub-makes" of Chevrolet, the Chevelle for example, which are much less foreign to Chevrolet in design and concept. The Chevelle differed from the "big" Chevrolet only in dimensions. Yet, if Corvair is a separate make, why not Chevelle as well?.

The obvious solution appears to be some separate identifying listing for cars such as these. Perhaps they could be italicized under the general heading "Chevrolet". But then we must face the fine line which divides such "sub-makes" from full marques, and history is replete with cars that will try our cataloging prowess to the limit. The Zephyr, for example: is it a Zephyr or a Lincoln? There must be hundreds more: the Studebaker Lark and Avanti, the early Chrysler Imperials (when did the Imperial become an Imperial instead of a Chrysler?), the Essex Terraplane, Packard Clipper, Kaiser Darrin, etc., etc.

A particularly knotty case is the Henry J. While most of us consider it to be a make in its own right, to Kaiser-Frazer Corporation it was a Kaiser! A review of company documents will indicate that this is true. Though the name "Kaiser" appeared only on its serial plates, the Henry J was theoretically, as far as K-F was concerned, a Kaiser model. Its series number for 1953 was "K-5334" for the four cylinder model and "K-5344" for the six, with the big Kaisers using the numbers "K-5301" to "K-5325" and "K-5384". For that matter, the original Darrin sports car, which no one could logically compare with a Kaiser sedan, also bore the "K" series number applied to the parent marque. Frazers were distinguished by a separate "F" series.

In order to avoid the fine line distinction that will be required (and even if S.A.H. agrees, others will debate our decisions) to differentiate between "makes" and "sub-makes", it appears that all names should be included in our roster, although it would be fair to point out the relation of names like Corvair to the parent make by asterisked notes following the listing, e.g., "Corvair - sub-make of Chevrolet, 1960-1969". To quote Charles Bishop in S.A.H. Newsletter #6:

"I favor inclusion of any car exhibited at any automobile show, where there exists a written record of the same date of its being on exhibition. Otherwise the record will lose those prototype cars which are often of great importance in the long run".

THE ROSTER -

In the pages of the Newsletter, and at the two meetings held to date by the Society (Hershey, Penna., October, 1969; Philadelphia, February, 1970) there has been much discussion of just what constitutes a "make" of automobile. This discussion is continued in this issue in an article by Richard Langworth concerning "sub-makes" of certain makes such as Chevrolet-Corvair-Corvette - all Chevrolets, but totally different in concept, and each with a name of its own. Unless someone comes up with a better suggestion, these sub-makes will be listed as such, but with a reference to the actual maker, in this manner:

CORVAIR - air-cooled rear engine model of Chevrolet, 1960-1969. See CHEVROLET

The question of sub-makes has its opposite side. Some manufacturers have offered one car under two or more names, and this practice continues right up to the present. Recent models of the Plymouth Valiant and the Dodge Dart are practically identical cars. And according to the specification tables in MoToR magazine for January, 1932, the 1932 models of the Cadillac and the LaSalle were one and the same car, with these very minor differences: The headlamps (Cadillac used Guide, LaSalle had Hall); name-plates and hubcaps (for obvious reasons); a heater was standard equipment on Cadillac, optional on LaSalle. The one important difference was the price!

The Piedmont, of Lynchburg, Virginia, was sold under a bewildering number of labels, including, in addition to Piedmont, Alsace, Lone Star, Bush and Stork-Kar.

The Falcon-Knight, of Elyria, Ohio, was first offered in 1927 and continued through 1928, and in 1928 a smaller Willys-Knight (Model 56) was added to the Willys-Knight line. The Model 56 was identical to the Falcon of 1928 except for these minor differences: tire size; steering wheel; hood and radiator shell design. Question: did Willys build the Falcon as a complete car, or did Falcon buy Willys parts for assembly at Elyria?

Other examples could be quoted. In the early and middle teens chassis were made by the Pontiac Chassis Company, of Pontiac, Michigan, and the Wahl Company, Detroit. The Gem (Grand Rapids, Mich.) was probably built on a Pontiac Chassis. Wahl also made complete cars sold under other names including the short-lived Dodge (A.M. Dodge Co., Detroit - no connection with Dodge Brothers).

It seems obvious that these "duplicate" makes should be listed in the roster by the names under which they were marketed, but with the actual manufacturer mentioned if definitely known.

On the next page is the beginning of a preliminary roster. In many cases the only information available is found in rosters already published, which, at best, is questionable. Surely this preliminary list will contain many errors and omissions. Members of the S.A.H. are urged to seek out these inaccuracies and report them, with references, to the Newsletter (Box 6465, Marietta, Georgia 30060).

Suggestions will be welcomed as to better ways of presenting this material. It is obvious that space will not permit descriptions of the cars listed except for very brief notations (steam; electric; cyclecar; air-cooled; rear-engine; friction drive, etc.). It has been suggested that a "probability" scale be devised to indicate the presumed accuracy of information. This scale would run from "A" to "E", as follows:

- A - Information completely confirmed.
- B - Name or address of manufacturer in doubt.
- C - Beginning date not confirmed.
- D - Ending date not confirmed.
- CD - Both dates questionable.
- E - Name appears in other lists only. No confirmation of any information.

Members comments will be appreciated.

A Beginning

ABBOTT (formerly Abbott-Detroit)	1915-1918
<i>Consolidated Car Co., 960 East Lafayette Ave., Detroit, Mich. (Incorporated June 1915)</i>	
<i>Abbott Corporation (succeeding Consolidated), Detroit, Mich. (Incorporated August 1916)</i>	
<i>Abbott Corporation, East 152nd Street, Cleveland, Ohio (a division of the Hal-Abbott Corp., created by merger of Hal and Abbott, 1917).</i>	
ABBOTT-DETROIT (later Abbott)	1910-1915
<i>Abbott Motor Company, 110 Waterloo Street, Detroit, Michigan. Production begun in January, 1910. Succeeded by Consolidated Car Co., Detroit, but apparently not dissolved until early 1916.</i>	
A.B.C.	1906-1910
<i>A.B.C. Motor Vehicle Company, 3993 Morgan Street, St. Louis, Missouri. Offered both air-cooled and water cooled models.</i>	
A.B.C.	-1922-
<i>Arthur Boynton Corporation, Albany, New York. (Confirmation and details not available)</i>	
ABENAQUE (steam)	1900-1905
<i>Abenaque Machine Works, Westminster Station, Vermont.</i>	
<i>Abenaque Engine Works, Marlboro, New Hampshire. (Dates, places, and even the existence of this make are in question.)</i>	
ACADIA	-1904-
<i>Ernest R. Kelly, Wilmington, Delaware.</i>	
ACASON (steam)	-1915-
<i>This name from existing rosters. No confirmation.</i>	
ACE	1920-1922
<i>Guy Disc Valve Engine Co., Ypsilanti, Mich.</i>	
<i>Apex Motor Company, Ypsilanti, Mich.</i>	
ACE - Model of Continental	1933
ACME (formerly Reber, later S.G.V.)	1903-1910
<i>Acme Motor Car Company, 8th Street, Reading, Pennsylvania</i>	
ACME	1908-1909
<i>Acme Motor Buggy Company, Minneapolis, Minnesota</i>	
ACORN	1925-1926
<i>Name and dates from existing rosters. No confirmation.</i>	
ADAMS	1911
<i>Adams Brothers; Adams Truck, Foundry & Machine Co., 419 West Main Cross St., Findlay, Ohio</i>	
<i>Built a few passenger cars in 1911; trucks 1910-1916.</i>	
ADAMS	1924
<i>Name and date from existing roster. No confirmation.</i>	
ADAMS-FARWELL	1904-1913
<i>The Adams Company, East 4th Street, Dubuque, Iowa. Rotary air-cooled rear engine.</i>	
ADELPHIA (formerly Alsace) (built for export)	1920-1921
<i>Winfield-Barnes Co., 20th Street & Erie Ave., Philadelphia, Pennsylvania.</i>	
ADRIA	1921-1923
<i>Adria Motor Car Corporation, Batavia, New York. 1923 date not confirmed.</i>	
ADRIAN	1902-1903
<i>Adrian Motor Works, Adrian, Michigan.</i>	
ADVANCE	1909
<i>Name and date from existing roster. No confirmation.</i>	
A.E.C. (or Anger)	1912-1917
<i>Anger Engineering Company, 294 16th Street, Milwaukee, Wisconsin.</i>	
AEROCAR	1905-1908
<i>The Aerocar Company, Detroit, Michigan</i>	
AEROCAR	1948 to date
<i>Aerocar, Inc., Longview, Washington. Company still in operation, but has produced only 7 cars to date.</i>	
AEROTYPE - see Page	

The STORK-KAR 4

- Richard B. Brigham

This is a story of the S.A.H. at work, and how the sharing of information by several members has led to the identification of a very rare make of automobile.

The two letters printed below would, ordinarily, have been included in "The Mail Bag", but more people are involved than the writers of these letters. The first was received from Frank Snyder of Hackensack, New Jersey:

I have received a request from New Zealand for information on a STORK-KAR. The engine is a 4-cylinder Lycoming, clutch is Borg & Beck, carburettor is a Zenith up-draft, and the radiator emblem is an elongated diamond. Any information as to when it was built and who built it would be appreciated.

This meager description would fit dozens of cars made during the late teens and early twenties, and a thorough search of files and references turned up exactly nothing but a horseless carriage named STORCK, made by Frank C. Storck of Red Bank, New Jersey, 1901-1903.

A week later another letter about the STORK-KAR was received from Mr. C. L. Malthus of Waimate, Canterbury, New Zealand:

I wonder if you could help me in my search for information on my rather rare vintage car. Any information, however minor in nature it may seem, will be of help to me. The car in question is a 1919-21 STORK-KAR 4. I acquired this relic in rather dilapidated condition about two years ago, and since then have been trying to compile a file on it. The radiator badge is a diamond-shaped affair, as can be seen in the accompanying photo.

One point of this car was that second gear was extremely liable to give way without notice, which led to this car's early retirement under some trees on a farm. The previous owner knew of two other STORK-KARS in the same district that suffered the same fate (second gear out under stress) but tracing their history has lead to a dead end. This car is very rare in New Zealand, as repeated ads in the local vintage magazine have brought nothing.

Mr. Malthus sent a photograph of his car, which is reproduced herewith. He also included a sketch of the serial number plate which states that the car is a Model M, serial number 71536. Also on the serial plate are the names STORK-KAR and "Stork-Kar Sales Company, New York, U.S.A."

In the same mail with the letter from Mr. Malthus was a copy of the Spring, 1970, issue of "The Upper Hudson Valley Automobilst", sent by Keith Marvin of Troy, New York. This issue carried a reprint of an article entitled "The Vanished Ventures of Virginia's Auto Makers", which was originally published in "The Commonwealth, The Magazine of Virginia", in April, 1965. Marshall Naul submitted this article to "The Automobilsts", and it was reprinted by permission of James S. Wamsley, editor of "The Commonwealth".

This article included an account of the doings of the Piedmont Motor Company, Lynchburg, Virginia. This company built the Piedmont car, but it also did a brisk business in supplying the same product under other names to just about anybody who wanted to be an automobile manufacturer without a factory. The Bush (Bush Motor Car Company, Chicago) was a Piedmont with a Bush nameplate. The 4-cylinder models of the Lone Star, of San Antonio, were also stock Piedmonts, as was the Alsace, an export model with right-hand drive.

Pictures of the PIEDMONT and the photo of the STORK-KAR match detail for detail, and so do the available specifications as supplied by Mr. Snyder and Mr. Malthus - 4-cylinder L-head Lycoming engine, Borg & Beck clutch, Delco ignition, Zenith carburetor, Stewart vacuum tank, Stewart speedometer, Delco switches.

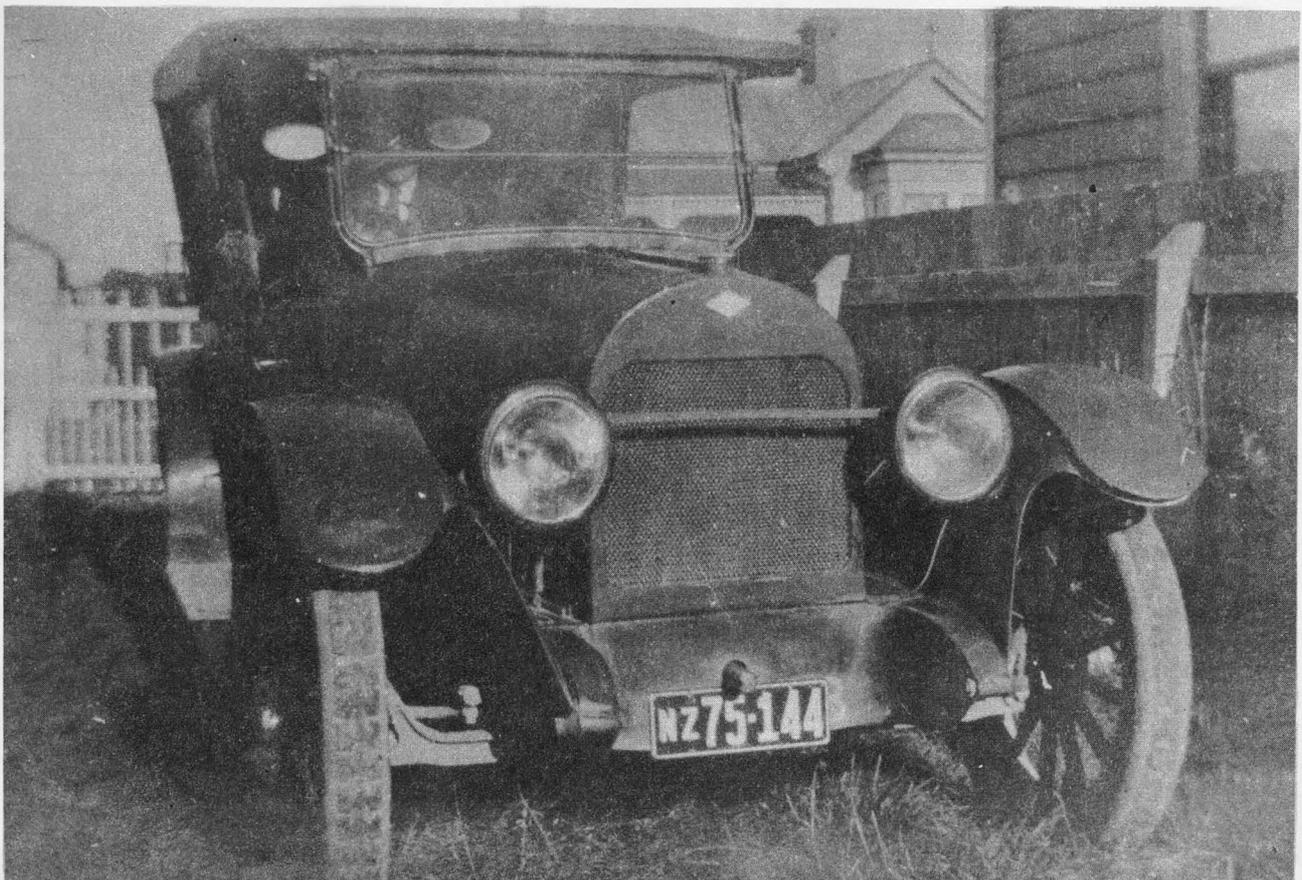
This information has been sent to Mr. Malthus, along with a wiring diagram and minor tune-up specifications (PIEDMONT, of course).

The date of this car remains in doubt. PIEDMONT cars were made from 1917 until 1923 with little change. Later models sported a nickle plated radiator shell, and somewhere along the line the hand brake was moved from the rear wheels to the back of the transmission case. The STORK-KAR owned by Mr. Malthus has neither of these features.

Now, just as this article was being prepared for printing, another fragment of the STORK-KAR story has been received - this by telephone from Marshall Naul. It seems that the Philadelphia Library has a STORK-KAR catalog of 1920, which states that the car, for that year, at least, was made in Martinsburg, West Virginia. Martinsburg is the home of the Norwalk Motor Car Company, which quit the business in 1915, but was revived in late 1917. The new model was dated 1918, but did not appear on the market until mid-1920.

This led to a search for NORWALK specifications, which were published in Motor Age of September 16, 1920, but not in earlier issues. PIEDMONT specs were on the same page which made comparison easy. The result? Once again, identical cars - even to the model number (4-30).

All of this leads to several unanswered questions. Did the Piedmont Motor Company take over the plant of the Norwalk Motor Car Co. and use it to continue the NORWALK and the STORK-KAR - both PIEDMONTS in disguise? Or did the Norwalk Company reorganize and buy its cars from Piedmont, reselling them as both NORWALK and STORK-KAR? And were the pre-1920 STORK-KARS made in Lynchburg and later ones at Martinsburg? Or were all STORK-KARS made in the Martinsburg plant?



STORK-KAR, circa 1919, owned by C. L. Malthus, Waimate, Canterbury, New Zealand

CANADIAN FORD PRODUCTION

This tabulation of Canadian Ford Production, Models T and A, was compiled by the Archives Department, Ford Motor Company of Canada, and contributed to the Newsletter by Herman L. Smith, Ford Motor Company of Canada, Oakville, Ontario.

MODEL "T & TT"

<u>Year</u>	<u>Production</u>	<u>Year</u>	<u>Production</u>
1908	458	1918-19	39,112
1909-10	1,280	1919-20	55,616
1910-11	2,805	1920	15,626 (5 mos.)
1911-12	6,388	1921	42,349
1912-13	11,584	1922	50,266
1913-14	15,657	1923	79,115
1914-15	18,771	1924	71,726
1915-16	32,646	1925	79,244
1916-17	50,043	1926	100,611
1917-18	46,914	1927	<u>37,677</u>
		Canada Total "T"	757,888

In the early years Ford Motor Company of Canada, Limited purchased motors from Ford U.S. Production of motors in Canada started May 20, 1913.

CANADIAN MODEL "T" & "TT" FORD MOTOR NUMBERS

<u>Year</u>	<u>Serial Numbers</u>	<u>Year</u>	<u>Serial Numbers</u>
May 20, 1913	G- 1	Oct. 31, 1920	275500
July 31, 1913	1500	Nov. 30, 1920	278500
July 31, 1914	16500	Dec. 31, 1920	281000
July 31, 1915	37500	Jan. 17, 1921	281500
July 31, 1916	70000	Mar. 21, 1921	282500
July 31, 1917	121000	Feb. 25, 1921	283500
July 31, 1918	170000	Mar. 4, 1921	284500
July 31, 1919	208500	Mar. 14, 1921	285500
Aug. 31, 1919	212500	Mar. 24, 1921	287000
Sep. 30, 1919	216500	Apr. 11, 1921	288000
Oct. 31, 1919	222500	Mar. 22, 1921	289000
Nov. 30, 1919	227500	Apr. 20, 1921	290000
Dec. 31, 1919	231000	Mar. 31, 1921	291500
Jan. 31, 1920	234000	Apr. 30, 1921	293500
Feb. 29, 1920	237500	May 31, 1921	299500
Mar. 31, 1920	241500	June 30, 1921	307100
Apr. 30, 1920	245500	July 31, 1921	311300
May 31, 1920	251000	Aug. 31, 1921	311800
June 30, 1920	257000	September 30, 1921	317300
July 31, 1920	262500	October 31, 1921	319700
Aug. 31, 1920	266000	November 30, 1921	322800
Sep. 30, 1920	269500	December 31, 1921	323300

Year	Serial Numbers	Year	Serial Numbers
January	31, 1922	July	31, 1923
February	28, 1922	August	30, 1923
March	31, 1922	September	30, 1923
April	30, 1922	October	30, 1923
May	31, 1922	November	30, 1923
June	30, 1922	December	31, 1923
July	31, 1922	January	31, 1924
August	31, 1922	February	29, 1924
September	30, 1922	March	31, 1924
October	31, 1922	April	30, 1924
November	30, 1922	May	31, 1924
December	31, 1922	June	30, 1924
January	31, 1923	July	31, 1924
February	28, 1923	August	31, 1924
March	31, 1923	September	30, 1924
April	30, 1923	November	2, 1925
May	31, 1923	October	5, 1926
June	30, 1923		

It is unlikely that Motor numbers would end exactly on a 0, however these dates and numbers are taken from Engineering Records, and may be considered reasonably close for dating purposes. The numbers for November 2/25 and October 5/26, are correct being from photographs taken at time of production. The terminal date and motor number are not on record at this time but it may be assumed that the terminal number would be somewhere around 747,000.

MODEL "A & AA"

Year	Production	Year	Production
1928	74,798	1931	30,850
1929	87,800	1932	<u>3,067</u>
1930	70,253		
		Canada Total "A"	266,768

Canadian Model "A & AA" Motor Numbers and Dates of Manufacture

The prefix C A was allotted to the first 150,000 and was used from the starting date in December 1927 to September 4, 1929. From then on 12 additional letters were added as follows:

C A Q	Series Started	September 4, 1929	Finished	November 4, 1929
C A W	" "	November 18, 1929	"	February 4, 1930
C A E	" "	February 4, 1930	"	March 14, 1930
C A R	" "	March 14, 1930	"	April 14, 1930
C A T	" "	April 22, 1930		May 13, 1930
C A Y	" "	May 13, 1930		June 11, 1930
C A U	" "	June 12, 1930		August 7, 1930
C A I	" "	August 7, 1930		October 16, 1930
C A O	" "	October 16, 1930		February 9, 1931
C A P	" "	February 9, 1931		April 1, 1931
C A S	" "	April 1, 1931		June 2, 1931
C A D	" "	June 2, 1931		February 22, 1932

The above prefixes were used for both the "A" and the "AA"; numbers 1 to 10,000 were used with each prefix with the exception of C A D which used only 1 to 6877, thus making the terminal number C A D 6877.

BOOK REVIEW

Wheels Within Wheels - A Short History of American Motor Car Manufacturing

By Philip Hillyer Smith - New York: Funk & Wagnalls, c. 1968; 291pp; \$5.95

This book contains material of considerable interest to the auto historian. The main portion of the book is a chronological history suitable covering the subject, but by no means as detailed as John Rae's American Automobile Manufacturers. However, the most interesting portion is the last 85 pages, which is a comprehensive listing of makes of autos.

This is broken into List "A" and List "B". The former contains the documented makes and manufacturers in alphabetical order. This list includes the name of one manufacturer separately, with cross-reference where its name differs from that of the product. List "B" consists of borderline cases with little known information.

Mr. Smith based this list on that of MoToR of 1909, with commercial vehicles extracted. There are many omissions and not a few errors. The dates for SAMPSON are given as 1904-1912, whereas this company made passenger cars only in 1904 and 1912. Also the Philadelphia company which made early electrics is given as Morris & Salem (sic). One make which has not been listed elsewhere is MARTELL, made 1908-1910 by Martell Motor Car Co., Jamaica Plain, Mass. This was succeeded by the LENOX. Mr. Smith says he has found no reference to this make in any literature, but he was fortunate as a boy to have lived in Jamaica Plain and was familiar with the company and its product.

Smith's remarks concerning this roster, and the difficulties with any such roster, are worth some study. There is some basic law which might be called The Uncertainty Principle (to borrow a term from physics), and which applies to all such listings or rosters: The listing is either complete and inaccurate, or incomplete but accurate, but cannot be both complete and accurate. Most likely any listing of auto makes, manufacturers and dates will be both incomplete and inaccurate.

- G. Marshall Naul

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

Require Kaiser-Frazer Corporation Confidential Bulletins on convertible models, also sales brochures on 1951 Frazer, 1953 Kaiser Dragon. Also need salesman's facts books for 1951 Henry J, 1954 Kaiser, 1951 Frazer and owner's manuals for any model, 1947 through 1951. Richard M. LANGWORTH, 54 GARDEN VIEW TERRACE, HIGHTSTOWN, N.J. 08520.

I would like to obtain the following literature: Vintage Ford, Vol., 1, No. 2-4 (May-June, July-Aug., Sept.-Oct. 1966; 1928-1931 Sears, Roebuck & Co. catalogs (especially automotive sections); K. R. Wilson Tool Catalog; Ford Dealer and Service Field, June 1928, Sept. 1929, Jan. & March, 1930, Jan., July & Nov., 1931. VERNON W. VOGEL, BOX 24, EDINBORO, PENNA. 16412.

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