



JUNE, 1970

# NEWSLETTER

ISSUE NO. 10

## The Society of Automotive Historians

PRINTING AND PUBLICATIONS OFFICE: P. O. Box 6465, Marietta, Georgia 30060

G. MARSHALL NAUL, President  
5 Queen Ann Drive, Christine Manor  
Newark, Delaware 19711

RICHARD B. BRIGHAM, Vice-President  
136 Park Lane, N. E.  
Marietta, Georgia 30060

GUY P. SEELEY, JR., Secretary/Treasurer  
271 Stanmore Road  
Baltimore, Maryland 21212

### PRESIDENT'S PARAGRAPHS

Two interesting articles have come to my attention during the past week, and these will serve to illustrate a major problem in "information retrieval."

*A Guy Named Gurney* by Ken W. Purdy, in *MAINLINER* (United Air Lines), June 1970, p. 8-15. (This is an account of the foremost U. S. racing car driver.)

*Racing: Forcinghouse for Cars* by Edward Eaves, in *SCIENCE JOURNAL* (British), May 1970, p. 34-40. (The article, with illustrations, traces certain automobile developments first proved by use in auto racing. For example, the 1902 Lanchester disc brake was not used until JAGUAR's 1953 LeMans victory, and is now in use in passenger cars over the world.)

Previous reference has been made (see *Newsletter No. 1*) to important articles concerning automotive history in rather obscure journals. The universal digest, the *READERS' GUIDE* is not designed to cover the whole spectrum of periodicals. From this arises the question: How is it possible to become aware of the existence of such items of interest to the historian?

A partial solution would be the inclusion in the Newsletter of a "Digest of Current Literature". Members would be encouraged to submit information on articles and books not in wide circulation. Would this be a welcome feature?

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#### ADDITIONS TO THE MEMBERSHIP LIST; CORRECTIONS AND CHANGES:

Arthur Lumb  
1, Addingsford Close  
Horbury, Wakefield  
Yorkshire, England

Eugene W. Zimmerman  
P. O. Box 1855  
Harrisburg, Pennsylvania 17105

Kenneth Convalle (Correction in spelling)  
1532 George Street  
Downers Grove, Illinois 60515

#### CHANGE OF ADDRESS:

William S. Jackson  
(old) P. O. Box Y, Hershey, Pa. 17033  
(new) P. O. Box C  
Hummelstown, Pa. 17036

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#### NOTES FROM PRINTER:

Please send any corrections, changes, etc. in your address for the new Directory. There have been so many additions to our membership list since the last SAH Directory was printed it is time for a new one. Printing is planned for the first part of August.

Would you like to have your telephone number included? If so, please let us know this month (July). Address for Directory information: Brigham, 136 Park Lane, Marietta, Ga. 30060.

To prevent mistakes in the Newsletter, please print or type names of people, places and cars mentioned in articles or letters for the Mailbag.

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

Good to see this group growing as it is, and the Newsletter is very fine.

We have to get the ABBOTT straightened out before it gets too far.

- (a) Car first called UNTZ for John G. Untz who developed it in the summer of 1909. Some models, probably pilot, were built under this name.
- (b) Abbott Motor Co. formed in January, 1910, as you have it. Car was first called ABBOTT.
- (c) Abbott Motor Car Co. formed in November, 1913.
- (d) Consolidated Motor Car Co., January, 1915, but car still called ABBOTT-DETROIT.
- (e) Abbott Corporation formed August, 1916 in Cleveland. Car was to be ABBOTT-CLEVELAND, but name was shortened to ABBOTT.

The basic thing here is that the car was known as ABBOTT-DETROIT until it was moved to Cleveland, span 1910-1916, and from then on was basically ABBOTT.

The ADVANCE is by Advance Motor Vehicle Co., Miamisburg, Ohio, which was the former Hatfield Motor Vehicle Co. of that city. 1909 is the year, and MoToR, March, 1909, page 37, is the source.

The ACE was built by Apex only. The disc valve engine, which was never really used, was built by Guy.

The ACASON steamer is really the truck. The "steam" didn't materialize, other than a mention in the first "being formed" announcement.

I have a little more comment on the AMERICAN BEAUTY, also. There are actually two different ones. One was the Pan-American mixup, but the other was built by the American Beauty Car Co., of Adrian, Michigan. It was designed by a man named Storms who built the STORMS electric in Detroit. In July of 1916 the company was moved to Jonesville, Michigan, as the Colonial Car Co. Span 1915-1916.

In the last (No. 9) issue you have a picture on the back page of a fine looking automobile. It is a GOVE (not Grove) and it was built in Detroit by the Gove Motor Truck Co. There is some confusion as to how many were built, but I have pictures of a couple of them. The date is 1921, and trucks were made from 1920 to 1922. I have a small ad showing the car along with the truck, and at this point the company had the word "car" in the title, rather than "truck". There was obvious hope of producing the car. I have a fine set of shots of this model. It was an air-cooled job.

There were so many cars like this that were built in this area that it swamps one to think of it. I have strong feelings that it was the same in any metro area, and I wish someone in those areas could dig them out. My listing goes to 5000 plus, with trucks, but many are strictly local efforts with very small production.

From last issue: ALL-AMERICAN truck, All-American Truck Co., Chicago, in first OGREN plant, 1918-1922, then taken over by FREMONT, Fremont, Ohio, in August, 1922.

EDITOR'S NOTE: We are delighted with the GOVE information. This pins down another elusive one, and is another example of the SAH at work. As Frank Snyder's letter points out, several heads are better than one. Also appreciated is the bit of information as to the ABBOTT's original name - UNTZ. However, a volume of "Automotive Industries" at the Atlanta Public Library reports that in 1917, the Abbott Corporation of Detroit, successors to the Consolidated Car Co., (not Motor Car Co), makers of the ABBOTT car, had been merged with HAL of Cleveland, to form the Hal-Abbott Corp., and would be moved to Cleveland. Apparently both parties to the merger retained their separate names in their advertising. Next time I get to the Atlanta library I'll recheck this item - and if I'm wrong, I'll come crawling with an apology. RBB

From Frank T. Snyder, Jr., Box 551, Hackensack, N. J. 07602

I would like to express my thanks to the club, and particularly to Hugo Pfau and Harlan Appelquist, for their comments on the PRINCETON. For some years there has been a question as to this car's production. The results are as follows:

First: A catalog was issued. Second: Advertisements exist showing photographs of a roadster and a sedan. Third: The Philadelphia Library has a series of photos of a PRINCETON display chassis. Fourth: It has been reported that a PRINCETON sedan and roadster were shown at the "Lexington" show room in New York City.

It would appear that at least a show chassis and two prototype cars were built. Production beyond this is still unknown. It is still not clear as to where the cars were built. The catalog would indicate Muncie, Indiana, but there is a strong possibility that the prototypes were made at the Locomobile plant in Bridgeport, Connecticut. This just shows that three or four heads are better than one.

I would also like to point out that "Branham Automobile Reference Book", 1930, page 70, reports no Durant cars manufactured in 1927.

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From Grace R. Brigham, 136 Park Lane, Marietta, Georgia 30060:

...Concerning the subject Mr. Hugh Durnford mentioned in the last Newsletter (No. 9 in the Mail Bag Section): high tariffs imposed on imported books by the U. S., and other countries, was covered in a book published by UNESCO, Paris, in 1956, "Books For All" by R. E. Barker. It was concerned with publishing and selling books internationally.

In his chapter on Trade Barriers, Mr. Barker stated that the International Publishers Association (IPA) held their first congress in 1896 and discussed ways of getting trade barriers removed from the book field. At subsequent meetings they have continued to discuss the matter. They and members of other associations, educational organizations, libraries, etc., have worked for years, and at one time a free market was developing. That golden period ended with 1914 and the coming of World War I.

Many countries do have a free market for books in a foreign language, but they protect their own publishers by a tariff on books in the native tongue. Could that explain the U. S. and Canadian problem? There are countries which have inadequate publishing facilities and a desperate need for books, yet they impose strict rules or high tariffs.

The author also discussed the mailing problems when certain countries require special certificates or licenses, thus slowing the delivery. We have found a variation in the interpretation of rules on mailing books to foreign countries.

"Books For All" gave the names and addresses of organizations working on freer trade on books, particularly the educational and historical types. That was for 1956. Can any one give a more up-to-date reference?

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From Michael Lamm, Box 7211, Stockton, Calif. 95207.

I sometimes tape interviews with people who might eventually be of historical interest. For example, I have just finished transcribing an interview with Gary Davis, developer of the 1948 3-wheeled DAVIS. He is now 65, suffers from emphysema, was bed-ridden when I talked to him, and lives in Palm Springs.

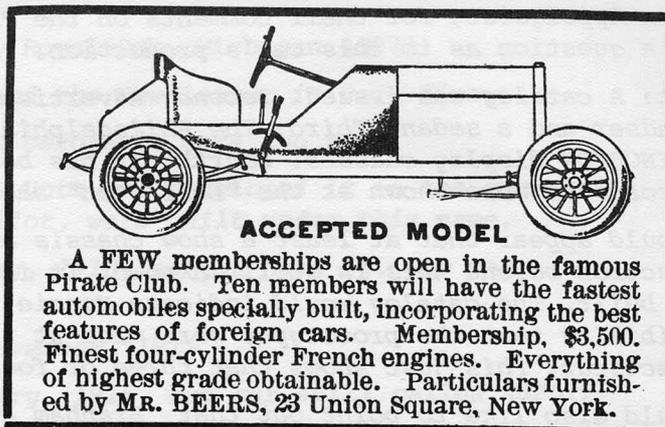
In the past, after I have taken off what I want, I rewind the tape and record over it. This, though, seems to me a great waste.

Do you suppose the SAH might set up an oral history section for the preservation of such tapes? I know of car clubs who've made tapes of people instrumental in the industry. I also know of several retired auto engineers and executives that members should seek out specifically for interviews - members who live near them.

What are your thoughts?

From John H. Peckham, 675 Pinewoods Avenue Road, Troy, N. Y., 12180

Here is something I have had kicking around for almost 20 years. Let's see what the SAH members can do with it. To the best of my knowledge, it has never appeared on any of the rosters. I am pretty sure that the ad appeared in the May 12, 1906, issue of "Literary Digest". Questions are: Is it an imported car of some known make?; Is it a car of foreign parts assembled here?; Is it an American car with a few foreign parts?; Were any built?; Who built it?; How many were built?; And last but not least, does it qualify as a "Make"?



From G. H. Brooks, 493 Magill Road, Tranmere, South Australia 5073

In the March issue of the Newsletter I see some figures given for the production of Canadian FORD T's, and I think that I can help in establishing the exact number. Some correspondence has already appeared about this, in which I was involved, in the Veteran Car Club of Great Britain's magazine, "Veteran Car".

In an article in the "Antique Automobile" for September/October, 1967, Herman L. Smith records that until the end of April, 1913, the engine and serial numbers of Canadian FORDS were in the same series as the American ones, but after May 1st they carried a number pre-fixed by "C". (Newsletter says May 20th).

In "Scientific's Auto Reference Book", published in Australia by the K. G. Murray Publishing Co. Pty. Ltd., and claiming to be compiled from authentic information obtained from the Department of Motor Transport of New South Wales and from manufacturers, model identification and serial numbers, where available, are given for cars on the Australian market from 1925 to 1961. This book gives the final figure for the "T" in 1927 as C720238.

Subtracting 720238 from 757888 (the total production given in the Newsletter) gives us 37,650 cars made before the "C" prefixes started, and this is compatible with the year-by-year production figures also shown in the Newsletter.

It may be of interest to note the total production of FORD T's:

American production, no prefix letter	15,007,033
American production, B. series (made at Detroit factory, not Highland Park)	12,247
Canadian production, C series	720,238
	<hr/>
	15,739,518

Apparently cars assembled in England and elsewhere had engine and serial numbers in the American series. FORDS sold in Australia all came from Canada.

From Paul A. Peterson, 12828 S. Breezewood Drive, La Mirada, Calif. 90638

At the time I joined the SAH I sent a short note suggesting that the Society revise the various lists of cars manufactured. I gave two specific instances of cars whose names are on most car lists but which were never manufactured, namely, the PRINCETON and the EAGLE. I researched these two car names at our Los Angeles Public Library; found the original announcement and then kept reading, week by week, in various antique car magazines until I had found the closing announcement for both of these cars, "Due to changes in Mr. Durant's plans, the Princeton and the Eagle will not be put into production."

continued on next page

I realize that you cannot print all of the letters you receive from Society members, but I do think you should keep a record of the contents, so you could answer the question printed on page 2 of issue No. 7, from Frank T. Snyder, Jr., about one of these cars - the PRINCETON.

EDITOR'S NOTE: We try to print every letter received from the membership. Many of our letters come second-hand from Marshall Naul and Guy Seeley - as did the letter printed above. To insure publication, we repeat, please send letters for "The Mail Bag" to the Printing and Publications Office, P. O. Box 6465, Marietta, Ga. 30060.

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From Bernard J. Weis, 135 Edgerton Street, Rochester, N. Y. 14607:

...One correction to the "Roster" in No. 8 Newsletter ---

The second entry should be spelled: AIROMOBILE. This was the three-wheeled air-cooled car produced by the Lewis American Airways in 1937. The original car was re-designed from windshield forward after it had been shown around the country in hopes of getting financing to go into production. Work was begun on four additional cars, but they were never completed and the parts were scrapped during World War II.

The name of the company was changed to "Airomobile Motors, Inc.", and moved to East Rochester, New York, in 1938. Shortly thereafter, the firm was liquidated. The prototype car was stored here in Rochester for many years and sold to Harrah's Museum about two years ago.

(Reference sources: factory literature, and AMA library)

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From Donald Paul, 415 Monroe, Muscatine, Iowa 52761:

...Your mention of the use of city directories was ironic because several weeks ago I made just such use of them in my "Littlemac" search. From them I discovered that the company was still in existence in 1934, which was two years later than my previous research indicated. The directories indicated that the company may have been in existence but only as a corporate shell because the only employees listed were the directors and officers. This leads me to believe the production life of the company of 1930-1933 although I am still searching for the exact termination date for both production and the company.

There are several items presently being discussed in the bulletin that I would like to comment on.

SUB MAKES: The handling proposed in the Newsletter is an adequate one because such makes as Corvair and Corvette must be recognized as separate makes and not buried as they are in some other lists.

PROBABILITY OF ACCURACY: The rating proposed in the Newsletter is too difficult to remember and I believe it should be replaced with a number system using the number "1" representing all information confirmed, and increasing numerically as the degree of confirmation decreases. The inclusion of a rating system in the roster is a necessity because it will give the members a basis on which to begin research.

An item I would like to see in the Newsletter is publication of production figures from "Motor Annuals", especially those of the early and middle 1920's. These publications are unobtainable in this area, as I am sure they are in other areas.

My research is done mainly at the University of Iowa Library, which is 45 miles from Muscatine. They have, on open stack, "Motor Age" 1918-1922 and the "Commercial and Financial Chronicles" (with a goldmine of financial information which is most interesting to me). I don't know how prevalent the Chronicles are in libraries. If the Society or any member does not have access to this type of information, I would be glad to search for information, as time permits, on specific questions.

The Society is off to a good start, thanks to the efforts of the officers and the initial members. Keep up the good work.

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

I am writing the history of the DETROITER automobile. Claude S. Briggs (1872-1937) founded the firm in late 1911, and was its president from 1911 until June, 1915. Then the company went bankrupt. Alfred Owen Dunk (1873-1936) purchased the defunct company and again produced the DETROITER until late 1917, when the firm again wound up in bankruptcy.

This A. O. Dunk made a practice of buying up defunct automobile companies and selling parts to orphan car owners. As a hobby he collected everything dealing with the automobile - automobile catalogs, stock certificates of defunct companies, photographs of automobile pioneers, etc. This collection remained intact in the possession of his son, A. W. Dunk, until 1950. After 1950 the collection (and the son, A. W. Dunk) just disappeared. As far as I have been able to ascertain, no one knows where the son now resides, or even if he is still alive, or where A. O. Dunk's collection is housed.

A. O. Dunk died in 1936, and is buried in Clarkston, Michigan. A long row yet remains vacant of graves in 1970, but I doubt that the widow, Edith (nee Watkins), yet lives. Dunk also had a daughter who survived his passing in 1936.

I should like to know what became of this fabulous collection after 1950. Mr. James J. Bradley, of the Detroit Public Library, does not know of its whereabouts, either, and he too is eagerly seeking it. If this collection could be found it would surely contain a very, very great amount of what we now call missing automotive history.

A. O. Dunk compiled a list of about 1300 makes (Newsletter No. 8, page 2). Does any S.A.H. member have a copy of this list? I would like to obtain a photostatic copy, if at all possible.

In passing, I should mention that I believe we have a group that has extremely great potentialities for the future. Let the dedicated few who are truly interested in automotive history write and work together toward getting such history on paper ere it becomes too late. There is a definite place for our Society, and future historians will praise our efforts.

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## Among Our Authors

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KEITH MARVIN, TROY, NEW YORK -

Associate Editor, *THE UPPER HUDSON VALLEY AUTOMOBILIST* since 1963.

Formerly Associate Editor 1951-1955 and Editor 1955-1961.

BOOKS:

*AUTOMOBILES WASP* (1962);

*LICENSE PLATES OF THE WORLD* (1963);

*THE CARS OF 1923*, with Arthur Lee Homan (1957); and *THE DAGMAR AND THE*

*MÖLLER MOTOR CAR COMPANY: AN AMERICAN ENIGMA* (1960);

*WHAT WAS THE MCFARLAN?* with Alvin J. Arnheim (1967).

Contributor of Automobile Articles to:

*HOBBIES*, *THE ANTIQUE AUTOMOBILE*, *THE BULB HORN*, *THE HORSELESS CARRIAGE*

*GAZETTE*, *THE BULLETIN* (Vintage Automobile Club of Montreal), *NORTHERN*

*LIGHTS*, *VERMONT LIFE*, *THE CLASSIC CAR*, *IAAM MODELER*, *AIR-COOLED NEWS*,

*AUTOMOBILE QUARTERLY*, *THE SPLASH PAN*, *VETERAN & VINTAGE* (GB) and *VETERAN*

*CAR* (GB).

Feature Articles for *THE UPPER HUDSON VALLEY AUTOMOBILIST* on the:

Wasp, Porter, Eagle-Macomber, Prado, Rolls-Royce, Continental (1933/4),

Kelsey, Balboa, Kleiber, Murray-Mac (with Arthur Lee Homan), Baker Steamer,

Delta, Sayers and S. & S., Dagmar, Brewster, Riddle, Argonaut, Dormandy,

Doble Steamer, Cardway, Hungerford, Rocket Car, DeVaux, Delcar, Meteor

(Piqua, Ohio), Shaw and Lincoln Pioneer Six (Australia).

Recipient of the Duryea Trophy (AACA), 1959 and 1965.

# Among Our Authors

KARL ERIC LUDVIGSEN, PELHAM MANOR, NEW YORK —

Technical Editor, *SPORTS CARS ILLUSTRATED* ; then Editor, late 1950's; responsible for its later name change to *CAR AND DRIVER*.

Contributor of Articles to many U.S. and foreign publications, such as:

*CAR and DRIVER, ROAD & TRACK, MOTOR TREND, SPORTS CAR GRAPHIC, AUTOMOBILE QUARTERLY, AUTOCAR, MOTOR REVUE, CAR LIFE, AUTO ITALIANA.*

Author of:

*YOUR SPORTS CAR ENGINE:*

*MERCEDES BENZ GUIDE;*

*MG GUIDE* (Co-author);

(Latest book being worked on:) *GUIDE TO CORVETTE SPEED.*

Researcher and consultant in broad field of people transportation.

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G. H. BROOKS, TRANMERE, SOUTH AUSTRALIA —

Contributor of articles to various car club magazines in Australia;

Series of articles in *AUSTRALIAN MOTOR SPORTS* Magazine (1955 - 1963);

Particular interest: Straker-Squire car. Part author of article in *THE VINTAGE AND THOROUGHbred CAR*, July 1955.

Assistance to other authors, as acknowledged in:

*THE BOOK OF SPORTS CARS*, by Markmann and Sherwin;

*THE VINTAGE MOTOR CAR POCKET BOOK*, by Clutton, Bird and Harding;

*FIVE ROADS TO DANGER*, by T. R. Nicholson;

*OLD CARS THE WORLD OVER*, by Elizabeth Nagle.

-O-O-O-O-

JEFFREY I. GODSHALL, ROYAL OAK, MICHIGAN —

Articles in *CAR LIFE*: *The Hupp Skylark-Graham Hollywood Story*, March, 1968;

*The Pierce-Arrow That Never Got a Chance*, July, 1969

Article in *ANTIQUe AUTOMOBILE*: *Hupmobile - The Twilight Years*, July-Aug. 1968

Article in *AUTOMOBILE QUARTERLY*: *Ruxton, A Superb Automobile That Never Had a Chance*, Vol. VIII, No. 2, Fall, 1969

Editor, *AUTOENTHUSIASTS, INTERNATIONAL*

Articles in *AUTOENTHUSIASTS BULLETIN* on

Studebaker, Chandler-Cleveland, Durant Motors, De Vaux, Pak-Age-Car, Chrysler

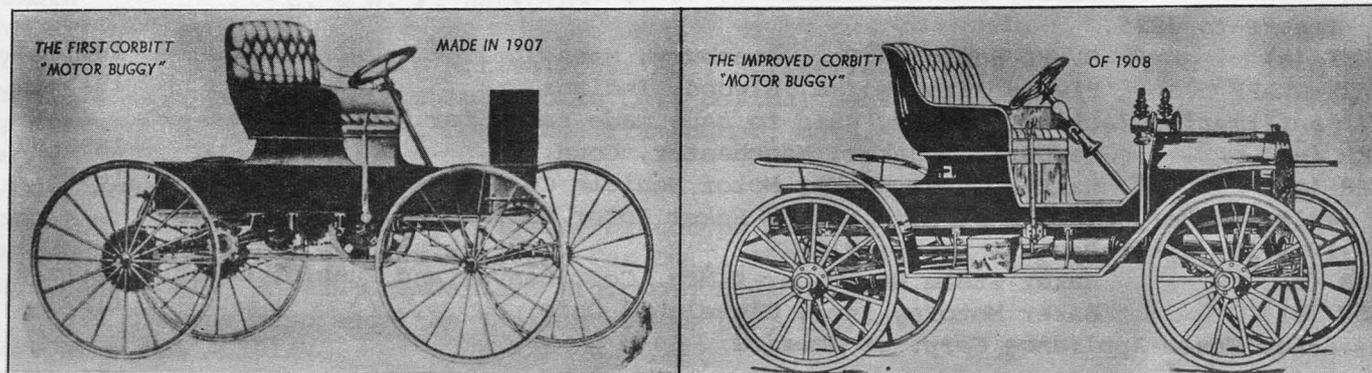
Town & Country, the Crown Imperials, Peerless, Ruxton, and other makes, 1966 to date.

BOOK REVISION: *THE CLASSIC CORD*, to be released soon

Article on Dual-Ghia, to be released soon

Article in preparation for *AUTOMOBILE QUARTERLY* on Graham-Paige Motors Corp (history).

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CORBITT - The Corbitt Automobile Co., Henderson, N. C., built passenger cars 1907-14, and trucks 1910 to date. Mr. W. T. White, President of the present Corbitt Co., Inc., sent these pictures to G. M. Naul, who kindly passed them along to the Newsletter.



# THE ROSTER

In this issue is offered a list of American cars from BABCOCK to BEN HUR, for your inspection and monitoring. The "A" list has appeared in recent issues, both as a preliminary roster and in the "Also-Rans" lists, and I feel it best not to belabor it any more at this time. However, additional work will be done on it, and it will be presented again at a future date.

This list is the best I can do from the combined lists of several sources, after weeding out the errors and misfits in them. Particular attention is called to a few makes noted under "Research and Clarification", following the main listings. Please send your corrections, with references (or personal knowledge) to our editor, so that corrections may be included in subsequent Newsletters. Your assistance will be greatly appreciated by the chairman and staff of the Roster Committee and will, hopefully, result in the most complete and accurate list of passenger cars and trucks ever compiled - the ULTIMATE list.

Special thanks to members Naul, Pfau, Pulfer and Snyder for their generous assistance.

R. A. Wawrzyniak, Chairman, Roster Committee

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## KEY TO SYMBOLS

(e) Electric; (s) Steam; (cyc) Cyclecar; (Juv) Juvenile vehicle

\* preceding name indicates that this company made a truck of the same name.

\*\* preceding name indicates that this company made a truck of a different name.

± preceding date indicates possible production both before and after date.

- preceding date indicates possible production before date.

+ following date indicates possible production after date.

? before or after dates indicates date in doubt. Examples: ?1913-15?; ?1913-15; 1913-15?

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BABCOCK (e)	Babcock Electric Carriage Co., Buffalo, N. Y.	1906-12
	<i>Formerly "Buffalo" - Buffalo Electric Car Co., Buffalo, N. Y. 1900-06</i>	
*BABCOCK	H. H. Babcock & Co., Watertown, N. Y.	1909-13
BACHELLES	Otto Bachelles, Chicago, Ill.	1901-02
BACON	Frank W. Bacon, Omaha, Nebr.?	1905
BACON	Bacon Motors Corp., New Castle, Penna.	±1920
BADGER	Badger Four Wheel Drive Auto Co., Clintonville, Wisc.	1908
	<i>Built only one car, but made experimental models as early as 1906. Reorganized as Four Wheel Drive Auto Co., 1909, which made "F.W.D.", but sold only two of them in 1911 and 1912. Trucks to date. Company name changed to FWD Corporation in 1958.</i>	
BADGER	Badger Motor Car Co., Columbus, Wisc.	1910-12
*BAILEY	Bailey-Perkins Automobile Co., Springfield, Mass.	1907-10
	<i>Trucks to 1915.</i>	
BAILEY (e)	S. R. Bailey & Co., Amesbury, Mass.	1907-15
BAILEY-CLAPP	Elwood Iron Works, Elwood, Indiana	1915-16
	<i>Confirmation lacking. Company said to have made parts for "Apperson"</i>	
BAKER (e)	Herbert C. Baker, Manchester, Conn.	1896-97
*BAKER (e)	Walter Baker, Baker Motor Vehicle Co., Baker-Rauch & Lang <i>Walter Baker, Cleveland, Ohio, 1898; Baker Motor Vehicle Co., Cleveland, 1899-15; Baker-Rauch &amp; Lang, 1915-17.</i>	1898-17
*BAKER (s)	Baker Steam Motor Car & Mfg. Co., Denver and Pueblo, Colo.	1917-24
BAKER (s)	Baker Motors, Inc., Cleveland, Ohio	±1925
	<i>Later Steam Appliance Corp. of America</i>	

BAKER-BELL	Baker-Bell Motor Car Co., Philadelphia, Penna.	1914
BAKER & ELBERG (e)		1894
BALBOA	Balboa Motors Corp., Fullerton, Calif.	1923-26
BALDNER	Baldner Motor Vehicle Co., Xenia, Ohio	1901-03
BALDWIN (s)	Baldwin Automobile Co., Providence, R. I.	1896-01
	<i>Company name was Baldwin Motor Wagon Co., 1900-01</i>	
*BALDWIN (s)	Baldwin Automobile Mfg. Co., Connellsville, Penna.	1900-02
BALL (s)	New York Gear Works, 56 Greenpoint Ave., New York, N. Y.	1902
	<i>A large, expensive (\$8000) steamer, designed by C. A. Ball of Middletown, Ohio. Only three were made.</i>	
BALZAR (Juv.)	The Gus Balzar Co., New York, N. Y.	1918
BALZER	Stephen M. Balzer, 370 Girard Ave., Bronx, N. Y.	1894; 1897-98
BANKER		1896
BANKER	A. C. Banker Co., Chicago, Ill.	1905
BANKER (e) (Juv)	Banker Brothers Co., Pittsburgh, Penna.	1905
BANNER		1915
BANNER BOY BUCKBOARD	Banner Welders, Inc., Milwaukee, Wisc.	1958
BANTAM (cyc)	Bantam Motor Car Co., Boston, Mass.	1914
BANTAM; AMERICAN BANTAM	American Bantam Car Co., Butler, Penna.	1938-41
	<i>Formerly "Austin" (or American Austin) 1929-35</i>	
BARBARINO	Barbarino Motor Car Corp., Port Jefferson, N. Y.	1924-25
	<i>Made about ten cars.</i>	
BARBY		1910
BARLEY	Barley Motor Car Co., Kalamazoo, Mich.	1922-25
	<i>Also made "Roamer", 1916-28, and "Pennant" (taxicab), 1924-25. This company succeeded the Halladay Motor Co., Streator, Ill., and moved to Kalamazoo in March, 1917.</i>	
BARLOW (s)	Barlow Steam Car Co., Detroit, Mich.	1922
	<i>Pilot models late 1921. Few were made, and these were built in the plant of the Commercial Manufacturing Co., Detroit.</i>	
BARNES	Barnes Mfg. Co., 1400 Columbus Ave., Sandusky, Ohio.	1907-12(?)
	<i>Also made "Servitor", 1907.</i>	
BARNHART	Warren Automobile Co., Warren, Penna.	1905
BARROWS (e)	Barrows Vehicle Co., Willimantic, Conn. and New York, N.Y.	1896-98
	<i>Barrows Vehicle Co., Willimantic, 1896; C. H. Barrows Co., Inc., 302 W. 53rd Street, New York, 1897-98</i>	
BARTHEL	Oliver Edward Barthel, Detroit, Mich.	1900-01
*BARTHOLOMEW	The Bartholomew Co., 210 Glide Street, Peoria, Ill.	1901-03
	<i>Later "Glide", 1903-20.</i>	
BARVER		1925-27
BASSON'S STAR		1956
BATEMAN		1917
BATES	Bates Automobile Co., Lansing, Mich.	1903-05
BATTISTINI	Mando Battistini, San Francisco, Calif.	1922
	<i>Speedster of French design, combining a modified Buick engine with a German chassis. Only four were built.</i>	
*BAUER (cyc)	Bauer Machine Co., Kansas City, Mo.	1914
	<i>Formerly "Kansas City", later "Gleason" - both full size cars.</i>	
BAUROTH	E. & W. F. Bauroth	1899
BAYMONT		1947
BAY STATE	Bay State Motive Power Co., Springfield, Mass.	1896
BAY STATE	Bay State Automobile Co., Boston, Mass.	1906-07
BAY STATE	The R. H. Long Co., Framingham, Mass.	1922-25
BEACON		1908
	<i>BEACON, model of CONTINENTAL, 1933.</i>	
BEARCAT	Apparently only one prototype built	1956
*BEARDSLEY (e)	Beardsley Electric Car Co., 1250 W. 7th St., Los Angeles.	1915-17
BEAU-CHAMBERLAIN	Beau-Chamberlain Mfg. Co., Hudson, Mich.	1905
	<i>This company also made the "Hudson" steam car, 1901-03</i>	
BEAUMONT - See ACADIAN		
*BEAVER	Beaver State Motor Co., Gresham, Oregon	?1912-23

BEEBE	Western Motor Truck & Vehicle Works, Chicago, Ill.	1907
*BEGGS	Beggs Motor Car Co., Kansas City, Mo.	1918-26(?)
BEISEL (cyc)	Beisel Motorette CO., Monroe, Mich.	ca 1914
B.E.L.	Consolidated Motor Car Co., 373 Pequet Ave. New London, Conn.	1920-23
	<i>Also made "Sterling", 1914-23. Plant was at Middlefield, Conn., until 1921.</i>	
BELDEN	Belden Automobile Co., Pittsburgh, Penna.	1907-11
BELL	W. L. Bell, Kansas City, Mo.	1907
	<i>Also made "Croesus, Jr."</i>	
*BELL	Bell Motor Car Co., North St., York, Penna.	1916-23
BELL	Barrie Carriage Co., Barrie, Ontario, Canada	1916-18
BELLEFONTAINE	Bellefontaine Automobile Co., Bellefontaine, Ohio	1907-08
BELLMAY		1904
BELMOBILE	Bell Motor Car Co., Detroit, Mich.	1912
BELMONT	Belmont Motor Car Co.; Belmont Automobile Mfg. Co., New Haven, Conn. (1910-11), Belmont Motor Vehicle Co., Castleton, New York, 1912.	1909-12
BELMONT (e)	Belmont Electric Automobile Co., Wyandotte, Mich.	1916
BELMONT	Belmont Motor Car Co., Toledo, Ohio	1917
	<i>Most lists say 1908, but advertising appears in Automobile Trade Directory of April, 1917. Accessory &amp; Garage Journal, February, 1917, announces the organization of this company. No evidence of actual production.</i>	
BELVIDERE		1902
BENDIX	The Bendix Company, Logansport, Ind.	1907-09
	<i>Successor to Triumph Motor Car Co., Chicago (1906-07)</i>	
BENDIX-AMES		1911
BENHAM	Benham Mfg. Co., Detroit, Mich.	?1913-17?
	<i>Considerable doubt as to dates, as references do not agree.</i>	
BEN HUR	Ben Hur Motor Company, Willoughby, Ohio	1917-18?

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#### RESEARCH and CLARIFICATION

All members are urged to check the foregoing list for errors, omissions, and names which should not have been included. Special attention is requested regarding the following makes.

- BELMONT - Belmont Motor Car Co., Toledo, Ohio. Most lists give the date as 1908, but the best evidence available at present indicates that the correct date was 1917.
- BAILEY-CLAPP - Elwood Iron Works, Elwood, Indiana. W. S. Huffman and Alexander Telatco both state that this car was made in 1915, or perhaps 1916. The Elwood city directories list neither the company nor the product, and the name does not appear in the various trade directories. Rumor has it that the car was a V-8, and that the company supplied parts for the Apperson Bros. Automobile Co. at Kokomo, Indiana.
- BARNES - Barnes Mfg. Co., Sandusky, Ohio. C. E. Duryea, in MoToR's 1909 list, says 1907 only.
- BEAVER - Beaver State Motor Company, Gresham, Oregon. Chilton's Automobile Directory for January, 1913, lists the BEAVER SIX, Beaver State Motor Company, at Portland, Oregon. To be included in a January, 1913, listing, the company must have been in existence sometime in 1912. Gresham, incidentally, is a suburb on the eastern edge of Portland.
- BENHAM - Benham Mfg. Co., Detroit, Mich. Dates on this one run from 1913 to 1917, and existing lists do not agree. Other references seem to be scarce. Chilton's Directory (1920), in a table of bearing sizes, mentions only a 1915 model. An earlier Chilton Directory (1916) includes the BENHAM in a list of cars no longer manufactured.
- BEEBE - Western Motor Truck & Vehicle Works, Chicago, Ill., 1906. Did this company make passenger cars, trucks, or both? The name suggests commercial vehicles, but leaves the door open to include other types.

# A PREVIEW of the MODEL T

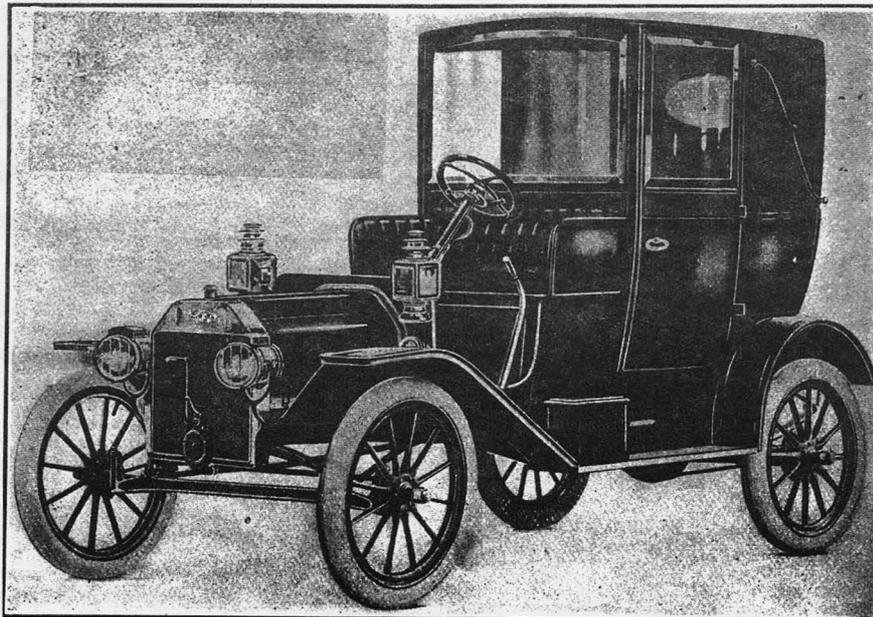
- R. B. Brigham

Manufacture of the Model T Ford began on October 1, 1908, marking the beginning of twenty years of continuous production of a single model.

However, the first hint of the Model T's coming was contained in an announcement made in May, 1908, to the effect that the Ford Motor Company was bringing out a taxicab with a 20-horsepower engine of 3 3/4 inch bore and 4 inch stroke. Cylinders were to be cast integral, with the valves on the right side. The announcement said that "Two systems of ignition are fitted, jump spark and low tension magneto. This magneto is of special design, being part of the flywheel.... The crankcase is continued to form an oiltight housing for the flywheel, magneto, change speed gears, and the universal joint. Final drive is through a single universal joint by Cardan shaft to a live rear axle. Wheels are fitted with pneumatic tires, 30 x 3 in front with 30 x 3 1/2 in the rear. The chassis is supported both front and rear by semi-elliptic springs placed crosswise. Two sets of brakes are used, a service brake on the transmission and emergency brakes of the internal expanding type operating on the rear wheels. The steering column and change-speed levers are placed on the left-hand side".

Here, indeed, was a description of the embryonic Model T, some five months before Car Number One rolled out of the plant. A picture, reproduced below, shows what appears to be a cross between the then-in-production Model S and the soon-to-be announced Model T. Contrary to the description of the taxicab, the rear springs are not placed crosswise. Presumably the car in the picture is a prototype.

As usual, the question arises as to whether or not any of these taxicabs were actually produced. A reasonable supposition might be that the production and sale of a few such machines may have been Mr. Ford's method of road-testing the Model T before regular production was begun.



# BOOK REVIEW

G. Marshall Naul

## REVIEW OF CURRENT PERIODICALS -

This listing includes only articles of historical interest, and the inclusion (or exclusion) of a magazine or of an article is not the fault of the editor.

*ANTIQUÉ AUTOMOBILE*, March-April, 1970

The Anthony Blight TALBOTS - Philip Llewelin.

*CARS & PARTS*, February, March, 1970

PACKARD Motor Cars, Parts I, II.

*CAR LIFE*, May, 1970

The Collectors - Joe Scalzo.

(Mentions noted collectors of autos, including S.A.H. members Cohn and Nethercutt.)

*ROAD & TRACK*, May, 1970

The Cars of Gabriel Voisin - William J. Lewis

(Bill Lewis gives a history lesson in this French auto with some impressive illustrations. By a member of S.A.H.)

*AUTOMOBILE QUARTERLY*, Spring, 1970

This issue is devoted in the main to "STUTZ, America's Greatest Sports Car", with the following articles:

The Harry Stutz Era - Russ Catlin.

The Fred Moskovics Era - Maurice D. Hendry.

The Indy Match and the Beginning of the End - Maurice George.

Series BB Blackhawk Impressions - Don Vorderman.

The Stutz Era - a color Profile.

The Evolution of the Cylinderhead - Jan P. Norbye.

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## 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

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### WANTED

IRON AGE magazine, July 30, 1931; Any DeVAUX material including magazine ads I don't have; Anything pertaining to Beaver, Pacific, Portland, or any other car or truck made in Oregon; Anything pertaining to the Portland Kaiser-Frazer factory.

RICHARD LARROWE, RT. 1, BOX 900, CORBETT, OREGON 97019

Want complete course of Original Dyke's Automobile Engineering, consisting of 12 booklets and operating manikins. Have on hand numbers 1, 3, 4, 5, 6 & 7 booklets and a few operating manikins extras to exchange. Will buy full course or any booklets or manikins of missing ones I don't have.

EDWARD E. WATSON, JR., 5511 REMMELL AVE., BALTIMORE, MD. 21206. PHONE 301/254-9508, evenings.

Anything concerned with the gasoline powered DETROITER automobile (built 1912-1917) such as sales catalogs, parts lists, hand-outs, operator's manuals, etc.  
RONALD JOHN PUTZ, 1801 S. WARNER AVE., BAY CITY, MICH. 48707.

Want ANY photos, advertisements, brochures, manuals for the HARVARD automobile (especially the 4 passenger touring). The roadsters were built in Troy and Hudson Falls, New York, and the touring cars were built in Hyattsville, Maryland. The cars were exported to Australia, New Zealand and, possibly, Japan.

JOHN M. PECKHAM, 675 PINWOODS AVENUE ROAD, TROY, NEW YORK 12180.