



NOVEMBER-DECEMBER 1970

**NEWSLETTER**

ISSUE NO. 14

# The Society of Automotive Historians

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## PRESIDENT'S PARAGRAPHS

There are many worthwhile projects which have been suggested for the SAH to undertake. It is hoped that in time there will be sufficient interest and manpower to accomplish all of them. However, in most cases, time is not a critical factor. Time is a factor in the preservation of original records pertaining to automobiles, and they must be vanishing rapidly, year by year. The type of material which should be rescued would include photographs, catalogs, drawings, letters, and other printed matter.

A trial letter was sent to the Lycoming Division of Avco Corporation asking for the donation of any unused or obsolete automotive materials which might otherwise be discarded. This brought a prompt and favorable reply from their Marketing Department that the company would keep the SAH in mind during the next "Clean-up".

Other companies would, in all likelihood, be receptive to such a suggestion, and there are a large number of existing organizations which were in the business of building complete automobiles or components, but which are now in some other line of business. Not all of these companies are known to any one member of the SAH, so if you are aware of any companies which might be potential donors, please forward the names and addresses along with some identification of the automotive product which was once produced. An "official" letter can then be sent requesting discarded material. Any material so obtained could be made available to the members of the SAH.

## ----- THE FEBRUARY MEETING

The February meeting of the Society of Automotive Historians will be held on Saturday, February 2, 1971, at the Bellevue-Stratford Hotel in Philadelphia. A room has been reserved in the name of G. Marshall Naul. At this writing a room number has not been assigned. The room number will not be posted in the lobby, but may be obtained by inquiring at the registration desk. The meeting is scheduled for 2:00 p.m., but the room will be open any time after 12:00 o'clock noon.

## ----- ADDITIONS TO MEMBERSHIP LIST:

Stanley Nowak  
53 Rockledge Road  
Bronxville, N. Y. 10708

H. T. C. Angel  
2754 Fairmont Avenue  
Dayton, Ohio 45419

John F. Weis  
7237 Metropolitan Avenue  
Middle Village, N. Y. 11379

## ADDRESS CHANGE:

## ADDRESS CORRECTION:

Austin Maxwell Gregory  
Beltana, Korumburra Road  
Drouin South, Victoria 3818  
Australia.

Richard M. Langworth  
20 Hart Avenue  
Hopewell, N. J. 08525  
(Was 54 Garden View Terrace  
Highstown, New Jersey)

Our apologies to Mr. Maxwell for getting his address all balled up. This is the second time we've tried to correct it, and, hopefully, we have it right this time. If not, we'll try again.

From Keith Marvin, Troy, New York

Here's one for the books - or, if not for the books, perhaps for the SAH Newsletter. It may be old to some of our members, but it surely is new to me and is a curio indeed!

The car, shown in a designer's sketch as a coach and in the finished car - the only pilot model made, I understand - as a sedan, was the MASTERBUILT SIX, a product of 1926.

I got the pictures from Robert B. Myers of Brookline, Massachusetts, a member of The Automobilists of the Upper Hudson Valley, Inc., and intend to run them in the forthcoming issue of The Upper Hudson Valley Automobilist to see if any of our members can shed any light on it. Mr. Myers, in turn, got the prints from Davis B. Hillmer, a commercial photographer of Detroit, who took the shots 44 years ago. I wrote to Mr. Hillmer for any data or recollections he might have on it.

He says that the MASTERBUILT SIX was a hand-made car built in Detroit by the Govro-Nelson Company, and thinks it was made for promoters from Wisconsin. The Govro-Nelson plant still stands, by the way, or did when Mr. Hillmer visited it last summer.

Chief Engineer for the car was one Victor Gauvreau who had been Chief Engineer for the old Pan Motor Company in St. Cloud, Minnesota. He is retired now, according to Mr. Hillmer, and living in Phoenix, Arizona. Mr. Gauvreau is pictured with a group of other engineers in the March-April, 1964, issue of Horseless Carriage Gazette in the excellent story on the PAN by Dick Philippi.

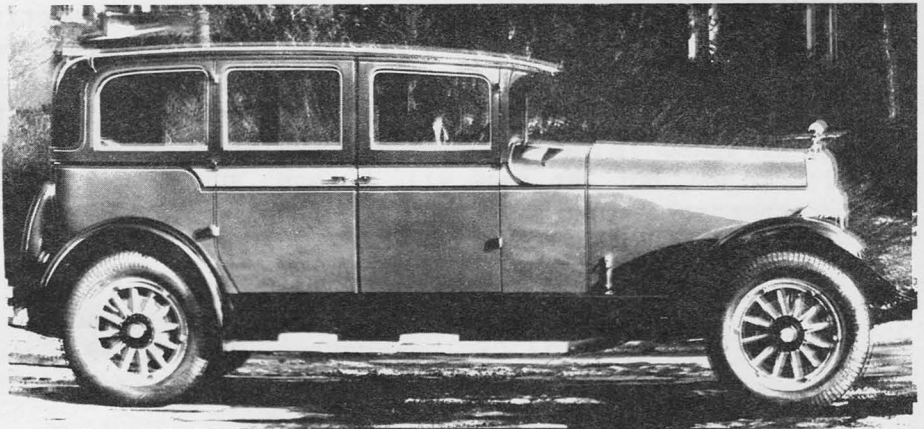
About Gauvreau, Mr. Hillmer says "he could build anything". I don't know any more than this and am curious as to what might have been under the hood. Notice how far forward the radiator is placed, almost as though an especially large power plant might be employed.

In appearance the MASTERBUILT SIX is prosaic enough and looks much like any of the better middle-priced cars of the period. I showed the pictures to Arthur Lee Homan and we wonder if the body mightn't have been by Hayes - it resembles so many of those bodies such as one encountered on numerous chassis - REO, HUPMOBILE, and so on.

Can any of our members shed some light on this one-of-a-type car?

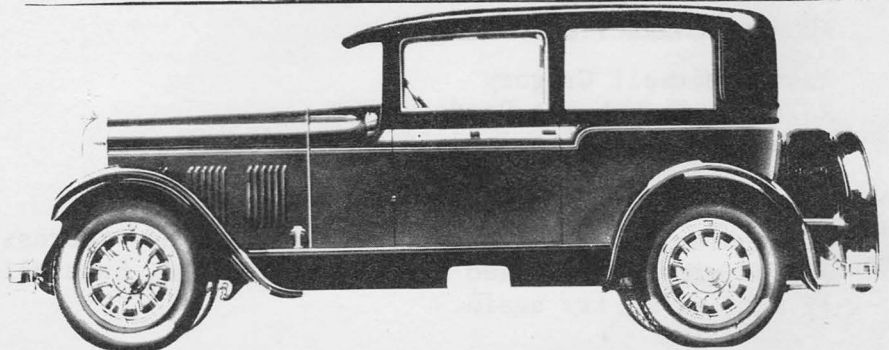
UPPER PICTURE -

Actual photograph of what seems to be the only MASTERBUILT SIX ever produced.



LOWER PICTURE -

Designer's sketch of the car, made prior to the construction of the single prototype.





From John M. Peckham, Troy, New York:

The first four issues of the Newsletter have always been a bit of a bother to put into a binder because of their size. I have, at last, found a solution to the problem (at least as far as I am concerned).

The Troy Public Library has a copy machine, called the AM 3000 Coin-Op, which has an unusual feature. For copies of material larger than 8½ x 11", you push a lever and the material (up to 8½ x 14") is reduced to fit the 8½ x 11" sheet. With this, the early Newsletters can be brought down to the proper size to fit a standard binder. The type size is reduced to about 8 point, and is still easy to read. The photos come out reasonably well.

It cost me 10¢ a page for the job, and I think it is well worth it. If any of the members can't find one of these machines, and would like to have 8½ x 11" copies of these first four issues, I would be glad to do it for \$2.00 for the copying, plus \$1.00 for handling and mailing.

Editor's Note: John's complete address is: 675 Pinewoods Avenue Road, Troy, New York 12180. The first four Newsletters were printed on a smaller press than the one we have now. The new machine, installed a year ago, made possible the switch to the later format.

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From Guy P. Seeley, Jr., Malvern, Penna.

As a result of our several meetings the opportunity has been afforded a number of our members to meet each other in person. After having exchanged letters with Mr. Corres Pondent (for years) it is good to have actually met him, found that he parted his hair on the same side you do, and to have heard him confide, "They don't make 'em like they used to."

While our stated purpose is not that of a social organization, making it possible for our members to meet periodically should facilitate the general exchange of information and strengthen relationships that have heretofore existed only by mail.

Treasury permitting, we will continue to have occasional meetings, and if the enthusiasm evident at our Hershey meeting could serve as a gauge for the future, prospects are good for many more meetings.

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From Austin M. Gregory, Beltana, Korumburra Road, Drouin South, Victoria, 3818, Australia:

.....an error has arisen in my address, either due to my handwriting, because we drive on the left side of the road or because it became unscrewed crossing the equator. The correct address appears above and its future use will save the postal people some problems.

May I mention another matter while writing? It concerns a proprietary engine made in the U.S. for the express purpose of powering cyclecars. Australia's effort in this field, the Sulman Simplex, used this unit and I am interested in finding some details on it. The late Mr. Sulman told me in a letter that they imported "O.H.V. twin air-cooled "LAKE" motors from America, which had been specially designed for cyclecars".

So far I have not been able to find any other references to it, possibly because this engine was not taken up by any of the better known cyclecar builders.

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From W. C. Hallenbeck, St. Louis, Missouri.

I have quite an extensive file on cars built by Donald Healey at his Warwick factory, and I would like to add a little information to the article on the NASH HEALEY in the SAH Newsletter No. 13.

The NASH HEALEY was built for export only and was not available on the British home market. At the same time, Healey was building two models with Riley engines, but neither of these could be classed as a sports car. In October, 1951 (1952 model year) the 3 Litre HEALEY Sports Convertible was introduced using the NASH HEALEY body with minor styling changes, and powered by an Alvis 3 litre, 6 cylinder engine. All specifications indicate that the chassis was also the same.

The styling changes consisted of a different grille, the power bulge on the top of the hood was eliminated, and, because the Nash heating system was not used, the large cowl air intake was also eliminated. A walnut instrument panel was fitted, and the car was a right-hand-drive model.

Production of this car was very limited, and I am of the opinion that it was introduced to use up the Healey-designed bodies when the switch was made to the Farina-designed body in 1952. And it could have been a test bed for the AUSTIN-HEALEY using the more readily available Austin A90 engine, first introduced in 1952.

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From Frank T. Snyder, Jr., Hackensack, New Jersey.

I read with much interest John Conde's remarks on the ARGO and GALLOWAY cars. I would raise the question that they both may have been built in the Maytag-Mason plant at Waterloo, Iowa. It was reported (Horseless Age, July 13, 1910, page 63) that William Galloway had bought this company. As the MASON and MAYTAG-MASON were both built at Waterloo, as was the GALLOWAY, I feel that it can be assumed that they were built in the same plant.

I have enclosed a Xerox copy of an ARABIAN Flyer. You will note the similarity between this car and the ARGO on page 5 of Newsletter No. 13. Both cars have the same fenders and running boards, the same full-elliptical springs. The body appears to be the same. It would appear that wood spoke wheels and electric lights were the major changes to make the 1916 ARGO the 1917 ARABIAN.

EDITOR'S NOTE: The Xerox copy of the ad for the ARABIAN which Mr. Snyder enclosed states "We will ship direct to you, or come to Waterloo and drive it home". This would back up the assumption that the car was actually made in Waterloo, along with the previous model called GALLOWAY. And since it seems unlikely that the Argo Motor Company of Jackson, Michigan, would bother to duplicate a product already in production, it is probable that the ARGO was also made at Waterloo.

We would have liked to have reproduced this ad for the ARABIAN in these pages, but the poor quality of the Xerox copy makes it impossible. Incidentally, we have received many interesting pictures and items which would have been well worth printing, but they have been copies made on dry-copy machines. Nine times out of ten such copies are fine for sending information, but worthless for reproduction. We urge our contributors to send original material whenever possible. If it is rare and valuable, send it by certified mail. We'll send it back the same way, undamaged.

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From G. Marshall Naul, Newark Delaware.

Re letter of Richard Larowe in issue No. 13: The pickup-cum-passenger cars such as the GMC, as well as the same type made by FORD and CHEVROLET are, at least in Delaware, licensed as commercial vehicles and thus would qualify only as trucks. This probably also pertains to other states. In fact, Delaware has a "mugwump" category for station wagons which bear plates with  $\frac{P}{C}$  preceding the number. Presumably this stands for Passenger/Commercial.



# A Note About B. S. A.

by Maurice A. Harrison

Although the Birmingham Small Arms Company was formed in June, 1861, the actual history of this firm goes back a long, long way before that year. In fact, it goes back to a time of trouble and strife when William III was King of England.

William III was worried, for the uncle whose throne he had taken was planning to invade England from France with the aid of William's enemy, Louis XIV. English troops at that time were short of arms and, as far as William knew, the only source of supply was Holland, from where importation was both costly and time consuming.

But William III, King of England, was misinformed, for he did not know his own domain. It was not until the Member of Parliament for Warwickshire had told his King that fire-arms were built in his own constituency that the ruler realized that things might be different; it was only then that a cottage industry began to grow. This growth commenced in 1692 when a trial order was placed with a group of master gunsmiths in Birmingham for the supply of 200 muskets a month, a joint undertaking which marked the birth of the B.S.A. organization.

The practice of dealing with gun-makers as groups rather than with individuals continued for 150 years, during which time the Birmingham trade supplied some thousands of guns to the British and other governments.

At the time of the Crimean War, 14 master gun-makers, on the strength of contracts placed with them by the British government, decided to form a joint venture for trading, and in 1854 they joined together as the Birmingham Small Arms Trade Association. On June 7, 1861 they formed a public company to trade under the title of Birmingham Small Arms Company, Limited, the declared purpose of which was "to make guns by machinery".

The word "machinery" was difficult to accept for members of the new company were all master craftsmen who built high quality arms by hand and, for years, had refused to admit the possibilities of mechanized manufacture. However, the company had been established and a factory built at Small Heath, Birmingham.

At first the works were used by groups of sub-contractors not directly employed by the company, but later this system was discontinued and workers employed by the company replaced the sub-contractors.

By 1866 the company had become the largest private manufacturer of fire-arms in Europe, with up-to-date equipment to aid production. American machine tools were installed but many workers refused to depart from traditional methods. In time these prejudices were overcome and the company prospered.

This prosperity did not last long, and by 1876 the company faced ruin. In order to keep the factory going, the British War Office placed a contract for the supply of 30,000 Martini rifles with the B.S.A. concern. Despite this assistance, two years later there was no work and the company's employees were in dire straits, in some cases actually facing starvation. Conditions were serious, and as a measure of assistance contracts were placed with the company; at this unfortunate time master craftsmen found themselves digging ornamental pools and laying flower beds!

The company struggled through these difficult days until 1880 when E. C. F. Otto, inventor of a new cycle with wheels on either side of the rider, visited the works. Otto had hoped to interest the Birmingham Small Arms Company in his invention, and his hopes materialized. The management decided to risk the new venture of cycle manufacture, and thus did they enter the field of road transport.

Over the years that followed things began to look up, and the company produced about 1,000 Otto cycles. But this was not enough to maintain full employment at the works.

In 1881 B.S.A. decided to build bicycles to its own design; the company also designed a new tricycle, and examples of both types were shown at a club exhibition in Birmingham. In this year the company registered its trade-mark of crossed rifles.

Despite this activity the company's finances were in a bad state, but the employees thought of a "safety" bicycle to replace the "pennyfarthings" and tricycles then in use. The company might have progressed in this field but, in 1888, all cycle work was suspended to free the plant for the manufacture of weapons of war; for the next five years the company's works were actively concerned with the production of rifles, swords and pistols.

After this the company prospered manufacturing bicycle hubs of high quality until the gay nineties, and towards the end of the century a senior executive was investigating the prospects of building motor vehicles. But, in 1899, with the outbreak of the Boer War, B.S.A. was getting back into the swing of rifle manufacture.

In 1906 the Birmingham Small Arms Company, now a thriving organization, continued to build fire-arms and bicycles, among other things. In this year they commenced the first of many take-overs when they acquired the National Arms and Ammunition Company; a year later another company, the Eadie Manufacturing Company was taken over.

In 1908 the first B.S.A. bicycle of conventional design was marketed (the original B.S.A. design having lost popularity) and the company produced its first motor car - not a very exceptional machine by any means. In 1909 the first B.S.A. motorcycle made its appearance.

Determined to make its mark in the young motor industry, B.S.A. made its most spectacular take-over bid in 1910 and acquired the Daimler Company, Limited. During the next few years a wide variety of Daimler cars was built, and B.S.A. cars, now manufactured by the Daimler concern and fitted with Knight Sleeve Valve Engines (standard on all Daimler cars), were also marketed. Very soon after, the Daimler Company started building the Stoneleigh, a light car which was identical to the B.S.A. in every respect except for the radiator and name-plate.

From about 1916 to the early twenties B.S.A. cars were discontinued to make way for munitions of war, but Daimlers, as Staff cars, ambulances, fighting vehicles, etc., continued in production for service in many localities during the most murderous war in human history.

After the war Daimlers reappeared in their original position on the world market - as luxury cars for the rich. B.S.A. cars, too, made a reappearance as did bicycles, motorcycles and cyclecars carrying the world-renowned name and trade-mark.

Market conditions between the two wars brought misfortune to many well-known and established automobile manufacturers, some closing their doors and others lingering on the brink of disaster until saved from extinction by being taken over. Among the latter was the Lanchester concern for whom business was bad and capital diminishing. Had it not been for the Daimler Company, with B.S.A. finance behind it, the Lanchester name might have died in 1931.

B.S.A. also took over the Idoson Motor Cylinder Company, Carbodies, Limited (producers of bodies for Daimler and other builders of quality cars), Ariel Motors, Limited, Triumph Engineering Company and several other important concerns.

In later years B.S.A. sold the Daimler and Lanchester interests in order to concentrate on other products in a wide field of general engineering, and are today one of the largest industrial combines in the country.

These notes on the Birmingham Small Arms Company will, I hope, show that the company never was a branch of any car manufacturing concern, but owned companies which produced motor vehicles of high quality bearing names which became household words, well known and respected all over the world.



# Canadian Mutations - Part 1

by R. Perry Zavitz

The inadequate coverage given to Canadian models in The Illustrated History of Ford, 1903 1970 points up the necessity of the work the S.A.H. is undertaking. After discussing this matter with our editor, it was decided that I would write a series in the Newsletter explaining Canadian versions of the Big Three's U.S. cars.

First of these to deviate from the Detroit pattern was Dodge. In December, 1933, Canadian type Dodge production began with the 1934 model. It was basically Plymouth with Dodge grille modified to fit, and Dodge nameplates. The unique appearance of the northern edition was barely noticeable until the 1939 models, when Plymouth and Dodge styling were less similar. Mechanically, these Dodges were Plymouths.

Chrysler's dealer network was set up differently in Canada than in the U.S. Plymouth and Chrysler were handled by about half the agencies - Dodge and DeSoto by the rest. In this way the customer had two choices from Chrysler in each of two price ranges. The Dodge dealers sold the smaller Canadian Dodges as well as the top line U.S. type (in most years), along with the top line DeSotos. The latter two were actually Canadian made, as were the Plymouths and the lower line Chryslers.

The 1949-52 Plymouths on the 111 inch wheelbase were duplicated in the Canadian Dodge line. As well as the chocolate brown exclusive to that model, the Dodge Sub-urban was available in the normal colors of the sedans before the U.S. Plymouth was.

Up till 1950, Canadian type Dodges usually used the same model names as Plymouth. One model marking the change from Plymouth nomenclature was the Dodge version of the 1951 Belvedere hardtop. The Canadian Dodge version was called the Mayfair - the same as Packard's first hardtop introduced in the same year.

For 1953 and '54 there were no 2-door Plymouth or Dodge sedans made in Canada. Club coupes served as 2-door sedans. There was an additional Plymouth model offered in 1953, however. It was the 4-door Belvedere sedan, distinguished by more and fancier trim than the Cranbrook. It seems that Chrysler used Canada as a test market for the Belvedere series begun for 1954. There was no 1953 Dodge equivalent of the 4-door Belvedere, but 1954 saw a complete Mayfair line. These Mayfairs had unique chrome side trim. Using Plymouth trim as a basis, they cleverly approximated that of the U.S. Dodges.

The introduction of a V-8 engine in the 1955 Plymouths was matched in the Canadian Dodges. In other words, the same format of Plymouths with Dodge grilles and nameplates was continued. The last of these was the 1959 model.

As you know, the U.S. Dodge came in two sizes beginning with the 1960 models. Both sizes were offered in Canada with no differences from those south of the border. The success of the small Dodges in Canada possibly prompted the changes made in the 1960 Dodges. (Canadian and U.S. type Dodges together frequently outsold Plymouth in Canada).

Another change for 1960 was the introduction of the Valiant. This compact was sold in Canada by both Plymouth and Dodge dealers. The Dodge Lancer, Dart and compact were neither made nor sold in Canada for some time. Therefore, Valiant was not a model of Plymouth, but a make on its own. It was identical to the U.S. Valiant through 1962.

The 1963 to '66 Canadian Valiants were a very mixed up lot. The 1963 and '64 models were half Valiant and half Dart. The front, up to the windshield, was Valiant. The rest was Dart. In size, the result was a car with the Dart's wheelbase, but overall length between that of the two U.S. models.

No less than 15 Valiants in 5 models were offered for 1965, the reason being that the Dart was built in Canada as well as the Valiant. Both were sold as Valiants by both Plymouth and Dodge dealers. The fifth model was the Valiant Barracuda - identical to the U.S. Barracuda, but with the Valiant name on most examples.

A complete realignment for 1966 reduced the number of Valiants to 8. Except for the Valiant Barracuda, the 1966 models were all Darts with the Valiant name, again sold by both dealers.

Since 1966, the Valiant and Dart situation has been sorted out and is the same as in the U. S.

With the Canadian market potential only one-tenth that of the U.S., the multiplicity of models seems very inefficient. Chrysler of Canada did take some steps to increase efficiency by making changes in its engines. By using common pistons or crankshafts in numerous engines, a change in bore and stroke resulted. This reduction in the number of different engine parts altered displacement and power. The end result in this respect was close to the U.S. counterpart. Such differences are too involved and numerous to list here. Suffice to say that these changes were made at one time or other, in one engine or other affecting Plymouths, Dodges (in at least one instance the U.S. type Dodge), DeSotos and Chryslers. Since 1962, the engines have had identical dimensions.

The dealer network has undergone some changes from that outlined earlier. When the DeSoto was discontinued, the Dodge dealers took on the Chrysler line. Thus, every Chrysler Corporation dealer sells Chrysler and either Plymouth or Dodge. They also sell the Imperial, theoretically, at least. In communities too small to support more than one Chrysler dealer, that dealer sells all Chrysler products, including Dodge and Plymouth.

Trucks are another matter. Fargo trucks, a version of Dodge, have been and still are being sold by Plymouth dealers. Originally the Fargo trucks had some small grille differences to identify them as not being Dodges. Beginning with the first post-war styled trucks, the Fargo has been identical except for the nameplate.

If you have any questions, please write to me. In a future issue I will confuse you further with the Canadian versions of General Motors products.

Editor's Note: Mr. Zavitz' complete address is: 460 Ridgewood Crescent, London 63, Ontario, Canada. We are grateful to him for his efforts to explain a most complicated matter.



# The Metropolitan

- contributed by John A. Conde

The Metropolitan, a small car built to American Motors specifications, was sold by Nash and Hudson dealers in the United States and Canada from 1954 to 1962. All of the 94,986 cars shipped in that period were built by Austin in England.

Two models were offered, a two-door convertible and a two-door hardtop. The "Met," as it was affectionately called, was an outgrowth of the NXI and NKI experimental models developed in 1949 and 1950 by Nash Motors, then a division of Nash-Kelvinator. To test public reaction, prototypes were shown to selected audiences across the country over an extended period. Many of the features subsequently found on the Metropolitan resulted from this national survey.

Wheelbase of the Metropolitan was 85 inches, length was 149-1/2 inches, width was 61-1/2 inches and height was 54-1/2 inches. The car had an all-welded unitized body.

The original Metropolitan (known as the 1200) was powered by a 42-h.p. Austin A-40 overhead-valve four-cylinder engine with a compression ratio of 7.2 to 1. The engine had a bore of 2-37/64 inches and a stroke of 3-1/2 inches. Displacement was 73.17 cubic inches. Standard tire size on the 1200 was 5.20 x 13. The car also had aluminum pistons, fully counterbalanced crankshaft, Zenith (British) downdraft carburetor, 12-volt electrical system, Borg & Beck dry-disc, single-plate-type clutch, and Hotchkiss drive.

The Metropolitan combined exceptional economy with good performance. The original model gave 35-40 miles per gallon of fuel.

At the time the Metropolitan was introduced (March, 1954), suggested coastal port-of-entry delivery prices were \$1,469 for Model 541, the two-door convertible, and \$1,445 for Model 642, the two-door hardtop. These prices included handling and retail delivery charges. Standard equipment included leather and nylon cord upholstery, foam-rubber front seat cushion, dual sun visors, directional signals, two-tone paint on hardtop models, map light, dual electric windshield wipers, oil bath air cleaner and Continental outside tire carrier and cover. Optional equipment included Weather-Eye heater, radio with manual antenna and white sidewall tires.

On April 9, 1956, American Motors announced the new 1500 Metropolitan which incorporated many new features, including a 24 per cent increase in horsepower (to 52 h.p.). Compression ratio was increased to 8.31 to 1. Styling changes included a new hood and grille. Early in 1959, several functional improvements were made, including a new trunk lid, glove box door, window vents, seat adjustment mechanism and larger tires.

Color options on the 1200 series were Spruce Green, Canyon Red, Caribbean Blue and Croton Green. The hardtop was available only in the above colors on the lower body and Mist Gray on the upper body. The convertible was available with tan top only with Spruce Green body; black top only with Canyon Red or Croton Green, and black or tan top with Caribbean Blue. Beginning with the 1500 series, Black, Snowberry White, Sunburst Yellow, Coral Red, Berkshire Green, Mardi Gras Red, Frost White and Autumn Yellow were offered.

The starting serial number was 1001. (After the first 3,000 or so units were built, the prefix E was used with the serial number.) Starting motor number was IG-881459.

Listed below are shipments by years:

<u>Calendar</u> <u>Year</u>	<u>U.S.</u>	<u>Canada</u>	<u>Total</u>
1953	571	172	743
1954	11,198	1,964	13,162
1955	3,849	2,247	6,096
1956	7,645	1,423	9,068
1957	13,425	1,892	15,317
1958	11,951	1,177	13,128
1959	20,435	1,774	22,209
1960	13,103	771	13,874
1961	853	116	969
1962	<u>412</u>	<u>8</u>	<u>420</u>
Totals	83,442	11,544	94,986

#### Material Currently Available

By writing to American Motors Corporation, current owners of Metropolitan cars may obtain the following material:

Metropolitan Parts Catalog (F-16059) -- \$1.

Original 1959 Metropolitan color catalog -- \$1.50.

Original owner's manual -- \$1.25.

Original technical manual (for models built prior to 1956) -- \$6.

(Manuals covering 1500 series are no longer available; however, a Metropolitan Owner's Handbook is available for \$3 by writing to Floyd Clymer Publications, 1268 South Alvarado Street, Los Angeles, California 90057.)

Factory photograph of 1954-55 convertible, top down -- \$1.50.

Factory photograph of 1954-55 convertible, top up -- \$1.50.

Factory photograph of 1500 hardtop and convertible (both on 8 x 10 print) -- \$1.50.

Checks should be made payable to American Motors Corporation and sent to the Public Relations Department, American Motors Corporation, 14250 Plymouth Road, Detroit, Michigan 48232.

#### Parts Availability

Most parts for Metropolitan cars are still available. They must be ordered through an American Motors dealer, using the Parts Catalog (F-16059) listed above.



## A REVISION OF THE 1950-1970 ROSTER

The preliminary listing of U.S. passenger cars, 1950-1970, which appeared in Newsletter No. 12, did not intentionally include all-terrain vehicles, unlicensable racing machines, existing chasses with special bodies, or cars made in foreign countries with modifications for the American market. Inevitably, a few of these were listed, and these will be included in this listing (for the last time) with explanatory notes.

Several members have sent additions and corrections to the list, and these have been noted with the contributor's name. The following symbols will be used in this compilation to indicate additions, corrections, etc.:

- (X) Addition to original list.
- (AI) Additional information, not included in original list.
- (C) Correction of original information.
- (Q) Question about a particular item.
- (D) Recommended deletions from future listings

- (D) ABERCROMBIE FITCH Abercrombie Fitch Co., New York City, 1970. Apparently GLASSIC under the name of the New York sporting goods firm. (AI) Special body on INTERNATIONAL SCOUT chassis. (Hugo Pfau)
- (X) AIRPHIBIAN Continental, Inc., Danbury, Conn. 1950-56. (G. M. Naul)
- (X) AMBASSADOR American Motors Corp., Kenosha, Wisc. 1966 to date. Formerly model name of NASH and RAMBLER. (G. M. Naul)
- (D) ARNOLT; ARNOLT BRISTOL S. H. Arnolt, Inc., Chicago, Ill. 1953- ca 1964.  
(AI) AC, from England, with a few modifications. (Hugo Pfau)-
- APOLLO International Motorcars Co., Oakland, Calif., 1962. Apollo International Corporation, Pasadena, Calif., 1963-64.
- ALLSTATE Kaiser Frazer Corp., Willow Run, Michigan. 1952-53. Sold thru Sears, Roebuck & Co. (Essentially HENRY J).
- ARGONAUT Argonaut Motor Machine Co., Cleveland, Ohio, 1959-63
- (X) ASTRA-GNOME Richard Arbib Co., New York City, 1965-. (John Peckham)
- AUBURN Glen Pray, Broken Arrow, Okla. 1968 to date. (AI) Also listed under Auburn-Cord-Duesenberg, Tulsa, Okla., 1967 to date. Clarification needed. (G. M. Naul). (Q) "To date" seems optimistic. Doubt if more than a few were made. (Hugo Pfau).
- AURORA Fr. Alfred Juliano, (C) Correct address Branford, Conn. (Hugo Pfau).
- (X) AUTODYNAMICS Autodynamics, Inc., Marblehead, Mass. 1964 to date. (G. M. Naul)  
(Q) Racing cars only? (G. M. Naul). *See also HUSTLER.*
- AUTOETTE (Electric) Autoette Electric Car Co., Long Beach, Calif. -1968.
- AVANTI II Avanti Motor Co., South Bend, Ind. 1965 to date.
- BANNAER BOY BUCKBOARD Banner Welders, Inc., Milwaukee, Wisc. -1958-
- (X) BASSON'S STAR, 1965. (Q) Has anyone definitive information on this elusive one?  
(G. M. Naul).
- (X) B.M.W. (Electric) Boulevard Machine Works, Los Angeles, Calif. ca 1949 (G. M. Naul).
- (X) BOLIDE Bolide Motor Car Corp., Long Island, N. Y. (Q) Racing cars only? (G. M. Naul).
- BUCKAROO Manufacturer unknown, Cleveland, Ohio. 1957.
- (X) BUCKBOARD Automotive Associates Co., White Plains, N. Y. (John Peckham).
- (X) BUGETTA Bugette, Inc., Costa Mesa, Calif. 1969 to date. (G. M. Naul).

- CHARLES TOWN-ABOUT (Electric) Stinson Aircraft Tool & Mfg. Co., San Diego, Calif.  
1958-59.
- CHECKER Checker Motors Corp., Kalamazoo, Mich. 1959 to date.
- CHICAGOAN Triplex Industries, Blue Island, Ill. 1952-54.
- CLIPPER Studebaker-Packard Corp., South Bend, Ind. (Q) Make or model?).
- COLT (AI) Colt Motors Corp., Boston, Mass. (John Peckham). 1958.
- (D) CON-FERR COUGAR Con-Ferr Mfg. Co., Burbank, Calif. (AI) Dune Buggy only. ( G.M.Naul).
- (X) CONTINENTAL Ford Motor Co., Detroit, Mich. 1955-57; 1968 to date. (G. M. Naul).
- CORD (ii) Auburn-Cord-Duesenberg, Tulsa, Okla., 1964-67: Elfman Motors, Inc.,  
Philadelphia, Penna., 1967-68. S.A.M.C.O., Inc. Tulsa, Okla. 1968 to date.
- (D) CORVAIR Chevrolet Division, General Motors Corp., 1960-69. A majority of opinion  
regards this one as a model of Chevrolet
- CUNNINGHAM B. S. Cunningham Co., West Palm Beach, Fla. 1951-55.
- (D) DARRIN H. A. Darrin Automotive Design, Los Angeles, Calif. 1946; 1953-58.  
(AI) Darrin had no manufacturing facilities. Cars presumed to be special bodies  
on exisiting chasses. Not a real make. (Hugo Pfau).
- (X) DAYTONA Randall Products, Hampton, N. H. 1956. (G. M. Naul)
- (X) DESERTER Dearborn Automobile Co., Marblehead, Mass. 1967 to date (John Peckham).
- DIEHLMOBILE H. L. Diehl Co., South Willington, Conn. 1962-64
- DOLPHIN California 1961
- (D) DUAL GHIA Dual Motors, Detroit, Mich. 1956-58 Marketed by a Detroit firm, but  
made in Italy but with many American components. Not an American make.(H.Pfau)
- DUESENBERG II Duesenberg, Inc., Indianapolis, Ind. 1967  
Total production believed to have been one car.
- EDSEL Ford Motor Co., Detroit, Mich. Model years 1959-61. Production 1958-60.
- (X) EDWARDS SPORTS CAR Emil Deidt, 5822 W. Washington Blvd., Culver City, Calif. 1950  
Listed in Fawcett publication "Sports Cars and Hot Rods", copyright 1950.  
Designed by Norman Timbs, Built by Deidt & Lesovsky. Edwards first name  
was Sterling. (John Peckham).
- EDWARDS E. H. Edwards Co., San Francisco, Calif. 1953-55
- ELECTRA KING B & Z Electric Car Co., Long Beach, Calif. 1961
- ELECTRIC SHOPPER Electric Shopper, Long Beach, Calif. -1960-
- (X) ELECTRO-MASTER Nepa Mfg. Co., Pasadena, Calif. cal962 (G. M. Naul).
- (D) EMPI SPORTSTER European Motor Products, Inc., Riverside, Calif. -1963-  
(AI) Dune Buggy (G. M. Naul).
- (D) ESHELMAN SPORTABOUT Eshelman Co., Baltimore, Md. 1957-58; 1960.  
(AI) Kit car (Hugo Pfau).
- EXCALIBUR J Beassie Engineering Co., Milwaukee, Wisc. 1952-53
- EXCALIBUR SS. SS Autos, Inc. Milwaukee, Wisc. 1964- Presumed to be successor  
To Beassie Engineering Co.
- FINA SPORT Fina Imported Motor Car Co., New York, N. Y. 1953-54.  
(Q) American make or import?
- (D) FITCH Sport & Utility Motors, Inc., White Plains, N. Y. 1948-49. (AI) 2 proto-  
types only (John Peckham).



- (D) FITCH SPRINT 1960-69. (AI) Based on Corvair (G. M. Naul).
- (D) FITCH PHOENIX John Fitch & Co., Inc., Falls Village, Conn. -1966-  
 (AI) "Phoenix" was model name. Prototype only (John Peckham).  
 (AI) All FITCH cars were modifications of existing makes, not new makes (Hugo Pfau).
- (D) FITCH-WHITMORE Sport & Utility Motors, Inc., White Plains, N. Y. 1951  
 (AI) Prototype only (John Peckham).
- FORMACAR - Marbon Division, Borg Warner Corp. 1968. (AI) Experimental, possibly 2 or 3 built (Hugo Pfau).
- GASLIGHT Gaslight Motors Corp., Detroit, Mich. 1960-
- GAYLORD Gaylord Cars, Inc., Chicago, Ill. -1955-
- (D) GLASSIC Glassic Industries, West Palm Beach, Fla. 1966. See comments under ABERCROMBIE (Hugo Pfau).
- GREGORY Ben Gregory, Kansas City, Mo. 1949
- (D) GRIFFITH; GRIFFITH TVR Griffith Motors, Syosett, Plainview, Long Island. 1964.  
 (AI) 1964-67 (G. M. Naul). (AI) Built in Italy with some Ford parts, and sold here by Griffith-Ford, who have since gone bankrupt. Believe dates should be 1964-66 (Hugo Pfau).
- HENRY J Kaiser Frazer Corp., Willow Run (Ypsilanti), Mich. 1950-53.
- (X) HUSTLER Autodynamics Corp., Marblehead, Mass. 1967-68 (John Peckham).  
 See also AUTODYNAMICS
- IMP International Motor Products, Glendale, Calif. ca1955
- IMPERIAL Chrysler Corp., Detroit, Mich. 1955-70. (AI) Model of CHRYSLER thru 1954 and after 1970 (G. M. Naul).
- INTERNATIONAL International Harvester Co., Chicago, Ill. 1961 to date.  
 Carryall and Scout models.
- (D) ITALIA GFX (AI) Succeeded OMEGA (G. M. Naul). (AI) Made in Europe (Hugo Pfau)-
- (X) JAVELIN American Motors Corp., Kenosha, Wisc. 1968 to date (G. M. Naul).
- (X) JEEP Willys-Overland Motors, Inc.: Kaiser-Willys, Inc., Kaiser Jeep Corp., American Motors Corp., Toledo, Ohio 1946 to date (Military models from 1941.)
- JOHNSONMOBILE Horton Johnson, Inc., Highland Park, Ill. 1959. Prototype only.
- (X) JOMAR Ray Saidel, Manchester, N.H. (G. M. Naul). ca1954-55  
 Merrimack St. Garage, Inc., Manchester, N. H. 1958 (John Peckham).
- KAISER-DARRIN Kaiser-Willys Corp., Toledo, Ohio 1953-55  
 (Q) Make or model? (Hugo Pfau).
- KING Midget Motors Corp., Athen, Ohio 1946 to ?  
 Sold complete or in kit form.
- (D) KRUM GHIA Krum Ghia Import Co., Detroit, Mich. (AI) In same category as DUAL GHIA. In fact, I think it was a name temporarily used for the latter (Hugo Pfau).
- KURTIS Kurtis Kraft, Inc., Glendale, Calif. 1949-50. Kurtis Sports Car Co., Glendale, Calif. 1953-55.
- LOST CAUSE Lost Cause Motors, Louisville, Ky. 1963-64.
- MARKETTE (Electric) Westinghouse Electric Corp. 1967-

- (X) MARLIN American Motors Corp., Kenosha, Wisc. 1965-67 (G. M. Naul).  
MARTIN Commonwealth Research Corp., New York, N. Y. 1954
- (D) MERRY 'OL American Air Products Corp., Ft. Lauderdale, Fla. 1958-62  
Not licensable for highway use.
- (D) METROPOLITAN American Motors Corp., Kenosha, Wisc. 1954-64. Made by Austin of  
England to American Motors specifications, sold in U. S. by Nash  
and Hudson dealers (John Conde).
- (D?) MEYERS MANX B. F. Meyers & Co., Newport Beach, Calif. 1965. (Q) Automobile  
or off-road vehicle? Separate make or modified VW? (Hugo Pfau).
- MOHS Mohs Seaplane Corp., Madison, Wisc. 1969-
- MOBILETTE (Electric) Mobilette Electric Cars, Long Beach, Calif. 1965
- MULTIPLEX Multiplex Mfg. Co., Berwick, Penna. 1954. Same company made a  
car 1912-13, of the same name, of which about 20 were built.
- MUNTZ JET Muntz Car Co., Evansville, Ind. 1950-51  
Chicago, Ill. 1951-55
- (X) MURENA Murena Motors, Inc., New York, N. Y. 1969 to date (G. M. Naul).
- NASH-HEALY Nash Motors; American Motors Corp., Kenosha, Wisc. 1951-54  
(See SAH Newsletter #13)
- (X) NAVAJO Navajo Motor Car Co., New York, N. Y. 1953-55 (G. M. Naul).
- (X) OMEGA Griffith Motors, Plainview, L. I., N. Y. 1967-68;  
Omega Cars Div. of Suspensions International Corp., New York, N.Y.  
1969. Production ceased 1969. Last car sold early in 1970. (John  
Peckham). (G. M. Naul says made at Charlotte, N. C.).
- PANDA Small Cars, Inc., Kansas City, Mo. 1955-
- (X) PANTHER Panther Automobile Co., 545 Bedford Ave., Bedford Hills, N. Y.  
1962-63. (John Peckham; Janius Eyerman; G. M. Naul).
- PIONEER (Electric) Nic-L-Silver Battery Co., Santa Ana, Calif. 1959.
- POWELL SPORTSWAGON Powell Sportswagons, Compton, Calif. -1966-
- POWERCAR SPECIAL (Juvenile) Mystic River Sales Co., Mystic, Conn. 1953-54.
- RAMBLER American Motors Corp., Kenosha, Wisc. 1957-59. Model of NASH from  
1950
- ROAD RUNNER Cyclone Sales Co., Los Angeles, Calif. -1963-
- (D) ROLLSMOBILE Starts Mfg. Co., Ft. Lauderdale, Fla. 1958-59. (AI) Horseless  
Carriage Corp., Ft. Lauderdale, 1960 (G. M. Naul) Replicas of  
early OLDSMOBILE and FORD. Not licensable for highway use.
- ROWAN (Electric) Rowan Controller Co., Oceanport, N. J. 1968.  
(AI) Probably prototypes only (Hugo Pfau).
- (X) RUGER SPORTS Storm, Ruger & Co., Inc., Southport, Conn. 1969 to date. Replicas  
of the early BENTLEY Tourers (G. M. Naul).
- (X) SAVIANO SCAT Saviano Vehicles, Inc., Warren, Mich. 1960
- (X) SCARAB Venice, Calif. Date? Sports/racing cars built at plant later  
occupied by SHELBY (Janius Eyerman; G. M. Naul).
- SEAGRAVE Seagrave Fire Apparatus Co., Columbus, Ohio. 1960. Prototype only.
- SHELBY Shelby American, Inc. Venice, Calif. 1962-?  
Shelby Automotive, Ionia, Mich., 1967 to date.



- (X) STORM Sport Car Development, Detroit, Mich. 1954 (G. M. Naul).
- STUTZ (AI) Stutz Motor Car Co. of America 1970 (G. M. Naul)  
I have seen one. Any more? (Hugo Pfau).
- SURREY '03 E. W. Bliss Co., Canton, Ohio 1958-59.
- SWIFT Swift Mfg. Co., El Cajon, Calif.; M.M. Mfg. Co., San Diego 1959.
- THRIF-T Tri-Wheel Motor Corp., Springfield, Mass. 1955.
- (D) TIN LIZZIE T-10 McDonough Power Equipment Co., McDonough, Ga. 1960-65  
Crue Cut Mfg. Co., Sugar Creek, Mo. 1965 to date.  
Replica of early Model T FORD. Not licensable.
- TRAIL BLAZER Mickey Mfg. Co., Downey, Calif. 1961-
- TRI-CAR Tri-Car Company, Wheatland, Penna. -1965
- VALKYRIE Fiberfab Div., Valocidad, Inc., Santa Clara, Calif. -1967.
- (X) VOLTRA (Electric) Voltra, Inc., 232 Madison Ave., New York, N. Y. 1962.  
3 models offered. Prototypes only? (John Peckham)  
Displayed at N.Y. Auto Show, 1962 (Janius Eyerman).
- WILDFIRE Woodill Motor Co., Downey, Calif. -1954.
- WILLIAMS (Steam) Williams Engine Co., Ambler, Penna. 1967-69. Prototypes?
- WOODILL Woodill Fiberglass Corp., Santa Ana, Calif. 1955.
- YANK Custom Auto Works, San Diego, Calif. 1950
- (X) YENKO STINGER Yenko Chevrolet, Canonsburg, Penna. 1965-69. (G. M. Naul)  
Racing models only?

## *Our New Roster Editor*

The appeal made in Newsletter No. 13, for someone to take over the chore of editing the roster lists, has produced a volunteer. Mr. William Watson, 115 Lipton Street, Winnipeg 10, Manitoba, Canada has responded to this request, for which he receives our heartfelt thanks.

So far we have published a small beginning of a master list of American and Canadian makes, a list of pre-1890 vehicles and a post WW II list of cars made between 1950 and 1970 (which, in retrospect, might better have begun with the 1945 models). By the time the main list had progressed only as far as BEN HUR we were overwhelmed with corrections, additions, deletions and general suggestions. These changes came from many members, usually backed up by apparently solid references. Even so, many such references did not agree. Sorting them out and rewriting the lists turned out to be a time-consuming proposition which further delayed the publication of an already behind schedule Newsletter.

Our Roster Committee Chairman, Mr. R. A. Wawrzyniak, 598 Broadway, Berlin, Wisconsin 54923, will continue to compile the material sent to him by other members, and will pass it on to Mr. Watson, who will set it up in reproducible form and mail it to R. B. Brigham, 136 Park Lane, Marietta, Georgia 30060, for publication.

Corrections to published rosters should be sent to either Mr. Watson or to Mr. Wawrzyniak. The results of their efforts will be published as received.

# Classified Ads

*This classified ad section 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: AUTOMOBILE SALES CATALOGS. Private collector expanding his present collection wishes to purchase quantity of catalogs/brochures/folders picturing the cars of pre-1935 U.S. automobiles or foreign orphan makes of any years. Will consider any quantity. Describe and price.

H. T. C. ANGEL, 2754 Fairmont Avenue, Dayton, Ohio 45419.

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LITERATURE WANTED: Any literature, sales brochures, owners manuals or parts books on HUG trucks, built in Highland, Illinois. Copies of this type of material (pre 1925) would be acceptable. Also want any general information, or the above type printed material on the DUTY truck built in Greenville, Illinois, 1920-1923. Does anyone know of a remaining DUTY truck?

CHUCK RHOADS, 107 S. Jefferson Ave., Collinsville, Illinois 62234

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WANTED: Photos, write-ups, advertisements etc., that might be used in a forthcoming book on racing driver Ralph Mulford, and his association with Lozier, Knox, Mason, Mercedes, Duesenberg, Peugeot, Hudson or Monroe/Frontenac racing cars.

CHARLES BETTS, 2105 Stackhouse Drive, Yardley, Pennsylvania 19067.

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WANTED: Information and references on the WOODLAND SPECIAL built by Woodland Motor Car Co., 2552 East 55th Street, Cleveland, Ohio, between 1906 and 1911.

FRANK T. SNYDER, JR., Box 551, Hackensack, New Jersey 07602

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FOR SALE OR TRADE: Over 50 issues of MOTOR AGE, from 1917, 1919 and 1920. Some complete months. Some have loose covers, but the insides are in very good condition and have no missing pages or clipped pictures. Will sell for \$4.00 per copy or trade for pre-1915 truck material (American or foreign), pre-1930 foreign auto books, or pre-1915 auto magazines (American or foreign). Send for list of issues. JOHN M. PECKHAM, 675 Pinewoods Avenue Road, Troy, New York 12180.

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WANTED: American Automobile Manufacturers, the First 40 Years, by J. B. Rae; My Father, by M. Durant; Roy D. Chapin, by J. C. Long; Gasoline Age, The Development of the Automobile and Gasoline Engine in Michigan, by J. P. Edwards; Son of New England, James Jackson Storrow, by H. G. Pearson. Please state condition and price including postage.

RAY L. NEWBURN, JR., 3226 Emerald Isle Drive, Glendale, California 91206.

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