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NEWSLETTER

ISSUE NO. 18

# The Society of Automotive Historians

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## AN "ALL ROSTER" ISSUE

As this is written (July 10) we have just received a huge batch of roster material from Bill Watson, enough to fill an entire issue of the Newsletter to the exclusion of everything else. So, aside from this front page, every bit of this edition concerns the roster - past, present and future.

Material is on hand for the beginnings of the following issue (No. 19), including some interesting letters, and information on the SILVER BIRD, which was requested in Issue No. 17. We also have a couple of interesting articles which were, until this morning, scheduled for this issue. They'll be in the next one.

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## THE MEMBERSHIP DIRECTORY

Directory Information Sheets have now been received from more than a fourth of our members, and more arrive with each mail. To judge from the information so far received concerning our members, this will be a membership directory the likes of which have never been seen.

Returns to date indicate a wide variety of interests, and the amount and type of research material owned by our combined membership is nothing less than fantastic. It seems safe to say that somewhere in this vast pool of material there can be found at least some information about every make of car, truck or motorcycle ever made anywhere in the world.

Some of us have very large collections of reference material. Others have only a little - but in the small collections (often quite specialized) there may well be important details not included (or hard to find) in the large ones. If your own collection is a small one, don't hesitate to include it in this directory. It may contain just the item that another member is seeking.

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## A CHANGE OF ADDRESS

David Brownell, formerly of Little Compton, Rhode Island, has sent us a new address. It is: Route 2, Box 55, Iola, Wisconsin 54945. A note from him says:

*As editor of Old Cars magazine, we will be pleased to assist SAH members whenever we can. Members are welcome to make use of our question and answer column, and are encouraged to contribute articles. Members will be compensated for published articles at the prevailing rate. Old Cars will always be pleased to publish comments by SAH members on any article which appears in our publication.*

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## DR. VICENTE ALVEREZ

The Methodist Hospital, 1604 North Capitol Avenue, Indianapolis, Indiana 46202, reports that Dr. Alvarez' condition has improved from "critical" to "fair". Mail to him can be addressed to Room B-630.

# Feedback

This month the feedback listed here concerns the makes listed in the Roster of makes from BEN-HUR to BOUR-DAVIS printed in Newsletter #16. As you can tell, there have been a few changes made in the presentation of this material. It is hoped that the changes are for the better.

First, all contributions are listed alphabetically by makes, and are followed by the contributions, reference, and member's name. For this reason it is requested that if a make has lower case Roman numerals after it in the Roster listing, that you please quote these numerals when you send in your corrections, etc.

Also please note the way in which the periodicals, etc are presented for references. Anyone familiar with the system used in the Readers Guide or similar work, will need no introduction to it. For those unfamiliar with the system, it works like this : first abbreviation is the periodical, then comes the abbreviation for the month, then the day, year and finally the page number. As an example, Horseless Age, September 16, 1908, page 370, would be written as - HA:Sl6'08:370.

The abbreviations used for the months and seasons of the year are as follows :

Ja - January	My - May	S - September	Sp - Spring
F - February	Je - June	O - October	Su - Summer
Mr - March	Jl - July	N - November	Fa - Fall
Ap - April	Ag - August	D - December	Wi - Winter

On bimonthly periodicals, the first month noted for the issue's date should be used. Eg. - November-December issue should be noted as November (N). Similarly, the quarterlies that do not use the seasons for dating, Automobile Quarterly does, for example, the first month noted for the issue's date should be used. Eg. - January-February-March issue should be noted as January (Ja). No month is needed for noting annuals, just the year.

Abbreviations for some of the periodicals used so far in the Newsletter are noted on the following page.

Abbreviations will be determined as other periodicals are used as references. These new abbreviations will be noted in future issues of the Newsletter. BUT, the abbreviations list in this issue will not be printed in future issues. As the list is too long to be repeated in every issue, it is advised that you keep your copy of this issue handy.

Also, it is necessary for a few explanations about the last roster listing, BEN-HUR to BOUR-DAVIS. There were a few errors which were caused by typing mistakes on my part. The errors are as follows :

- Berkeley - should be '1903-1904' not '1904'.
- Bi-Autogo - Add "Experimental prototype".
- Bimel - Add "See also ELCO".
- Bobbi-Car - "Birmingham Motor Car Corp." should be "Dixie Motor Car Corporation".
- Bi-Car - "TA:N9'11:383" should read "TA:N9'11:831".
- "Succ." stands for "Succeeding".
- Berkshire - Dates for Berkshire Automobile Company should be (1905-08). "1905-1913" are the dates for the total life of the Berkshire automobile.



Accessory & Garage Journal	A&GJ
American Cyclecar	AmCy
American Motor Journal	AMJ
American Motorist	AmMo
American Vehicle	AmVe
Antique Automobile	AnAu
Auto Advocate & Country Roads	AA&CR
Auto Era	AuE
Auto Review	AuRv
Autobody	Aub
Autocar	Auc
Autocar Messenger	AuMe
Auto(mobile) Topics	AuTp
Automobile & Automotive Industries	A&AI
Automobile & Aviation Industries	A&AvI
Automobile & Motor Review	A&MR
Automobile Magazine	AuMa
Automobile Monthly	AuMo
Automobile Quarterly	AuQu
Automobile Trade Journal	ATJ
Automobilist of the Upper Hudson Valley	AUHV
Automotive Industries	AuIn
Bulb Horn	BH
Car and Driver	C&D
Car Life	CL
Carette	Crt
Carette & Cyclecar	Ca&Cy
Cars & Parts	C&P
Chilton Automobile Directory	CAD
Commercial Vehicle	CoVe
Competition Press & Autoweek	CP&Aw
Cycle and Automobile Trade Journal	C&ATJ
Dealer & Repairman	De&Re
Horseless Carriage Gazette	HCG
Horseless Age	HA
MoToR (Motor)	MTR
Motor Age	MA
Motor Life	ML
Motor News	MN
Motor Trend	MT
Motor World	MW
Road & Track	R&T
Saturday Evening Post	SEP
Scientific American	ScAm
Society of Automotive Historians Newsletter	SAHN
Special-Interest Autos	SIA
Spoke Wheels	SW
The Automobile	TA
The Motor (of England)	TMo

As stated previously, any new references used by members will have the abbreviations determined and printed in future issues of the Newsletter.

Any and all comments on the presentation of this material most welcome.

William Watson

Roster Editor

# Comment and Correction

BENTON

Charles F. MacLeod, Royal Oak, Michigan :

Benton Motor Car Company, Benton, Illinois - specifications, no illustrations. Stuyvesant (perhaps model name). ATJ:12-1913:206.

BERGDOLL

Hugo Pfau, Centerport, New York :

The Bergdolls were distributors for various cars, but I am not sure to what extent they manufactured any.

John M. Peckham, Troy, New York :

A note in Horseless Age, F27'07:320, states : "It is reported that the Bergdall-Ambler Co. of Philadelphia, has taken license to build cars under Benz patents."

The spelling of Bergdall may be my error in copying the notice. Since I do not have that issue of HA on hand, I cannot check it out. I would assume that this has some connection with the Louis J. Bergdoll Motor Co.

BERKSHIRE

G. Marshall Naul, Newark, Delaware :

Dates should be .1905-1913.

AUHV:D'65:10-21

BERLIET

Hugo Pfau, Centerport, New York :

Alco did build cars under Berliet license, but I believe they were sold as "Alco" only.

BERTELSON & ABERCROMBIE

Hugo Pfau, Centerport, New York :

Is this another listing of the Model A replica on International Harvester chassis?

BEST

Charles F. MacLeod, Royal Oak, Michigan :

"The Daniel Best" Two cylinder, 8-hp, gasoline carriage illustrated. Best plant appears in background. HA:#11-1899:11

BEVERLY

Charles F. MacLeod, Royal Oak, Michigan :

Upton Machine Company ? Specifications and small illustration - "Upton Tonneau". A gasoline-powered car. ATJ:4-1904:99

BEYSTER

G. Marshall Naul, Newark, Delaware :

I have references only to a BEYSTER-DETROIT truck.

BEYSTER-DETROIT

Richard B. Brigham, Marietta, Georgia :

The Beyster-Detroit is listed in CATJ:Mr'10, with photo and some description. This was a  $\frac{1}{2}$  ton delivery wagon. There is no reference to passenger cars. Engine was 4-cylinder, 22-hp,  $3\frac{1}{4}$  x 3  $\frac{5}{8}$  bore & stroke. Two speed planetary transmission, chain drive to rear wheels. Springs, semi-elliptic front; full elliptic rear. 106" wheelbase. Tires were optional : 32 x 3 solid or 32 x 4 pneumatic.

I can find no reference to this make in 1911 or later, so must assume that it was made in 1910 only - and perhaps late 1909.

G. Marshall Naul, Newark, Delaware :

Beyster-Detroit Motor Car Co., Detroit, 1910-1912.

CoVe:Ja'11:?

CoVe:Jl'10:240

Charles F. MacLeod, Royal Oak, Michigan :

Beyster-Detroit Motor Car Company, Detroit, Michigan. Small ad, no illustration. MTR:1-1911:212

Beyster-Detroit - 1911 delivery vehicles - no illus. ATJ:2-1911:169

Panel and Flareboard bodies trucks described and illustrated.

ATJ:3-1911:219.



B. & F. MOYER

G. Marshall Naul, Newark, Delaware :

Have no information on this, but wonder whether it could be mistaken for D. F. Poyer, a manufacturer of commercial vehicles, make of which slips my mind.

Hugo Pfau, Centerport, New York :

I do not recall this, but there is an extensive Moyer family in the Reading area which at times had some automotive interests.

BI-AUTOGO

G. Marshall Naul, Newark, Delaware :

Actually two functional wheels plus two balance wheels used only when stationary. Only one made, extant in Ford Museum.

BI-CAR

Charles F. MacLeod, Royal Oak, Michigan :

W. E. Fauber, 15 Murray Street, New York City. Vehicle a cross between cyclecar and motorcycle. Three line drawings of vehicle. See FAUBER.

ATJ:3-1914:165-7

BIDDLE

Hugo Pfau, Centerport, New York :

This was a well-established make, referred to in my book, The Custom Body Era. I question whether any "Biddle-Crane's" were ever built. I believe this was part of the E. S. Hare effort to resuscitate several reputable names, which never got off the ground.

BILLIKEN CYCLECAR

G. Marshall Naul, Newark, Delaware :

Scratch "Cyclecar" in name.

BILLINGS STEAMER

G. Marshall Naul, Newark, Delaware :

Scratch "Steamer" in name.

BILLY FOUR

Richard B. Brigham, Marietta, Georgia :

The Billy 4 remains a mystery. Ads were published in late 1909 under the names of McNabb Iron Works and also American Sales Co.,, both of Atlanta. Neither of these names appears in the Atlanta City directories for 1908, 1909, 1910 or 1911. None of the few remaining old-timers in these parts know anything about the car or company. However, one of the 1910 magazines mentions such a car at the 1910 New York show. This was probably a prototype. I have some poor Xerox copies of a Billy 4 catalogue. It is interesting to note that in this catalogue the car is shown only in a simple line drawing - no photographs. This is the same drawing which appeared in some of the advertising. I doubt that the car was ever in production.

BINFORD

Walter O. MacIlvain, Manchester, Connecticut :

In the early days of the Veteran Motor Car Club of America, there was a car by that name around the Boston area, owned by Robert Schonberg in 1951. This was described in the Bulb Horn for July, 1951, and October, 1954, as a home-made car built circa-1908 using components from other vehicles. It had a 2-cylinder Jackson engine. A one-off, as far as I can ascertain.

G. Marshall Naul, Newark, Delaware :

This was shown in a 1954 issue of Bulb Horn. Appears to have been built post-WWII. from at least two different antique autos. This is a bogus entry and should be scratched.

BINGHAM

Charles F. MacLeod, Royal Oak, Michigan :

A truck. Bingham Manufacturing Co., West Park, Cleveland, Ohio. Delivery vehicle described and illustrated.

ATJ:11-1914:195

**BIRCH**

Hugo Pfau, Centerport, New York :

I have a vague recollection of this, and believe it succumbed to the 1921-22 deflation like many other small companies.

**BIRDSALL**

Walter O. MacIlvain, Manchester, Connecticut :

E. T. Birdsall of Rochester, New York, was Chief Engineer of the Selden Motor Vehicle Co. in 1906, and the 1908 Selden car was designed by him.

TA:N22'06:

Glymer's Steam Car Scrapbook shows a Birdsall steam tractor of "about 1909", no other information.

G. Marshall Naul, Newark, Delaware :

Only evidence is a single used car ad ca-1911. Too slim!

**BLACK (i)**

Charles F. MacLeod, Royal Oak, Michigan :

Also 1891. C. H. Black Manufacturing Co., 44 South Pennsylvania, Indianapolis, Indiana. First car completed in 1893 on exhibit at Children's Museum, 3010 North Meridian St., Indianapolis.

AnAu:#3-1950:125

**BLACK (ii)**

Walter O. MacIlvain, Manchester, Connecticut :

From 1903 to 1909 the Black Manufacturing Co. built high wheel motor buggies. The Black Mfg. Co. had its offices in Chicago and the plants in Fort Wayne, Indiana. The Black-Crow came out in mid-1909 as a more conventional car with pneumatic tires. The new car was named for M. E. Crow, who, with some associates, purchased controlling interest in the new Crow Motor Car Co. Arrangements were made for the distribution of Black-Crow cars through the Black Mfg. Co.'s dealer network. The Black Mfg. Co. continued to sell the high-wheeler Black cars into 1910.

The Black Mfg. Co. was liquidated in 1910.

(Condensed from article by Mr. MacIlvain in Bulb Horn:My'70:23-25.)

**BLACK-CROW**

Charles F. MacLeod, Royal Oak, Michigan :

The Crow Motor Car Company, Elkhart, Indiana. Contract with Black Manufacturing Co., Chicago, for sale of Black-Crow cars cancelled.

Will handle own sales.

ATJ:2-1911:272

Walter O. MacIlvain, Manchester, Connecticut :

(From an article by Mr. MacIlvain in Bulb Horn:My'70:23-25. See BLACK (ii) above.) In 1910, Black-Crow set up a body shop in Elkhart, Indiana, but had their offices in Chicago. In 1911, the Black-Crow became the Crow-Elkhart. In 1919 the company became the Crow Elkhart Motor Corporation.

In 1922 the company became known as Century Motors Co. Export models were called Morriss-London. The end came in 1925.

**BLACKHAWK**

Hugo Pfau, Centerport, New York :

This was a separate make made by Stutz during the 1928-30 period indicated.

**BLACKMORE**

G. Marshall Naul, Newark, Delaware :

Evidence beyond incorporation required for this listing.

**BLACKSTONE**

G. Marshall Naul, Newark, Delaware :

Evidence beyond incorporation required for this listing.

**BLAISDELL**

Walter O. MacIlvain, Manchester, Connecticut :

One of Charles Bishop's lists gives an address for Blaisdell as Blaisdell & Co., Brooklyn, New York.

**BLAKESLEE ELECTRIC**

Richard B. Brigham, Marietta, Georgia :

The Blakeslee Electric (1906-07) succeeded the DeMARS (1905-06) and



Blakeslee Electric (cont.)

was in turn succeeded by the WILLIAMS (1907-08). All were electric cars.

BLANCHARD STEAMER

Walter O. MacIlvain, Manchester, Connecticut :

One to add - Blanchard Steamer, Thomas Blanchard, Springfield, Massachusetts, 1825. Described in the Bulb Horn for May-June, 1970. A one-off.

BLANCHE

G. Marshall Naul, Newark, Delaware :

Suspect this is in error for PLANCHE which was built in Trenton, New Jersey, and became WALTER.

BLEMLINE

Charles F. MacLeod, Royal Oak, Michigan :

Or BLIMLINE. Sebastian Blimline, Sinking Spring, Pa. Large illustration of vehicle carrying two passengers. Mr. Blimline now developing 4-hp. vehicle. HA:2-1899:13

BLISS (ii)

Walter O. MacIlvain, Manchester, Connecticut :

E. W. Bliss also made replica "Surrey" models in 1958-59.

Hugo Pfau, Centerport, New York :

I believe E. W. Bliss made some trucks, but do not recall a passenger car. They are heavy machinery manufacturers.

BLOMSTROM

G. Marshall Naul, Newark, Delaware :

Built by Blomstrom Manufacturing Co., Detroit, Mich., in 1907, 1908. Succeeding QUEEN, C. H. Blomstrom Motor Co., up to 1906. C&ATJ:Mr'06:  
also C&ATJ:'07-8

BLUMBERG

G. Marshall Naul, Newark, Delaware :

The easy laws in Delaware plus favorable taxation has fostered a large percent of US companies to register in this state. Any company whose address is given as Dover, the capital, or Wilmington, where the official address of the company may be, is open to question. There are more than 50,000 companies incorporated in Delaware and probably fewer than 1,000 have actual operations within the state.

For Blumberg, it is probably ostensible headquarters for incorporation but unlikely headquarters for possible manufacturing operations. Operations in Wilmington questionable.

B & O

G. Marshall Naul, Newark, Delaware :

Would like reference on this, as I have researched cyclecars and find no such make.

BOCAR

G. Marshall Naul, Newark, Delaware :

This definitely was produced for road-racing, but for this reason was licensable. 1960-1964

BOHNET (s)

Walter O. MacIlvain, Manchester, Connecticut :

George Bohnet made one, only steam car,

BH:Ap'48:

BOLLEE

G. Marshall Naul, Newark, Delaware :

Incorporated 1908, by Cryder & Co., N.Y.C. Ref. - Charles Bishop's The Automobiles of New York in the Bulb Horn. Also List of Registered Motor Vehicles, Hartford, Connecticut, 1914.

Charles F. MacLeod, Royal Oak, Michigan :

"Bollee" a French automobile. Imported by Worthington. ATJ:4-1904:97

Hugo Pfau, Centerport, New York :

This was presumably the French "Leon Bollee" which was imported by

Bollee (cont.)

the Worthington Automobile Company, not manufactured here.

BORBEIN ELECTRIC (e) G. Marshall Naul, Newark, Delaware :  
Scratch "Electric" in name.

BORBEIN GAS (g) G. Marshall Naul, Newark, Delaware :  
Scratch "Gas" in name.

BOSTON HIGHWHEELER Charles F. MacLeod, Royal Oak, Michigan :  
The Boston High-Wheel Auto Manufacturing Company, 179 Clarendon St.,  
Boston, Massachusetts. Brief description of vehicle shown at "Boston  
Show", March, 1908. ATJ:4-1908:45

BOSTON ELECTRIC (i) (e) G. Marshall Naul, Newark, Delaware :  
Scratch "Electric" in name.

BOSTON ELECTRIC (ii)(e) G. Marshall Naul, Newark, Delaware :  
Scratch "Electric" in name.

BOSTON STEAMER (i) (s) G. Marshall Naul, Newark, Delaware :  
Scratch "Steamer" in name.

BOSTON STEAMER (ii) (s) G. Marshall Naul, Newark, Delaware :  
Scratch "Steamer" in name.

BOSTON STEAMER (s) Hugo Pfau, Centerport, New York :  
Somewhere in one of Floyd Clymer's books there is a reference to this,  
and I believe even a photograph. Identification is, I believe, rather  
sketchy, and I have not had time to dig this out.

BOUR-DAVIS Hugo Pfau, Centerport, New York :  
This was a recognized make and I believe the dates are at least approx-  
imately correct. A fair number were manufactured in Shreveport. It is my  
recollection that Mr. Ponder was another promoter who took over the bank-  
rupt company but did not make any progress.

STUYVESANT Charles F. MacLeod, Royal Oak, Michigan :  
Stuyvesant Motor Car Company, Cleveland and Sandusky, Ohio. Brief  
specifications and small illustration of car. Sandusky address listed.  
ATJ:3-1911:186

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EDITOR'S NOTE: Re BLACK (i) (page 6, this issue). This car has been on display  
at the Childrens Museum in Indianapolis for many years. A sign, which was mounted  
beside the vehicle in 1959 (and presumably remains there) states that the car is  
a BLACK, built by C. H. Black in Indianapolis in 1891. It also states that this  
is the first automobile ever made.

I have personally examined this car in minute detail, and have taken actual  
measurements of its wheelbase, wheel size and many of its parts. In spite of vig-  
orous denials by the museum staff, this car is a BENZ, made in Germany in 1891,  
along with many duplicates. The car was owned by Mr. Black, who drove it on the  
streets of Indianapolis. The "Black" script mounted on the front of the car was  
made and attached by Donald A. Patterson (at the request of the museum's manage-  
ment) when he restored the car in the late 1950s.



# Bournonville to Clermont

The roster for this issue is the longest one yet - over 300 entries from Bournonville to Clermont. Additional notations are included where it is felt desirable and as the information is available. The work on this list has been the most intense so far and it has taken very considerable time to set this up. It is, no doubt, too much to hope for that, even with all this, the list will be 100% accurate, and any corrections or additions should be sent with references to the Roster Editor : William Watson, 115 Lipton Street, Winnipeg 10, Manitoba, Canada.

The main list is supposed to contain those who actually produced a vehicle or at least had something substantial going on the assembly line. (Model years are used.)

From various references, as they are reported, it is sometimes difficult to judge whether or not one of these events actually occurred. There have been times when the promotion of an auto manufacturing company was, de facto, hardly anything better than a stock swindle. In some cases a few vehicles did actually get produced, and so they qualify for the roster. In other cases vehicles did not get produced from organizational failures, some honest, some not.

Therefore a supplementary list is necessary to, at least, record such items. For convenience, it seems best to insert these with a § preceding them to separate them from the recorded producers, at least while we are researching these items. A transfer from producer to non-producer (or vice versa) is most easily accomplished by adding (or deleting) a § instead of crossing out the whole entry and rewriting it in another place and turning pages ad infinitum.

One thing that has not been published yet is the master set of guidelines for the roster. Actually, it will really make very little difference in the existing content of the roster except that the Canadian list will henceforth be separate from the U.S.A. list. Several SAH members expressed their opinions (solicited and unsolicited) on this without, however, giving much of the reasons for a separate Canadian list. With the passage of time the reasons eventually became more obvious. It is planned to publish a complete Canadian list at some future date.

Anyway, in the background we are working on refinements of the guidelines. Up to now the numbers of the Society have, so to speak, been looking at the trees. Someday we will take you up and look at the forest.

R. A. Wawrzyniak,  
Automotive Roster Committee Chairman

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## KEY TO SYMBOLS

(Amb) Ambulance	(FE) Fire engine	(J) Juvenile vehicle
(B) Buckboard	(4W) Four wheeler	(R) Racer
(Cy) Cyclecar	(5W) Five wheeler	(Sp) Sportscar
(e) Electric	(g) Gasoline	(s) Steam
(Exp) Experimental	(Hse) Hearse	(3W) Three wheeler
(4wd) Four wheel drive	(H) High Wheeler	(T) Truck
(fwd) Front wheel drive	(Psv) Public Service Vehicle (buses)	(Tx) Taxi

LV Light Vehicle up to 1 ton capacity

LV-A Light Vehicle-Auto : convertible to either status (common before 1905)

- \* preceding name indicates that this company built a truck of the same name.
- \*\* preceding name indicates that this company built a truck of a different name.
- preceding or following date indicates dates are uncertain and should be checked.
- preceding or following date indicates dates are definitely correct. A date without a period indicates that the date is probably right, but not necessarily **definitely** correct.
- § preceding name indicates that this make never reached production.
- following the date indicates that the make was made only in that year (eg. 1920<sup>◦</sup>); or that the make was made for a period of not more than 12 months in two calendar years (eg. 1919-1920<sup>◦</sup>).
- \_\_\_ indicates that this make is still in production at the time this list was compiled.

NOTE : Model years, not calendar years, are used in the production dates.

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Bournonville	See ROTARY SIX	1922-1923
§ BOUTON (i)	Samuel Bouton, Salem, Massachusetts	1902
BOUTON (ii)	Bouton Automobile Co., Rumford Falls, Me.	.1903
BOWEN (i)	George B. Bowen, Buffalo, New York	1901
§ BOWEN (ii)	Frank H. Bowen, New York City, New York	.1916
§ BOWKER	Bowker Automobile & Machine, Portland, Me	1900
§ BOWMAN (i)	E. W. Bowman, Evanston, Ill.	1895
BOWMAN (ii)	Bowman Motor Car Co., Covington, Kentucky	1921-1922
§ BOWMAN-GOULD	Bowman Gould Co., Wilmington, Del.	.1920
BOYD (i)	Boyd Steel Spring Co., Brooklyn, N.Y.	1910
BOYD (ii) (fwd)	Neustadt Auto & Supply Co., St.Louis, Mo.	.1915
BOY'S JUNIOR (Juv)	Sypher Mfg. Co., Toledo, O.	1916-1917
	Assembled, or kit form	
§ BRADDON	Braddon Motors Co., Downers Grove, Ill.	.1919-1924
BRADFIELD (Tx)	Kissel Motor Car Co., Hartford, Wis. (Mfr)	1929
	Bradford Motors Inc., Chicago, Ill. (Distr)	
§ BRADFORD (i)	Wm. H. Bradford, Lenox, Mass.	1901
§ BRADFORD (ii)	Bradford Co., Wilmington, Delaware	.1910
§ BRADFORD (iii)	Bradford Automobile Exchanges, Bradford, Pennsylvania	1911
BRADFORD (iv)	Bradford Motor Car Co., Haverhill, Mass.	1919
BRADLEY (i)	Hiram T. Bradley, Pacific Motor Co., Oakland, California	1900
BRADLEY (ii)	Bradley Motor Car Co., Cicero, Ill.	1920
BRADLEY (iii)(Amb)(Hse)	Bradley Motor Hearse Co., Chicago	1920-1924
BRADLEY-WHEELER	Bradley-Wheeler & Co., Kansas City, Mo.	1895
BRAMWELL (i)	Bramwell Motor Co., Boston, Mass.	1900
BRAMWELL (ii)	Springfield Automobile Co., Springfield, O.	1904



	BRAMWELL-ROBINSON (3W)	John T. Robinson Co., Hyde Park, Mass	1899
* **	BRASIE (Cy)	Brasie Motor Car Co., Minneapolis, Minn.	.1914-1916
		Known as PACKET in 1916-1917. Also built TWIN CITY truck.	
	BRAUKS	George S. Brauks, St. Louis, Mo.	.1898-1927.
		Built 7 cars.	
	BRAZIER	H. Bartol Brazier, Philadelphia, Pa.	1902-1904.
	BRECHT (g)(s)	Brecht Automobile Co., St. Louis, Mo.	1901-1902
*	(e)		1901-1903
		Succeeded by BORBEIN. Also built RUSHMOBILE.	
	BREER (s)	Carl Breer, Pasadena, Calif.	1900
		Later helped in development of Chrysler & DeSoto Airflow.	
	BREEZE & LAWRENCE	Breeze & Lawrence, New York City, N.Y.	1905
	BREEZE (H)	Jewel (Co.), Cincinnati, Ohio	1903
	BREMAC (Exp)	Bremac Motor Car Co., Sydney, Ohio	1932°
§	BREMAN	?	1908
*	BRENNAN	Brennan Motor Mfg. Co., Syracuse, N.Y.	1905-1909.
		Also made agriculture tractor. Still in business as manufacturer of small gas engines.	
§	BRENNER	?	?
	BREW & HATCHER	Brew & Hatcher Co., Cleveland, Ohio	.1904-1905.
	BREWSTER	Brewster & Co., Long Island City, N.Y.	.1934-1936.
		Built mostly on lengthened 125"wb. FORD chassis, some on BUICK, and possibly others. Heart-shaped grille.	
	BREWSTER-KNIGHT	Brewster & Co., Long Island City, N.Y.	.1915-1925.
		Coachwork since 1810. Absorbed by Rolls-Royce of America, Inc., Springfield, Mass., in 1925.	
	BRIGGS	?	1912
§	BRIGGS, BRIGGS-BARNARD	Briggs-Barnard Mfg. Co., Boston, Mas	1906-1907
	BRIGGS & STRATTON (Cy)(B)(5W)	Briggs & Stratton Co., Milwaukee, Wisconsin	.1919-1923
		Formerly Smith Motor Wheel. Later Red Bug.	
§	BRIGHTON	Pierce-Crouch Engine Co., New Brighton, Pa.	1896
*	BRISCOE	Briscoe Motor Corp., Jackson, Mich.	.1914-1921.
		Succeeded by EARL	
	BROC	Broc Carriage & Wagon Co., Cleveland, O.	1908
*	(e)	As above, also American Electric Car Co., Saginaw, Mich.	1909-1914
	BROCK	, Indianapolis, Indiana	1920-1921
§	BROESEL	Broesel Motor Co., Wilmington, Del.	.1916
	BROGAN (3W)	B & B Specialty Co., Rossmoyne, Ohio	.1946-1948.
	BROOKE (Cy)	Spackle Machine & Tool Co., Indianapolis	1920-1921
		Formerly SPACKE	
	BROOKS (i)	Brooks Motor Car Co., Detroit, Mich.	1907°
		Built one car before going bankrupt .	
§	BROOKS (ii)	Brooks Motor Car Co., Wilmington, Del.	.1913
§	BROOKS-LATTA	Brooks-Latta Automobile Mfg. Co., St. Louis, Missouri	.1910
§	BROTHERTON	Brotherton Co., Detroit, Michigan	1910°, 1916°
	BROWER	Fred C. Brower, Syracuse, New York	pre 1890
	BROWN (i) (s)	Edwin F. Brown, Chicago, Ill.	1888
§	BROWN (ii)	W. H. Brown, Cleveland, Ohio	1895

§ BROWN (iii)	H. H. Brown Automobile Co., Elgin, Ill.	1899-1900
§ BROWN (iv)	Brown Motor Vehicle Co., New York City, NY	.1903
BROWN (v)	James Brown Machine Co., (city?)	1905
§ BROWN (vi)	H. Oscar Brown Motor Car Co., Elizabeth, NJ	.1906
§ BROWN (vii)	Brown Motor Car Co., Washington, Ind.	1910
§ BROWN (viii)	Brown Auto Co., Richmond, California	.1914
BROWN (ix) (Cy)	Brown Cyclecar Co., Asbury Park, N.J.	1914
§ BROWN (x) (Cy)	Ralph E. Brown Motorcar Co., Buffalo, N.Y.	.1914
* BROWN (xi)	Brown Carriage Co., Cincinnati, Ohio	1916°
§ BROWN (xii)	?	1922
§ BROWN (xiii)	Great Western Automobile Co., Kalamazoo, Mich.	?
BROWNELL	F. A. Brownell Motor Co., Syracuse, and/or Rochester, New York	1910°
§ BROWNELL-TREBERT	Brownell-Trebert Co., Rochester, New York	.1906
BROWNIE	J.O.Carter / Carter Mfg. Co., Hannibal, Mo.	1915-1916
	Production indicated in 1910 by company brochure.	
BROWNIECAR (Cy)(Juv)	Omar Motor Co., Newark, New York	.1908-1910
BROWNS TOURING CART	Edwin F. Brown, Evanston, Ill.	1898
	Brown designed it, but who actually built it - George Lewis or A. W. King?	
BRUCE	Don Bruce	1956
* BRUNN (e)	Brunn's Carriage Manufactory, Buffalo, NY	.1906-1909.
BRUNSWICK	Brunswick Motor Car Co., New York City & Newark, N.J.	1917°
* BRUSH (i)	Brush Runabout Co., Detroit, Mich.	.1907-1913.
	Coil springs, wooden axle. To U.S.Motors which collapsed 1913.	
§ BRUSH (ii)	Brush Engineering Association, Detroit,	1915
	Alanson P. Brush was in both companies and gave his name to both cars.	
BRYAN (s)	George A. Bryan, Bryan Boiler Co. and/or Bryan Harvester Co., New Mexico	1913°
	Bryan Steam Motors, Peru, Ind.	.1918-1923
	Six cars built at least - in Peru, Ind.	
BUCKAROO (Cy)	, Cleveland, Ohio	1957
BUCKBOARD	McDonough Power Equipment Inc., McDonough, Georgia	1960-
BUCKEYE (i)(3W)	Buckeye Manufacturing Co., Anderson, Ind.	1891°
	One made : possibly the first gasoline engined automobile built in America, even preceding Elwood Haynes and the Duryea brothers. Later cars and trucks known as LAMBERT.	
BUCKEYE (ii)	Peoples Automobile Mafg. Co., Cleveland, O.	-1901-
BUCKEYE (iii)	Buckeye Auto Co., Cleveland, Ohio	-1902-
	Apparently no relation between this one and BUCKEYE (ii). Their automobiles were at very considerbale variance.	
BUCKEYE (iv)	Buckeye Motor Storage & Mfg. Co., Chillicothe, Ohio	-1903-
* BUCKEYE (v)	Buckeye Motor Car Co., Dayton, Ohio	?
	See RESEARCH AND CLARIFICATION section.	
BUCKEYE FLYER	Buckeye Motor Car Co., Columbus, Ohio	-1907-
§ BUCKEYE-NATIONAL	Buckeye-National Motor Car Co., Columbus, O.	.1909
BUCKLES (Cy)	T. E. Buckles, Manchester, Oklahoma	1914



BUCKMOBILE	Utica Automobile Co., Utica, New York (1902) 1902-1905. Buckmobile Co., Utica, New York (.1903-1904.) Black Diamond Automobile Co., Utica, N.Y. (.1904-1905.)	
§ BUFFALO (i)	Buffalo Spring & Gear Co., Buffalo, N.Y.	pre 1900
* BUFFALO (ii)	Buffalo Gasoline Engine Co., Buffalo, N.Y. (less body)	1900-1901
BUFFALO (iii)	Buffalo Automobile & Auto-Bi Co., Buffalo, New York Later THOMAS, THOMAS FLYER	.1900-1903
BUFFALO (iv) (e)	Buffalo Electric Carriage Co., Buffalo, NY Succeeded by BABCOCK (i)(e), and then in turn by Buffalo Electric Vehicle Co., Buffalo, NY	1901-1906 1912-1915
§ BUFFALO (v)	Buffalo Specialty Co.,	1905
* BUFFALO (vi)	Buffalo Auto Truck & Motor Co., Buffalo, NY. Cars also, or just trucks?	1907-1909.
BUFFINGTON	?	1900 <sup>o</sup>
§ BUFFMAN	?	1900
BUFFUM (s)	H. H. Buffum Co., Abington, Mass.	1900
(g)		.1900-1906.
	Made early 8-cylinder horizontal engine (1904) and also a very early V-8 (1905-06). Also made LACONIA (Cy) (1914).	
BUG (Cy)	Crofton Marine Engine Co., San Diego, Ca.	1959-1961
Buggyabout (H)	Model of BUICK	1908 <sup>o</sup>
BUGGYAUT (H)	Charles E. Duryea, Reading, Pa. One of the last highwheelers. See also DURYEA, DURYEA GEM, STEVENS-DURYEA.	.1907-1913
* BUGGYCAR (H)	Buggycar Co., Cincinnati, Ohio	1909
BUGMOBILE (H)	Bugmobile Company of America, Chicago, Ill.	.1908-1909
* BUICK	Buick Motor Car Co., Detroit, Mich. (1903) Merged with Flint Wagon Works late in 1903. Buick Motor Co., Flint, Michigan (1904-1908) Becomes part of General Motors in 1908.	.1903-____
BULLARD STEAMER	James H. Bullard, Springfield, Mass.	1885-1886
§ BULL MOOSE	, Minneapolis, Minn.	1909-1912
§ BULLOCK (e)	Bullock Electric Co., Cincinnati, Ohio	pre 1900
BUNDY	W. L. Bundy Company, Binghamton, N.Y.	1895
BURDICK	Burdick Motor Car Co., Eau Claire, Wis.	.1909-1910
§ BURMAN	?	1912
§ BURG (i)	Burg Wagon Co., Burlington, Iowa	pre 1900
BURG (ii)	L. Burg Carriage Co., Dallas City, Ill.	-1910-1913.
BURLINGAME (Exp)	A. Burlingame, Worcester, Mass. One car built.	1896 <sup>o</sup>
BURNS (H)	Burns Bros., Harve de Grace, Maryland	.1909-1911.
BURR	E. M. Burr Co., Champaign, Ill. One car built.	1906 <sup>o</sup>
BURRINGTON	B. G. Burrington, Holyoke, Mass.	1902
BURROWS (i)	E. J. Burrows Co., Portland, Me.	1908
* BURROWS (ii)(Cy)	Burrows Cyclecar Co., Ripley, N.Y. Also spelled Burroughs.	.1914-1915-
§ BURWELL	George R. Burwell, Toledo, Ohio	1899
BUSH (i)	?	1909-1910

BUSH (ii)	Bush Motor Co., Chicago , Ill.	1916-1924
	Mail order car	
BUSHBURY	?	1897
§ BUSH & HIBBARD	W. J. Bush & W. E. Hibbard, Fond du Lac, Wis.	.1902
* Bushnell (3W)	See MAXIM	.1910-1914
BUSSE	H. F. Busse, St. Louis, Mo.	1903
BUSSER	?	1915
BUTCHER & GAGE	Butcher & Gage (Co.), Jackson, Mich.	1903
	Made 2 cars	
BUTLER (i)	Butler Co., Butler, Pa.	1901
§ BUTLER (ii)	Butler Automobile Supply Co., Boston Mass.	.1907
§ BUYERS	Buyers & Manufacturers Automobile Co.,	.1904
§ BUZMOBILE	?	1917
§ BYERS	John F. Byers Machine Co., Ravenna, Ohio	pre 1900
BYRIDER (e)	Byrider Electric Automobile Co., Cleveland, Ohio	.1908-1909
B-Z-T (Cy)	B-Z-T Cyclecar Co., Oswego, N.Y.	1914-1915-

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* CADILLAC	Cadillac Automobile Co., Detroit, Mich.	.1903-_____
	(.1903-1906.)	
	Cadillac Motor Car Co., Detroit, Mich.	
	(.1906-1908.)	
	becomes part of General Motors in 1908.	
CAILLE; DUBRIE-CAILLE	Caille Bros. Co., Detroit, Mich.	1904
CALIFORNIA (i)	California Automobile Co., Los Angeles, Ca	1901-1903
CALIFORNIA (ii)	Auto Vehicle Co., Los Angeles, Calif.	.1910
CALIFORNIA (iii)(Cy)	California Cycle Car Co., Los Angeles	1914 <sup>o</sup>
§ CALIFORNIA (iv)	California Automobile Co., Los Angeles	ca-1920
CALIFORNIAN (i)	California Motor Car Co., San Fransisco	1912
CALIFORNIAN (ii)	California Motor Car Corp., Los Angeles	.1920-1921.
CALIFORNIAN (iii)(3W?)	California Motor Car Corp., Los Angeles, California	1946
CALIMOBILE (g)	California Automobile Co., San Fransisco	1902-1903
	(s)	1902
CALL	Call Motor Car Co., New York City, New York	1911
CALLAHAN	Scott Callahan, Woonsocket, South Dakota	ca1898-1905
	Several gasoline cars. He also built various other machinery including an early steam car (1883).	
CALDRIC	Chicago Caldric Engine Co., Chicago, Ill.	1903-1904
CALVERT	Calvert Motor Associates, Baltimore, Md.	1927 <sup>o</sup>
Camaro	Model of CHEVROLET	.1967-_____
§ CAMBRIDGE	Cambridge Automobile Co., Cambridge, Mass.	.1912
CAMERON (i)(s)	E. S. Cameron, Brockton, Mass.	.1899
* CAMERON (ii)	United Motor Co., Pawtucket, R.I.(1902-04)	1902-1919
	James Brown Machine Corp., Pawtucket, R.I. (1904-1905)	
	Cameron Car Co., Brockton Mass. & New London, Conn., (1907-1908)	
	Cameron Car Co., Beverly, Mass. & New London, Conn., (1908-1912)	



Cameron (ii)(cont.)

Cameron Motor Co., West Haven, Conn.,  
 (1912-1913)  
 to New Haven, Conn. for 1914-1916.  
 Cameron Motors Corp., Norwalk, Conn.,  
 (1917-1918)  
 to Stamford, Conn. for 1919.

Cameron built air-cooled cars. Their first water-cooled car appeared in 1913. Complex history suggests a recheck - in particular, were they in Norfolk, Va. in 1906, and when and where was their 1st car made?

§	CAMPBELL (i)	Campbell Motor Co., Wazata, Minn.	.1908
	CAMPBELL (ii)	Campbell Motor Car Co., Kingston, N.Y.	-1915-1920.
§	CAMPBELL-CORWIN	Campbell-Corwin Co., Brooklyn, N.Y.	.1907
	CANDA	Canda Mfg. Co., Charteret, N.J.	1901 <sup>o</sup>
	CANNON (i)(s)	George C. Cannon, Cambridge, Mass.	1902
	CANNON (ii)	Burt Mfg. Co., Kalamazoo, Mich.	.1904-1906.
§	CANTON	Canton Motor Car Co., Kansas City, Mo.	1916
*	CANTONO (e)	Cantono Electric Tractor Co., Canton, O. New York City, New York	1904-1907
	Company started in Italy and returned there after their American episode. They started out with Power Pack Conversion kits. Complete kits were offered, and complete vehicles were also made.		
§	CAPITAL (i)	Capital Engine Co., Augusta, Me.	.1913
§	CAPITAL (ii)	?, Denver, Colorado	1914
	CAPITOL (s)	Capitol Auto Co., Washington, D.C.	1902 <sup>o</sup>
§	CAR	Car Motors Corp., New York City, New York	1923
	Sold \$5million stock, no car by August 23, rushing to get a car completed. Sounds like a stock scheme.		
	CARAVAN	?	1920
	CARBON	?	1902
§	CARCOVAN	?	1948
	CAR DELUXE	DeLuxe Motor Car Co., Detroit, Mich.(1906). DeLuxe Motor Car Co., Toledo, Ohio(1906-1909)	.1906-1909
	Joined by BLOMSTROM Auto in 1906. Four makes were made simultaneously also including QUEEN, and GYROSCOPE autos.		
	CARDWAY	Fred Cardway, New York City, New York	.1923-1925.
	Six cars built.		
	CAREY	Carey Motor Co., Bronx, New York City, NY	1906
§	CARHART(i)	Carhart Motor Co., Oklahoma City, Okla.	1916
§	CARHART (ii)	V. W. Carhart, Saratoga, New York	pre 1925
*	CARHARTT	Carhartt Automobile Corp., Detroit, Mich.	.1910-1913.
§	CARL (e)	Carl Electric Vehicle Co., Toledo, O.	1914
§	CARLEY	Carley Iron Works, Colfax, Washington	1900
§	CARLISLE (i)	Carlisle Mfg. Co., Chicago, Ill.	1900
§	CARLISLE (ii)	Carlisle Body & Gear Co., Carlisle, Pa.	1904
*	CARLSON	Carlson Motor Vehicle Co., Brooklyn, NY mfr - Carlson Motor Vehicle Co., Philadelphia, Pa., under patents of Carlson Motor & Truck Co., Brooklyn, N.Y.	1904 -1910-

Truck dates - .1904-1910 : car dates maybe incomplete.

§ CARLSON-WENSTROM	Carlson-Wenstrom Mfg. Co., Philadelphia	1913-1914
CAR-NATION (Cy)	American Voiturette Co., Detroit, Mich, (1912-1914)	1912-1915
	Carnation Motor Car Co., Detroit, Mich.(1915)	
	American Voiturette was last owner of Keeton auto.	
§ CARNEGIE	Carnegie Engineering Co., New York City	1915
	Has brochure, fraud suspected.	
CARPENTER (e)	H. H. Carpenter, Denver, Colorado	1895
CARQUEVILLE-McDONALD (s)	Jeffery Carqueville and Duncan McDonald,	1930
	Steam engineered prototype using body and frame parts from 1930 Nash sport touring car.	
§ CARR	Carr Road-Touring Automobile Co., Wilmington, Delaware	.1917
§ CARRIAGE	Carriage Machine Co., Amesbury, Mass.	1900
CARRICO	Carrico Motor Co., Cincinnati, Ohio	1909
	They built chassis only, ready for body mounting.	
CARRISON	?	1908
CARROLL (i)	John Carroll, Philadelphia, Pa.	1908
CARROLL (ii)	Carroll Motor Car Co., Strasburg, Pa.	.1912-1920.
CARROLL (iii)	Carroll Automobile Co., Lorraine, Ohio	.1920-1922-
	1923 last year?	
§ CARSON	Carson Motor Co., Detroit, Mich.	1920
CARTER (i)(s)	Michigan Automobile Co., Grand Rapids, MI.	.1901-
CARTER (ii)	American Manufacturing Co., Alexandria, Va.	1904
	Probably succeeded by the twin engine CARTER (iii).	
CARTER (iii)(Twin Engine)	Carter Motor Car Co., Washington, D.C. & Hyattsville, Md.	.1907-1909
	Car actually had two 4-cyl. engines with a choice of air- or water-cooled types and a duplex radiator with 2 fillers. Car could run on either or both engines. Price - \$5,000.	
§ CARTER (iv)	?	1916
CARTER (v)(e)	?	1920
§ CARTER (vi)(s)	Carter Automobile Co., Gulfport, Miss.	1921
CARTERCAR	Motorcar Mfg. Co., Jackson, Mich. (1905)	1905-1915.
	The Motorcar Co., Detroit & Pontiac, Mich.(.1906-1908.)	
	The Cartercar Co., Pontiac, Mich.(.1908-1915.)	
	Also made an early PONTIAC car. Company joined General Motors in 1909.	
CARTERMOBILE	Carter Motor Car Co., Washington, D.C.	.1924-1925
CARTHAGE	Carthage Motor Car Co., Carthage, Ohio	1914-1915.
CARTONE	?	1905
§ CARY (g,s)	Cary's Manufacturing Co., Fairmont, Ind.	1905-1906
CASE	J. I. Case Threshing Machine Co., Racine, Wis. (Formerly Pierce Racine Auto)	1910-1927.
	Company established in 1842 and still makes farm machinery.	
CASELER (s)	(steam or electric?)	1901
CASEY	F. A. Casey Co., Billerica, Mass.	1914
§ CATARACT	Cataract Machine & Automobile Co., Niagara Falls, New York	1904



CATO	J. L. Cato, San Fransisco, Calif.	1907°
CAVAC (underslung)	Small Motor Car Co., Detroit, Mich.	1910
CAVALIER (i)	?	1911
CAVALIER (ii)	Cavalier Motor Associates, Mt.Vernon, N.Y.	1926
	Described as the first of the "Pony" cars, this car was designed with the idea that each dealer would be an assembler of it. This car (98"wb.) had portholes reminiscent of the 1935 LaSALLE.	
CAWARD-DART	?	1924
CAWLEY	C. A. Cawley, Salt Lake City	1917°
	Built prototype at least.	
C.B.	Carter Bros. Motor Co., Hyattsville, Md.	1917°
* C. DE L.	C. de L. Engineering Co., Nutley, N.J.	1913
CECO (Cy)	Continental Engineering Co., Chicago, Ill.	1914-1915
CELFOR	?, Buchanan, Mich.	1916
CELT	?	1927°
CENTAUR (g)(e)	Centaur Motor Vehicle Co., Buffalo, N.Y.	.1902-1903.
CENTRAL (i)(s)(g)	Central Automobile Co., Pittsfield, Mass.	1905
	Also Providence, R.I. Same company or not?	
§ CENTRAL (ii)	Central Car Co., Connerville, Ind.	1913
CENTRAL (iii)	?	1918
	Gear parts listed in 1925 American Gear Catalogue.	
CENTRAL (iv)	?, St.Louis, Mo.	1953
CENTURY (i) (g)(s)(e)	Century Motor Vehicle Co., Syracuse, N.Y.	.1902-1904(g) .1902-1904(s)
	Gasoline models also known as Century Tourist for .1902-1903	
§ CENTURY (ii)	Century Cash Register Co., Detroit, Mich.	1905
§ CENTURY (iii)	Century Auto Power Co., East Orange, N.J.	1906
* CENTURY (iv)	Century Motor Co., Detroit, MI(.1911-1913.) Century Electric Car Co., Detroit(.1913-15)	.1911-1915
*§CENTURY (v)	Century Motors Corp., Phoenix, Arizona	.1917
CENTURY TOURIST	Ward Leonard Electric Co., Bronxville, N.Y	1901
	A car of French origin	
C.F.	Cornish-Friedburg Motor Car Co., Chicago	1907-1909
§ C & G	C & G Auto Co., New York City, New York	1910
C-G-P	Charles G. Percival, New York City, N.Y.	1915
C.G.V.	Charron, Girardot & Voight, Rome, N.Y.	1902-1903
	A French car, Smith & Mabley licensed to manufacture in N.Y.	
* CHADWICK	L. S. Chadwick, Chester, Pa.(Exp)(1904) Fairmont Engineering Co., Philadelphia, Pa.(1906-1907.) Chadwick Engineering Works, Pittsburgh & Pottstown, Pa.(.1907-1916.)	1906-1916.
§ CHADWICK-DELAMETER	Chadwick-Delameter Corp., New York City	.1917
CHALFANT	Chalfant Motor Car Co., Lenover, Pa.	.1906-1907-
Challenger	Model of DODGE	.1970-_____
CHALMERS-DETROIT	Chalmers Detroit Motor Co., Detroit, Mich.	.1908-1910.
	Successor to THOMAS-DETROIT, and succeeded by CHALMERS.	
CHALMERS	Chalmers Motor Co., Detroit, Michigan	.1911-1923.
	Succeeding CHALMERS-DETROIT. Company taken over by MAXWELL, which in turn was taken over by CHRYSLER.	

	CHAMPION (i) (e) ?	1899-1901
§	CHAMPION (ii) ?	1900
	CHAMPION (iii) Champion Wagon Co., Oswego, New York (g).1902-1918. Made trucks; cars too? (e) 1905	
	CHAMPION (iv) Champion Steel Range Co., Cleveland, Ohio	1905
	Champion (H) Model of FAMOUS.	.1908-1909
§	CHAMPION (v) Champion Motor Car Co., South Milwaukee, Wis.	1909
	CHAMPION (vi) Champion Motor Car Co., Minneapolis, Minn.	1913
§	CHAMPION (vii) Champion Motor Car Co., St. Louis, Mo.	1914
	CHAMPION (viii) Champion Auto Equipment Co., Wabash, Ind.	.1916-1917
*	CHAMPION (ix) Direct Drive Motor Co., Philadelphia(1919) 1919-1925- Champion Motors Corp., Philadelphia(1919-1925?)	
	CHANDLER Chandler Motor Car Corp., Cleveland, O. (.1913-1928.) Hupp Motor Car Corporation, Detroit, Mich.(1929.)	.1913-1929.
§	CHANGE Change Motor Car Co., New York City	1909
	CHAPMAN (†)(e) W. H. Chapman & Belknap Motor Co., Portland, Maine	.1899-1901.
	CHAPMAN (ii) Chapman & Sons Mfg. Co., Stoughton, Mass.	1891
	CHAPMAN (iii) (s) Odell M. Chapman, Stonington, Conn.	1905
	Charger Model of DODGE	.1966-_____
§	CHARLES GATE Charles Gate Engineering Co., East Orange, N.J.	1906
	CHARLES TOWNABOUT (e) Stinson Aircraft Tool & Engineering Corp., San Diego, Calif.	.1958-1959.
	Several prototypes made.	
	CHARTER (g-s)(i) James A. Charter, Chicago, Ill.	1903°
	Unorthodox attempt to use water converted to steam by exploding gasoline inside same cylinder at same time.	
	CHARTER OAK Eastern Motors Syndicate, New Britain, Conn.	.1916
*	CHASE (H)(LV-A) Chase Motor Truck Co., Syracuse, N.Y.	.1907-1912.
	Also made larger trucks - 1907-1908	
*	CHAUTAUQUA (i)(s) Chautauqua Motor Co., Dunkirk, N.Y.	1911
	CHAUTAUQUA (ii)(Cy) Chautauqua Cyclecar Co., Jamestown, N.Y.	1914
§	CHAUTAUQUA (iii)(e) Chautauqua Electric Mfg. Co., Falconer, N.Y.	1919-1921
	CHECKER CAB Checker Taxi-Cab Mfg. Co., Chicago, Ill- inois (.1921-1929.)	.1921-_____
	Checker Cab Mfg. Corp., Kalamazoo, Mich.(.1929-date)	
	Also passenger cars since 1959. Also some sedans extended into 12-passenger buses.	
	CHELSEA (i) Chelsea Mfg. Co., Chelsea, Mich.	.1901-1904.
	CHELSEA (ii)(Cy) Chelsea Mfg. Co., Newark, N.J.	1914
	Full track (56") cyclecar.	
§	CHESTER Chester Gas Engine Co., Sterling, N.Y.	1900
	Chesterfield Six Model of JEFFERY	1915
	CHEVROLET Chevrolet Motor Co., Detroit, Mich.(1912-17.) .1912-__ A part of General Motors .1917-date.	
	Succeeding the Little company. Also since 1954 has made a variety of models.	
	Chevelle Model of CHEVROLET	.1964-_____



Chevy II	Model of CHEVROLET	.1962-1968.
	Succeeded by CHEVROLET Nova.	
§ CHICAGO (i)	Chicago Motor Vehicle Co., Chicago, Ill.	.1899-1903.
§ CHICAGO (ii)(e)	Chicago Electric Vehicle Co., Chicago Moves to Fairbault, Minn. for 1901.	1900-1901
CHICAGO (iii)(g)(s)	Chicago Automobile Mfg. Co., Chicago	1906
* CHICAGO (iv)(H)	Chicago Motor Buggy Co., Chicago, Ill.	1908°
CHICAGO (v)	The Auto Parts Co., Chicago, Ill. Build your own car.	1912
CHICAGO (vi)(e)	Chicago Electric Motor Car Co., Chicago, Illinois (1912-1914) Walker Vehicle Co., Chicago, Ill.(1915-1916)	1912-1916
CHICAGO (vii)(Cy)	Chicago Cyclecar Co., Chicago, Ill.	1914
§ CHICAGO (viii)	Chicago Car Co., Chicago, Ill.	1915
CHICAGO (ix)	Pan-American Motors, Chicago, Ill. Succeeded by PAN-AMERICAN	.1916
CHICAGO (x)(Sp)	Triplex Industries Ltd., Blue Island, Ill.	1952-1954
CHIEF	Chief Mfg. Co., Buffalo, New York	1908°
CHINIQUY	Chiniquy Bros. & Parker, Kanakee, Ill.	1915
* CHRISTIE (fwd)	Christie Iron Works, N.Y.C.(.1904-1905) Christie Direct Action Motor Co., N.Y.C., New York (1905-1907) Walter Christie Automobile Co., N.Y.C. (1908) Front Drive Motor Co., Hoboken, N.J. & New York City, New York (1908-1910+?) Also made fire engines, taxis, enormous unorthodox racers. Transverse engines featured.	.1904-1910-
CHRISTMAN (i)	Christman Motor Carriage, San Jose, Calif.	.1901-1902.
§ CHRISTMAN (ii)	Christman Motor Car Co., Los Angeles, CA	.1907
* CHRYSLER	Chrysler Corporation, Detroit, Michigan Took over MAXWELL concern in 1925.	.1924-_____
§ CHURCH (i)	Church Automobile Co., Pittsburgh, Pa.	1901
CHURCH (ii)	Church Mfg. Co., Adrian, Michigan	1902-1903
CHURCH (iii)(g)(pneumatic)	Church Motor Car Co., Chicago	1911-1913
CHURCH-FIELD (e)	Church-Field Electric Co., Sibley, Mich.	-1912-1913-
CINCINNATI (i)(s)	Cincinnati Automobile Co., Cincinnati, O.	1903
§ CINCINNATI (ii)	Cincinnati Motor Co., Cincinnati, Ohio	.1912
* CINO	Haberer & Co., Cincinnati, Ohio	1909-1913
CIRA-HERMANN	?	1914
CLA-HOLME	Cla-Holme Motor Co., Denver, Colo.	1922°
CLAPP	Henry W. Clapp, New Haven, Conn.	1898°
* CLARK (i)(e)	A. F. Clark & Co., Philadelphia, Pa.	.1903
CLARK (ii)(s)	Edward S. Clark Steam Automobiles, Boston, Mass.	1899-1909
CLARK (iii)	Clark Motor Car Co., Shelbyville, Ind.	1910-1912.
CLARK (iv)(e)	Brunns Carriage Mfg. Co., Buffalo, N.Y.	1906-1912
§ CLARK (v)	Clark Motor Car Co., Anderson, Ind.	1909
CLARK (vi) (alsoH)	Clark & Co., Lansing, Mich.	1910
CLARK-HATFIELD (H)	Clark Hatfield Auto Co., Oshkosh, Wis.	1909°
CLARKMOBILE	Clarkmobile Co., Lansing, Mich.(.1903-04)	.1903-1904

Clarkmobile (cont.)	Deere-Clark Motor Car Co., Moline, Ill. (.1903)	
	Succeeded by DEERE CLARK, then DEERE, then MIDLAND.	
CLASSIC	Classic Motor Car Corp., Lake Geneva, Wisconsin	1920-1921
Classic	Model of RAMBLER	.1961-1966.
	Succeeded by RAMBLER Rebel.	
CLEAR & DUNHAM	Clear & Dunham, Cleveland, Ohio	1905
* CLEBURNE	Cleburne Motor Car Mfg. Co., Cleburne, Texas	1912
CLEGG (s)	John & Thomas Clegg, Memphis, Tennessee	1885°
CLEMENT	A. Clement Cycle & Motor Carriage Co., Hartford, Conn.	1903
CLEMICK-HIRSH	Clemick-Hirsh Co., Milwaukee, Wis.	1903
CLENDON	?	1908
CLERMONT (i)	?	1908
* CLERMONT (ii)(s)	Clermont Steamers Inc., New York City	.1921-1923.
	Some confusion : "Clermont Steamers Inc." was known as "Coats Steamers Inc." Ref-1922 Clermont sales folder. Also 1922 advert shows COATS Steamer and photos of the Y. F. Stewart Motor Car Co., Bowling Green & Columbus, Ohio & Louisville, Kentucky. Two of the plants show the 'Coats' trademark. According to <u>Clymer's Steam Cars</u> Vol. 1, p.169, - Coats Steam Car Co., exclusive selling agents, Chicago, Ill. So what is the rest of the story?	

## RESEARCH AND CLARIFICATION

In regard to the general roster sections, here are some observations: In some cases a car is included in the roster on the sole basis of its having been recorded in a S.E.P. or National Auto or some other list or elsewhere - as in the 1925 issue of American Gear catalogue (what city?). It is hardly likely that such a catalogue would list parts for a non-existent car. Nevertheless, other references are desired additionally on such items together with the manufacturer and address.

In rare cases a company made a truck while it is not clear whether or not they made a car also. These are provisionally included for the present for you to check on.

In the current section there are two additional items that attention. One is that a BUCKEYE radiator is shown in a radiator ad (Whitlock Coil Pipe Co. : Motor World : 1-18-06 : p.895). There are already several BUCKEYES in the roster. Which one does it belong to?

The "1946 CALIFORNIAN" is something of a puzzle - I remember seeing from somewhere a photograph of a 3 wheel car that strongly resembled the DAVIS of 1949 only it had a vertical-bar grille and had 'Californian' script nameplate clearly visible. Will someone look into this?

R.A.W.

BUCKEYE (v) Delivery wagons for some years. Made auto trucks in last year only. Research this one. Did they build cars too?