

THE
SERIAL NUMBER BOOK
FOR U.S. CARS 1900-1975

Grace Brigham

Motorbooks International
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TL 154
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1974

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On the front cover: The stylish tailfin of a 1959 Cadillac Eldorado Biarritz. *Dennis Adler*

Printed and bound in the United States of America

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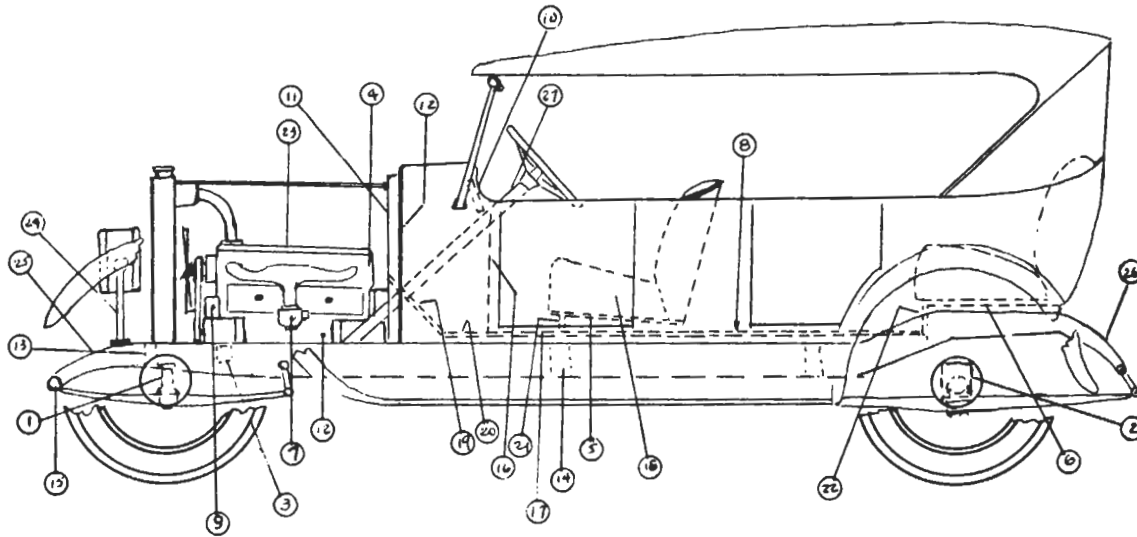
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LOCATIONS OF SERIAL NUMBERS

NOTE: Location on individual makes follows the asterisk: for example — Ambassador (page 1), * Left front horn.

The most-used locations for Serial Number plates are shown in the diagram below:

- | | | |
|----------------------|-------------------------|------------------------|
| 1. Axle, Front | 10. Dashboard | 19. Toe Board |
| 2. Axle, Rear | 11. Cowl, Under Hood | 20. Floor Board |
| 3. Engine Leg | 12. Cowl, Under Dash | 21. Seat Riser, Front |
| 4. Cylinder Block | 13. Cross Bar | 22. Seat Riser, Rear |
| 5. Board, Front Seat | 14. Cross Member, Frame | 23. Cylinder Head |
| 6. Board, Rear Seat | 15. Cross Tube | 24. Lamp Bracket |
| 7. Carburetor | 16. Door Pillar | 25. Spring Horn, Front |
| 8. Carpet, Under | 17. Door Sill | 26. Spring Horn, Rear |
| 9. Timing Gear Case | 18. Cushion | 27. Steering Column |



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YEARS	MODELS	CYL.	SERIAL NUMBERS	ENGINE or other I. D., and continuing Serial Numbers
MARQUETTE - Continued. Own engine. Eng. Nos. same for all 1930s: 10,000--48,450.				
1930	X34 Sport Rd.	6	12,530--12,568; 25,243--25,336; 23,602; 25,211--25,242; 44,953--44,978; 52,228--52,257; 53,411--53,426; 51,923	
1930	35 Phaeton	6	12,569--12,618; 25,337--25,726; 23,620--23,752; 44,979--45,015; 52,258--52,399; 51,710--51,719	
1930	DX35 Phaeton	6	12,619--1,660; 52,401	
1930	X35	6	12,707--12,866; 25,727--25,810; 23,603--23,605; 51,670--51,682; 52,400	
1930	351	6	12,867--12,914; 25,811--25,834; 52,402--52,493	
1930	X351	6	12,915--13,010; 25,907--26,362; 52,498--52,581; 53,435--53,506	
1930	DX351	6	25,835--25,906	
1930	X352	6	13,011--13,138; 26,363--26,786	
1930	36 Bus.Cpe	6	13,139--13,988; 26,787--28,914	
1930	DX36 Bus.Cpe	6	13,969--13,990; 28,915--28,916	
1930	X36 Bus.Cpe	6	45,016--45,030; 51,720--51,737	
1930	36S Spec.Cpe	6	13,991--14,990; 28,928--31,431; 45,031--45,781; 52,582--52,871; 51,924; 53,510--53,750; 53,401--53,410	
1930	DX36S Spec.Cpe	6	14,991--15,002; 31,432--31,437; 15,003--15,011; 31,438--31,474; 51,740--51,760; 51,687--51,691; 53,751--53,766	
1930	37 4D Sedan	6	15,012--19,211; 31,475--31,838; 23,601; 45,782--46,781; 46,842--51,666; 53,335--53,394; 53,395--53,400	
1930	DX37 4D Sedan	6	19,212--12,368; 41,839--41,846; 51,667--51,669; 53,427--53,428	
1930	DX371	6	19,464--19,691; 42,042--42,341	
1930	371	6	42,341--42,449; 52,999--53,334	
1930	X37 4D Sedan	6	19,369--19,463; 41,950--42,841; 28,919--28,921; 23,606--23,617; 51,706--51,709; 51,692--51,705; 52,872--52,902; 53,771--53,789; 53,429--53,434	
1930	X371	6	19,692--19,955; 42,450--43,025; 41,847--41,949; 51,854--51,877; 51,683--51,685; 51,686; 51,738--51,739; 52,903--52,926; 53,790--53,926; 53,767--53,770; 52,494--52,497; 53,507--53,509	
1930	X372	6	19,956--19,999; 43,026--43,265; 51,878--51,913; 52,927--52,998; 53,927--53,961; 51,761--51,833	

MARTIN-WASP - See WASP

MAXWELL-BRISCOE, MAXWELL¹⁷² - 1904-25 - Maxwell-Briscoe, 1904-13: Maxwell-Briscoe Motor Co., Newcastle, Indiana; Tarrytown, New York; Maxwell, 1913-25: Maxwell Motor Corp., Detroit, Michigan. * On right end of front seat base; left hand side of driver's seat; right hand frame horn.

1911	AB Runabout	2	--12,055 & up	10 HP
1912	AC Messenger	16	2	--AC75,000 & up
1912	25,30,36	4	...	
1913	22,30,40	4	...	
1914	25,35	4	1--14,000	Own engine
1914	50	6	1--14,000	Gas Lights

Maxwell¹⁷² continued ~>

YEARS	MODELS	CYL.	SERIAL NUMBERS	ENGINE or other I. D., and continuing Serial Numbers
MAXWELL - Continued.				
1915	25	4	14,001--52,000	Gas Light
1915	50	6	14,001--49,999	
1916	25	4	52,001--113,205	Electric light
1917	25	4	113,206--193,800	
1918	25	4	193,801--239,822	
1919	25	4	239,823--266,800	
1920	25	4	266,801 & up	
1921	25	4	329,691 & up	
1922	25	4	341,708--388,529	
1923	25	4	388,530 & up	
1924	25C	4	444,232--492,824	
1925	25C	4	492,825 & up	Production ceased

McFARLAN¹⁷³ - 1910-28 - McFarlan Motor Car Co., Connersville, Indiana. Earlier it was the McFarlan Carriage Co. * On dash or heelboard; on right frame horn.

1912	26,38	6	500--1,000; 1,000--2,000	Large & Small Sixes
1913	6,27	6	2,000--3,000; 3,000--4,000	Own engine & others
1914	T,62-70	6	4,001--5,999	Teetor-Hartley engine
1915	T,77	6	6,000--7,000; 6,000--7,999; 6,000--9,000	
1916	T,X	6	9,001--10,000	
1917	127	6	10,001--11,000	
1918	127	6	18,000--18,999	
1919	127	6	19,000--19,999	
1920	142-151	6	20,000--20,999	
1921-22	21-147	6	21,000--21,500	
1923	TV	6	21,501--22,000	
1924	TV	6	23,000--23,249	
1924	SV	6	100--399	Wisconsin engine
1925	SV	6	400 & up	
1925	TV	6	23,250 & up	
1925	Straight 8	8	1,000 & up	Lycoming engine
1926	142-177	6	23,400--23,699	
1926	42-75	6	500--600	
1926	8-42-79	8	1,000--2,099	
1927	142-177	6	23,701--23,999	
1927	842-880	8	2,101--2,499	
1928	142-177	6	24,000 & up	
1928	842-887	8	2,500 & up	

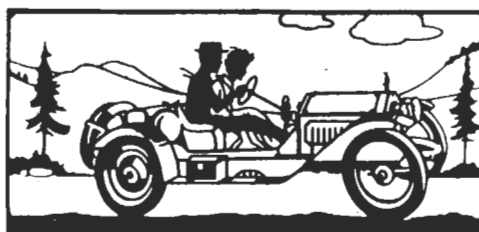
MERCER¹⁷⁴ - 1909-25 - Mercer Automobile Co., Trenton, New Jersey. Elcar Motor Car Co., Elkhart, Indiana, in 1931 built some new Mercers (prototypes only) that used Continental engines. * On rear end frame, dashplate, and right hand rear spring hanger.

1910	30 Series	4	1--250	T Head Mercers Eng. #--5,000 & up
1911	35R,35M	4	251--471; 300--587	T head
1912	35 A,B,C,D,E	4	588--990	"
1913	35 E,G,H,J,K	4	991--1,590	"
1914	35 H,M,J,O	4	1,591--2,098	"
1915	22-70	4	2,099--2,549	L Head Mercers
1916	22-72	4	2,550--2,922; 2,940--3,299	"

Merced¹⁷⁴ continued ~>



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EARLY CAR SERIAL NUMBERS

1910 :: 1942

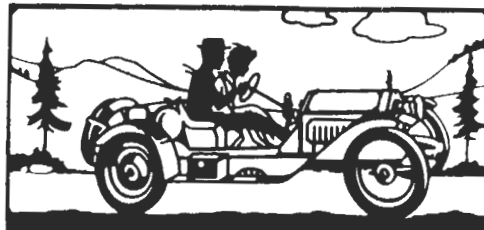
AUTOMOBILES OF THE U. S. A.

FOURTH EDITION

BY

GRACE BRIGHAM

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MARIETTA, GEORGIA 30060

INTRODUCTION

The lists are long on the following pages, but they cover only a small number of the hundreds of different passenger cars manufactured in the United States during the years between 1910 and 1942. They are based on information published for the automotive trade, information in plentiful supply for the later cars but extremely limited on those early ones.

Why is there need for a complete book on this one subject — serial numbers of old autos? Like any antique, the more ancient it is, the more valuable the object, if in any kind of restorable condition. With the very oldest cars even baskets of parts have become extremely valuable. Hence, it is important to identify as closely as possible the year some car was made with each year adding to its desirability.

For the modern cars, the reverse is true, the newer, the better. In 1969 the listing of car identification by month, as well as by the year, was started, a result of a Federal regulation. The idea was to enable buyers to identify the models on which they would find particular safety features which were being added by factories throughout the year.

This latest Brigham book extends our lists to 1942, the cut-off point for production of cars for the civilian trade. Between 1942 and 1946 those passenger autos made for military use were neither listed nor described in technical books for the civilian market. As the cars were not being offered to the public, information on them could well be among "Top Secrets" filed away for future revealing.

After World War II big changes came in passenger cars, as predicted by the automotive industry, though the changes (characteristic of most predictions) were not as soon, nor as great as the news stories had indicated. That first year civilians were happy to get any kind of new car. For this period, from 1946 on to the present, it is easy, or should be, to find correct serial number identification. It seemed unnecessary to cover the period in this Brigham book.

During early years few companies published their serial numbers, even though they would have had some kind of numbering system for the models. As car manufacturing grew and production increased the public required more help in identification. Those days when owners kept in personal touch with the factory through letters or visits were coming to an end.

After 1910 more technical information of all kinds was released to the public. The first Brigham-Motomart booklet published on serial numbers contained the names of 99 cars of the years between 1910 and 1919. The second listed 129 cars of the Twenties. These two were simply reprinted tables from books of the two periods. The third Brigham book combined these lists and extended the years to cars made in 1937.

The third book, like this present one, was a compilation made as a result of months of research, and not a reprint. Since discrepancies were found in the first lists, numerous sources were checked. It was noted there were occasional disagreements in the reference material, even in some books of different years by the same publisher.

One cause of disagreement was the date of release of new models and information on them. The first big automobile show in the United States was held at Madison Square Garden in January, 1900. Since then the Winter Shows, particularly the New York ones, have set a pattern for new car appearances. Most models would be dated from the time of presentation, even though they might have been manufactured anywhere from six months to one month before a model year started. Some books took this into account and dated the car for its year of manufacture, but most used the manufacturer's system.

In used car appraisal books which have to be specific, the problem is solved thus: the 1964 Dodge, start September 1963; 1963 Dodge, October 1962; and 1962 Dodge start September 1961.

These are typical of autumn production dates. However, in that period just after the war when it was not possible to get models out early there were a variety of starting dates. The Fords of 1946 began July, 1946; the Chrysler 1946, March, 1946; Willys of 1946 started in July, 1946; but 1946 Studebaker numbers were planned to start October 1945, as were the Packard numbers and those of the Buick 1946 models, all except the Buick Series 40 with an April, 1946, beginning.

Every month of the year is represented in starting dates which have been given for new models. The Oldsmobile 1935 started with the January, 1935, production; the Lincoln 1947 with the February, 1947; the Frazer 1951 with an early March, 1950, production date; Lincoln, 1949 with April, 1948; the Reo 1931 Models 6-21 and 8-21 with a May, 1931, date; the Austin 1930, a late June, 1930, date; Graham-Paige of 1930, July, 1929; the Cord of 1930, August, 1929; the Buick of 1959, September, 1958; the Rambler 1964, October, 1963; the Plymouth 1958, November, 1957, date; and the DeSoto of 1933 had December, 1932, as its production date.

As with all other information on the very early automobile companies, it has been difficult to find the exact months their models came out. Some had their first ones finished just in time to arrive at an opening; while other more unfortunate manufacturers, after numerous publicity releases, were not able to produce a single car for a show they had planned on entering.

Most of the early companies started the serial numbers modestly with low numbers, "1" or "100" or "101" (King of Detroit, Oakland of Pontiac, Jones of Wichita), but others started their first numbers in the thousands (Essex A5000 in 1918 which was their first year of production, and Gray of Detroit with 1000 their first year).

Some promoters released numbers on non-existent autos. In cases where such facts are known these numbers and names have been omitted. One example is the Shad-Wyck, a company stock dream. Information was sent out on dates of production, serial numbers, models, and prices for the years 1920 to 1923. Although no trace of a real car with that name has ever been found, several publications of the Twenties listed the Shad-Wyck.

Among the factors which make it hard to check the older automobiles were the many changes of company ownership and location and car names. At times certain cars have been credited to several different cities. The Sun which is included in this book is given the Elkhart, Indiana, place of manufacture although Toledo, Ohio, and Buffalo, New York, both have been mentioned as possibly having some Sun plant.

There have been companies which considered facts about their car serial numbers so confidential they were kept from the general public. The Rolls-Royce Company of America was one. If such information were needed, the factory at Springfield, Massachusetts, could supply it on request. Another company, Willys-Overland of Toledo, Ohio, according to reports in motor publications of the early Twenties, would not release numbers on their Willys-Knights. This was puzzling as the figures had appeared in tables up through 1919. Obviously the policy was changed as the Willys-Knight serial data reappeared in print.

Certain companies published their early numbers, but as production slowed, they were no longer released. The Southern Six started their series with "T-100". Soon yearly serial number publication was discontinued and further information had to be obtained from the company. As far as auto production was concerned, they were short-lived, lasting only from 1921 to 1922.

Lists by some publishers contained simply a first serial number of a model and year, although the complete set was available to them. Companies also quite often gave out only the first number, then would add the words "and up". In the last year of production for a company or a model, this was common practice.

On the other hand, manufacturers that last year sometimes would release long lists of serial numbers and models with nothing ever being built to match, the company having died amidst a blaze of plans.

When both engine and serial numbers became standardized, certain companies simplified record keeping by using the same numbers. Willys autos from 1935 through 1940 had identical engine and serial numbers, as did the Cadillacs and Lincolns between 1936 and 1942.

To make identification easier, this book contains all locations of serial numbers that were known, as well as diagrams of mentioned locations on the cars. Early models occasionally had their numbers in a variety of places on the cars. The Allen listed over ten locations for their cars of the Teens, the number probably being fastened on to any place convenient to the individual assembler of each car.

In gathering information for this book, many sources have been checked. When the references did not agree, the serial number used is the one on which there was the most agreement or seemed most logical, when compared with other data.

Typographical errors of the past have been corrected, such as a serial number found in one reference: "105442-104840". Obviously the printer had made that easiest of errors and transposed "8" and "4".

Also corrected were some errors found in the last Brigham book. The first "Ace" turned out to be a commercial car so was eliminated from this list confined to passenger cars of the United States.

Confusion arises when the question of places of company location comes up. In car ads various addresses have been given. Sometimes it was that of the factory, often the office of the company, and other times the address of the distributor who placed the ad.

As research continues and more information comes in, some of the dates of manufacturing have been changed and second or even third addresses for companies have been added to the listings. For the Allen a third Ohio city, Bucyrus, was found to be a site of manufacturing, as well as the two mentioned in the previous book on automobile serial numbers. The Empire has one additional city, the Simplex, two.

Certain auto companies and their products which were not in the other serial number books are included in this one since they came on the scene in the period between 1937 and 1942. Crosley Corporation of Cincinnati, Ohio, produced their cars beginning in 1939. Other companies, makes and models appear, not only as a result of that extension of years covered, but also as a result of the discovery of additional sources of serial number information.

Research has given few answers to the problem of certain models. Were there separate serial numbers for those autos which are shown in our lists with only one set for numerous models? Old reference tables lumped certain models together. For the Pilot Models 40, 50 and 60 of 1913 (four and six cylinder cars) there was one set of numbers given; also for the Premier Models 40 and 60 of 1911 one set, similarly for the Premier of 1912, for various Elcars and for Vogue cars of several years. This combining of numbers appeared in all reference material, not only on the cars mentioned but also on numerous others, therefore it was obviously the way they were released by the factories.

Of the thousands of cars manufactured and not listed, the serial numbers either did not appear in the standard books or magazines for the motoring public, or cars were produced for such a short time, and in such limited numbers, that publishers did not list them.

In June, 1916, the Chicago Automobile Trade Association released their Ninth Edition of the *National Used Car Market Report*. A review appeared in *The Automobile* magazine of June 22, 1916, in which this statement was made:

*From this edition, as of not much value, have been dropped:
Brush, Cameron, Cino, McIntyre, Parry, Rayfield, Richmond, Royal
Tourist, Sampson, Vulcan, Warren-Detroit, Welch and Welch-Detroit.*

Hundreds of cars, prior to the days of antique auto restoration, were considered by the practical minded to be "not of much value" so were not included in tables.

In 1909 a list compiled by Charles E. Duryea for *MoToR* Magazine printed names of 643 manufacturers in the motor car field (not limited to passenger car manufacturers). However, there were only 99 autos listed in the Brigham-Motomart Serial Number booklet which covered a period right after that, 1910-1920. Even the Brigham wiring diagram file, with a larger amount of early car serial number information than could be found in any other reference, lists only about 150 autos for that same period.

Of the estimated two to three thousand passenger car models produced in the United States, this book contains the names of a couple of hundred. The research goes on.

Grace R. Brigham

ACKNOWLEDGMENTS

The main sources used for the lists in this book are described below:

Branham's Automobile Reference Books, by Ben P. Branham Company, Chicago, Illinois. These books, which were published from 1914 into the Twenties, gave serial numbers along with small pictures showing their locations on cars.

Brigham Wiring Diagram Reference Books. For cars made after 1920 most of the wiring diagrams in these books also included serial and/or engine numbers.

Chilton Automobile Directories, Chilton Company, Auto Division, Philadelphia, Pennsylvania. Their directories began the listing of serial numbers in 1918.

Motor Age Maintenance Manuals, by Chilton Company, Philadelphia, Pennsylvania.

MoToR Magazine; *MoToR Specification Tables*; *MoToR's Auto Repair Manual*, MoToR, publishers, New York City. Technical information in these publications often included engine and serial numbers.

N.A.D.A., Official Used Car Guide, National Automobile Dealers' Association, Detroit, Michigan; St. Louis, Missouri; N.A.D. Used Car Guide Company, Washington, D. C. Starting in the Teens, this association published books for dealers periodically throughout the year. They gave car models, serial numbers, prices, etc.

National Automotive Service of San Francisco, California. Their publications which proved most useful were Data Service Sheets, dealing primarily with electrical information. Except for autos of the early Teens, serial numbers were usually included.

Red Book National Used Car Market Report, National Used Car Market Report, Inc., Chicago, Illinois. In the early Teens Chicago Automobile Trade Association started publishing a "National Used Car Market Report" for dealers. The Reports expanded to regional appraisal books giving makes and manufacturers, models, prices, years and serial numbers throughout the year.

Information on the years the companies were in production came mostly from:

The World's Automobiles, 1862-1962, G. N. Georgano, Revised Edition; G. R. Doyle, Original; Temple Press, London, Publishers. The books give names of automobiles, companies, addresses, years the companies were in business and types of cars built (steamer, electric or gasoline) during the one hundred years covered.

Brigham Car List File, Brigham Library, Marietta, Georgia.

G. M. Naul, Newark, Delaware.

The late Alexander Telatco of Cleveland, Ohio.

For loan of material, corrections of previous lists or additional information on serial numbers, thanks are due:

The Atlanta Public Library, Atlanta, Georgia.
Harry C. Fries, Prentice, Wisconsin.
M. B. Hecht, N. Miami Beach, Florida.
Edgar Herrick, Oklahoma City, Oklahoma.
Al Michaelian Automotive Research Library, Los Angeles, Calif.
G. M. Naul, Newark, Delaware.
Thomas McKean Automobile Reference Collection, Mary M. Cattie,
The Free Library of Philadelphia, Philadelphia, Pennsylvania.
Society of Automotive Historians, Newark, Delaware.
The late Alexander Telatco of Cleveland, Ohio.

In addition to the main sources named, the following modern publications were used for occasional references:

Air Cooled News, magazine of the H. H. Franklin Club.
Antique Automobile, magazine of the Antique Automobile Club.
Bulb Horn, magazine of the Veteran Motor Car Club of America.
Clymer Publications, Los Angeles, California.
Horseless Carriage Gazette, Horseless Carriage Club magazine.
Paul Peterson Publications, La Mirada, California.
Southern Automotive Journal, Atlanta, Georgia.

Older reference material useful in checking the subject covered are:

The Auto Data Book, City Editor Publishing Co., New York City.
Automobile List Book, Ben P. Branham, Chicago, Illinois.
Horseless Age, New York City.
Kelley Wholesale Blue Book, Kelley Kar Co., Los Angeles, Calif.
Manual for Identification of Automobiles, National Automobile Theft Bureau, New York City.
Motor Age Magazine, Chicago, Illinois.
Motor Fax, Automobile Publishing Company, Los Angeles, Calif.
The Ross Roy Used Car Sales Service, The Ross Roy Service, Inc., Detroit, Michigan.

YEAR	MODEL	CYL.	SERIAL NUMBERS
MAXWELL — Maxwell Motor Co., Detroit, Mich. 1911-25. * On Rt. end of front seat base; L.H. side driver's seat; R.H. frame horn.			
1914	25	4	1-14000
1915	25	4	14001-52000
1916	25	4	52001-113205
1917	25	4	113206-193800
1918	25	4	193801-239800
1919	25	4	239801-266800
1920	25-7-1-12-19	4	266801 & up
1921	25	4	329691 & up
1922	25	4	341708-388529
1923	25	4	388530 & up
1924	25C	4	444232-492824
1925	25C	4	492825 & up

YEAR	MODEL	CYL.	SERIAL NUMBERS
McFARLAN — McFarlan Motor Corp., Connersville, Ind. 1910-28. * Dash or heelboard; Right frame horn.			
1913	6	6	2000-4000
1914	T	6	4001-7000
1915	T	6	7001-9000
1916	T-X	6	9001-10000
1917	127	6	10001-18000
1918	Six	6	18000-18999
1919	127	6	19000-19999
1920	142-151	6	20000-21000
1921-22	21-147	6	21000-21500
1923	TV	6	21500-22000
1924	TV	6	23000-23249
1924	SV	6	100-399
1924-25	SV	6	400 & up
1925	TV	6	23250 & up
1925	St8	8	1000 & up
1926	142-177	6	23400-23699
1926	42-75	6	500-600
1926	8-42-79	8	1000-2099
1927	142-177	6	23701-23999
1927	842-880	8	2101-2499
1928	142-177	6	24000 & up
1928	842-887	8	2500 & up

YEAR	MODEL	CYL.	SERIAL NUMBERS
MERCER — Mercer Automobile Co., Trenton, New Jersey. 1910-25. * On rear end frame; on dashplate; R.H. rear spring hanger.			
1912	35A-B-C-D	4	587-990
1913	35G-H-J-K	4	991-1590
1914	35H-J-M-O	4	1591-2097
1915	22-70	4	2099-2549
1916	22-72	4	2550-3299
1917	22-73	4	2923-2939
1917-18	22-73	4	3300-4099

NOTE: Maxwell-Briscoe, 1909-12, preceded the Maxwell.

YEAR	MODEL	CYL.	SERIAL NUMBERS
MERCER, Continued			
1918-19	Ser. 4	4	4100-4599
1920	Ser. 5	4	4600-5600
1920	Ser. 5	4	9500-12200
1921	Ser. 5	4	12200-16500
1922	Ser. 5	4	16500-19640
1023	Ser. 5	4	19641 & up
1923	Ser. 6	6	20240-20258
1924	Ser. 6	6	21000 & up
1925	Ser. 6	6	21000 & up

MERCURY — Ford Motor Co., Detroit, Michigan. 1938 to date. * On top transmission case; on left frame side rail.

YEAR	MODEL	CYL.	SERIAL NUMBERS
1939	99A	V8	99A-1-99A-101700
1940	09A	V8	99A-101701-257100
1941	19A	V8	99A-257101-466701
1942	29A	V8	99A-466701 & up

METEOR — Meteor Motors, Philadelphia, Penna. 1919-21.

YEAR	MODEL	CYL.	SERIAL NUMBERS
1919	K	4	R600-R610
1920	R	4	R611-R1000
1921	R	4	R1001 & up

METZ — Metz Co., Waltham, Mass. 1909-21.

YEAR	MODEL	CYL.	SERIAL NUMBERS
1912	22	4	15000-18301
1913	22	4	18302-22949
1914	22	4	22950-28800
1915	22	4	29101-32949
1915	25	4	33000-36380
1916	25	4	36381-40248
1917-18	25	4	40249-44552
1919	Mast. 6	6	44615-47508
1920	Mast. 6	6	50646-51527

MITCHELL — Mitchell Motors Co., Racine, Wisconsin; Lewis Motor Co. 1903-24. * On to board. Serial numbers not carried under yearly designations.

YEAR	MODEL	CYL.	SERIAL NUMBERS
1908	G-H-I	4	2651 & up
1909	J-K-L	4	6000 & up
1910	R-T-S	6	11000 & up
1910	S	6	15448 & up
1911	R-T-S	4-6	17000 & up
1912	2-6,5-6,7-6	6	22000 & up
1912	2-4,4-4,5-4	4	22000 & up
1913	2-6,5-6	6	35000 & up
1913	2-4,5-4	4	30000 & up
1913	7-6	6	39500 & up

NOTE: Other Mercurys were made in Detroit 1914; Cleveland, 1920-21; and Hollis, N.Y. 1918-20. Four early cars were named Meteor