

# ANTIQUÉ ELECTRIC VEHICLES

A Newsletter about antique electric cars for antique electric car people.

Newsletter #4

December 2002



**Jim & Deegee Bannon's 1917 Detroit Electric**

## INTRODUCTION

A Newsletter/Registry for people who want to know who owns antique electric cars, who want to participate in antique electric car driving tours, or who have parts for sale or need parts.

The Registry lists all antique (pre-war) electric cars, of members and non-members, on which I have data. The information on member's cars should be up-to-date, but information on non-members cars may be out-of-date. I am keeping non-members cars on the list since the list makes a good reference for those who are looking for information about cars they own or are restoring. Only Registry members receive the Newsletter.

## REGISTRATION FOR THE REGISTRY/NEWSLETTER

**Year 2003 subscription renewal is now due!** If you would like to join the Antique Electric Vehicle Registry and receive the Newsletter; complete and mail the **Clip and Mail** below. Well, this Newsletter is now one year old (this is the fourth issue for 2002). **And, it is now time to renew your subscription for the year 2003.** The subscription cost for 2003 will be \$10 per year.

Costs were higher than I expected during 2002 (as many people told me they would be, when they sent me extra money over and above the \$5 that I thought I would need to cover out-of-pocket expenses). I, and many people who donated more than the first year request of \$5, covered the cost of starting the Newsletter for the first year; now I will need everyone to contribute to continue the Newsletter in 2003. The Newsletter is a volunteer hobby and the requested contribution is used only to cover the cost of paper, reproduction, stamps, and other out-of-pocket expenses.

Note that the **Clip and Mail** asks for more information on your car(s) than before; we want to eventually publish serial number and motor identification information on each car in the Registry.

## TOURING

### TEXAS - 2003:

**There will be an antique (pre-war) electric car tour in Texas in 2003.** A Registration Form will be included in the next Newsletter.

**Attendance:** We need to have good attendance at these first tours, if we want to establish a tradition of driving tours for antique electric cars. Sooooo, charge your batteries (yours and the car's), or buy new batteries, and come drive quietly and with dignity (no smelly, noisy, cranking cars on this tour).

**What to do now:** Mark the date on your calendar, make plans to come, and get your car prepared.

#### **Texas Antique (Pre-War) Electric Car Tour**

Sponsored by North Texas Region HCCA

**August 28-29-30, 2003**

**Bring your electric car and let's go (quietly)**

**When:** Thursday, August 28 (all day 55 mile tour with a running-board picnic lunch at a lake; ice cream at the Dairy Capital of Texas; dinner in the evening).

Friday, August 29 (all day 35 mile tour to Pine Forest, Texas; lunch; Music Box Collection; dinner and entertainment in the evening).

Saturday, August 30 (part-day 20 mile tour; J B Weld; antique shopping; bring your camera for car photos in old Heritage Village; evening dinner).

Sunday, September 1 (tour ends after breakfast).

**Where:** Sulphur Springs, Texas. Holiday Inn, Exit 127 on I-30, 800-566-4431. Cost (\$59 + tax) includes Breakfast coupons at motel restaurant. Ask for Electric Car Club rooms.

**Batteries:** We will need to charge our batteries each night. In case we can't get a full charge overnight the tour is structured with the longest day first; succeeding days will be shorter and stay closer to the motel. The motel is aware that we will be charging our batteries overnight.

**Registration fee:** \$ TBD per person (children age 7-12 are ½ of adult fee, 0-6 are free).

We will have a hospitality room, trouble truck, and refreshments en-route. Trailer parking at the motel. Due to HCCA Liability Insurance requirements, every driver will have to be a member of the Nat'l HCCA. Contact me if you are not a Nat'l HCCA member and want to go on the tour. Also, everyone must have Liability Insurance on their car.

### KANSAS - 2004:

**Bernie Wray** has volunteered to host an electric car tour in Hutchinson, Kansas in September 2004. That is pretty far in the future, so we won't hold Bernie's feet to the fire on the tour or the date. But, do start thinking about this tour.

**Who else would like to host an antique electric car tour?** How about volunteering to host an antique electric car driving tour in your part of the country? We need to establish driving tours aimed at antique electric cars at different locations around the U.S. and Canada. This will help us enjoy our cars more and show people that electric cars are drivable and fun. We can certainly have more than one tour in a year, if they are in different parts of the country. Not many people can travel across the US to attend a tour, so tours in different parts of the country are needed. I, or **Gregg Lange**, will be glad to share our tour organizational "expertise" with you.

## PARTS FOR SALE/NEEDED

This is a valuable part of the Newsletter! Send a list of parts or literature that you have for sale, or parts or literature that you need. See the **mailing list** for the addresses of people whose names appear **bolded**. **Parts For Sale/Needed** ads will run for two issues of the Newsletter, unless requested to run longer.

### FOR SALE:

1. Seen is Hemmings: 1922 Detroit Electric Model 6-97, body in good shape, new interior, new tires, new batteries, runs real great, this is a really fun car, turns heads wherever we go, \$20,000 in May Hemmings down from \$22,500 in April Hemmings. **Allen Weiner** in Maine, 207-985-7547. Photo of car in Hemmings Ad. **Philip Gardner** points out that, based on the photo and the model number, this car is a really a 1932.
2. Ronnie Bauman has a chassis for an Ohio Electric (no motor, bad wheels). From photos it appears that the frame, axle, and springs may be good. I became aware of this chassis as a result of a question I asked in the first Newsletter. Unfortunately, the chassis is quite different from mine – I would guess it to be a 1910 or 1911, but not 1914 like mine. The data plate on the chassis lists a 1909 patent date. Ronnie can be reached at 909-683-8060 in Riverside CA.
3. I was given a flyer on a mostly original 1932 Detroit Electric Model 97 for sale. Can do 30 mph on level ground with 50 miles on a charge. Asking \$25,000 including a fresh set on batteries at time of sale. The car is in Clarksville, Arkansas. Call 636-464-7281 in the evenings.
4. Seen in HCCA Gazette: 1903 Baker Electric Stanhope #330; photo in ad; extremely authentic; \$49,000; for sale by **Peter Harper** in England.
5. **John Kaforski** has an antique electric car battery charger and an old Edison battery for sale.
6. **Philip Gardner** has a Rauch & Lang hubcap for sale. It has a brass plate on it that has a script R & L in the center with the words "The RAUCH & LANG CARRIAGE Co CLEVELAND, O." in a circle around the edge. The cap is about 3 5/8 inch across and 2 3/8 inch tall.

### WANTED:

1. **Chuck Murphy** would like to purchase an antique electric car charger, the type with a mercury vapor tube. It does not have to work – I would use it for display in my garage.
2. **Chuck Murphy** would like to purchase an antique electric car battery for display purposes.
3. **Ray Adcock** needs the left rear quarter (curved) glass next to the driver and the front curved (quarter) glass between the left door and the windshield for his 1917 Detroit Model 68.
4. **Steve Applebaum** called and wanted a source for the curved glass on his 1916 Detroit. Those who need glass and those who have had glass made need to set up a Conference telephone call to compare notes. I have heard horror stories from some people about getting curved glass made for their cars.
5. A number of people are looking for electric cars. Many have had electric cars in the past, sold them, and now wish they had another. These are people looking for electric cars to restore and drive on tours. If you are not doing anything with your car why not advertise it for sale?

If some of you readers are in the selling mood, please contact: **Bill Alley**, **Thomas Edfors**, **Steve Gordon**, **Clarence Milburn** (a Milburn Electric), **Bob Palmer** (runabout or roadster), **Matt Sysak**.

**Lew Miller** did not authorize me to say this, so I hope it is OK with you Lew. It appears that he has leads on many electric cars for sale, so if you are looking for an electric it may be to your benefit to talk to him.

6. **Walt Baker** has wooden spoke wheels on his 1917 Rauch & Lang. Metal spoke wheels are shown in pictures and must have been an option. Does anyone know of anyone who has these wire spoke wheels for sale? Also, are there other cars which used these same wire spoke wheels?

## JINGLES

We now have our own electric car poet/jingliest, **Paul Carton** of Missouri. Paul, as you can guess from the jingle, has a Rauch & Lang Electric. Paul is also an electric car tourer; he was on this year's electric car tour in Port Austin, Michigan with his 1916. Paul doesn't know if the Rauch & Lang Company ever had a jingle, but if they didn't Paul wrote one that they could certainly have used

*It's off we go in our Rauch & Lang,  
as quiet as can be.  
It has no motor to annoy,  
It runs electrically!  
It will quickly take you to the store,  
or to the country,  
so it's off we go in our Rauch & Lang,  
The social necessity!*

*We have no need for horses,  
which whinny and which neigh,  
There are no stables to clean out,  
Oh joyous happy day!  
We have thrown away the gas and oil,  
It's just a plug we need,  
so it's off we go in our Rauch & Lang,  
For a Sunday drive!*

*The crystal clear windows  
will show you every sight,  
and there are the shades to pull  
in case the sun's too bright!  
All the mileage you can use  
in a single day,  
As fast as the law allows,  
In a Rauch & Lang!*

*The spacious interiors,  
are comfortable and warm,  
Fitted with plush fabrics,  
to suit any taste!  
Your friends will be so envious,  
when they see you drive,  
So it's off we go in our Rauch & Lang,  
waving to all....BYE...BYE!*

## CALLING ALL ANTIQUE ELECTRIC CARS

There are many more people with antique electric cars than I have in the Registry list. Please send me names and addresses of others that you know own antique electric cars. Such a list will enable members to contact owners of cars similar to their own, if they need information/help/parts. Also, keep me informed if you buy or sell an antique electric car so I can keep the list up-to-date.

Thanks to all those who have forwarded electric car owners names to me. You will notice that we have had a considerable number of new names added to the mailing list since the last Newsletter.

**We now have 31 brands of electric cars in the Registry:**

Argo	Buckboard	Fritchle	Standard
Auto Red Bug	Chicago	Hupp Yeats	Studebaker
Babcock	City & Suburban	Krieger-Brasier	Tribblehorn
Bailey	Columbia	Milburn	Victor
Baker	Columbus	Ohio	Walker Milk Truck
Baker & Elberg	Commercial Truck	Pope-Waverley	Waverley
Beardsley	Cutter	Rauch & Lang	Woods
Buffalo	Detroit	Roberts	

**READERS QUESTIONS**

Successful newsletters seem to make heavy use of **member's questions/ answers** – this enables people to share information. The response to the questions in Newsletter #1 was outstanding. But issues since then have not had any new questions from readers. I am sure that some of you have questions for which you would like answers. We can publish the questions here and see if Registry members have information of value to you.

- **Chuck Murphy** has a question. When I got my 1914 Ohio Electric I had no information about the original battery voltage. Hence I put in as many 6-volt batteries as the battery compartments would allow. This was 16 6-volt batteries for 96 volts. I have since found out that the original battery was 40 cells, 13 plates – which is 80 volts. My car uses a bank of solenoids to reroute the power (through resistors and different motor windings) to change speeds. I recently burnt out a coil on the “forward” (the most used) solenoid. I don't know if this was due to running with excessive voltage (96 volts versus 80) or just age. I removed two 6-volt batteries to get down to 84 volts. The question is should I remove an additional 6-volt battery; that will put me a 78 volts? Will I damage the motor by running at 84 versus the original 80 volts?

**READERS COMMENTS**

I have been trying to include people's comments in the Newsletter. However, I am getting so many comments (keep it up, I would rather get too much than too little) that I can't include them all and stay within a reasonable Newsletter length. My apologies to people who have sent information that did not get into the Newsletter, especially those who sent comments in response to Newsletter #1

- I (**Chuck Murphy**) thought I would update everyone on the status of my Ohio Electric. In the last newsletter I said that the car had quit running with about 2 miles to go on the Port Austin, Michigan electric car tour. Well, everything is fixed now. The Ohio uses a bank of solenoids to reroute (through resistors and different motor windings) the electric current to the motor to change speeds, and, during the tour, I had to continually turn the current on and off because my “battery efficient” speed was much higher than that of the other cars. Well, I burnt out the coil on the “forward” solenoid. I had **Paul Bush** (Lubbock Electric in Lubbock, Texas) rewind the coil for me. And everything is fine now. Also, I was running on 96 volts whereas my car was meant for 80 (40 cell, 13 plate) volts (when I got the car I had no information on the original voltage, so I put in as many batteries as would fit into the battery compartment). I have now removed 2 of the 6-volt batteries to put me at 84 volts. This will be easier on the motor and the solenoid coils. Unfortunately, I will probably lose my bragging rights on speed – I doubt if I will be going 35 mph after bringing the battery voltage down closer to its original value.

- I (**Chuck Murphy**) visited the **Swigart Antique Auto Museum** in Huntington PA while on the way to Hershey. They have a 1908 Studebaker electric "Carry-All" that was used to transport Senators in a tunnel that ran between their office building and the U.S. Capitol. It was used for six years starting in 1909. They also told me that the **Studebaker Museum** has a twin "Carry-All" that was also used in the U.S. Capitol.
- **Randy Ema** sent a photo of his 1913 Chicago Electric. It is the only Chicago that we have in the Registry.
- **Bob Palmer** wrote that George Voss, president of **Voss Industries** at 2168 W. 25<sup>th</sup> St., Cleveland, Ohio was working to establish a Rauch & Lang museum. The company is located in the original Rauch & Lang building complex in Cleveland. Unfortunately, Mr. Voss died in 1997. The status of the museum project is unknown at this time. I have written the company to find out the status of the project and their two Rauch & Lang cars, but have not yet heard back from them. Does anyone know the status of the museum project?

**Lew Miller** also told me that **Voss Industries** had two Rauch & Lang cars.

- **Bob Palmer** also wrote that he talked to a gentleman who had an electric charger custom built by Kenco Products in Port Richey, Florida (813-845-4349), and that the gentleman was very pleased with the charger.
- **Bob Palmer** wrote that he has a kit which contains a collapsible 3-D stereo viewer and about 30 stereo picture cards showing various stages of construction of Detroit Electric automobiles. The cars appear to be mid or late teens models. He was wondering if anyone might be interested in having these rare pictures reproduced and made available for sale. He knew that a company was reproducing old stereo viewers several years ago, but has no current information. Do any of our readers know of such a company?
- **Lew Miller** sent me a few issues of EVAOSC NEWS. The Electric Vehicle Association of Southern California is located at P.O.Box 16 Ontario Downtown, Ontario, CA 91762. The Newsletter deals with news about modern electric vehicles and environmental issues.
- **Fred Hoch** says he believes his car is a 1904 Baker. He plans to restore the car as soon as he finishes other ongoing projects. Sounds like most of us; too many projects (but that is better than nothing to do at all).
- **Dorothy Grace** tells me that the October 7, 2002 issue of Auto Week has an article entitled "1918 Detroit Electric Model 75 Brougham: An early urban car". **John Rich** is the owner.
- **Bob Babcock** sent Before and Now photos of the restoration of his 1910 Columbus. He still has a way to go, but we hope to see it on a tour someday!
- **Randy Ema** sent some pages of serial numbers from *The Serial Number Book* which I reference later in this Newsletter. I will eventually get to printing all of the serial numbers for electric cars available in the book. He also sent a 1998 list of HCCA members with Baker and Rauch & Lang electric cars. It turns out that the people were either already in the Registry, or they were not listed in the HCCA 2000 or 2002 Directories, so I could not get current, valid addresses for them. But thanks for the effort Randy, we do need to find all those remaining antique electric car owners!
- **Martin Lydell's** 1912 Commercial Truck is a 5 ton model and has an electric motor on each wheel (GE built for this purpose). It was used to deliver newspapers and magazines in Philadelphia, PA.

- **Walt Baker** wrote about a problem that many of us have. Our electrics are too tall for some garage doors. That is a problem that I also had. But I liked this problem; I like driving down the street in the tallest car around. By the way, I solved my problem by using barn type doors on the garage I built in the backyard to house my cars (I realize that not everyone can build a second garage in their backyard!).
- **Bob Gottlieb** sent a photo of his new electric car – it is something else!!! It is chauffeur driven. Bob says: The car is a 1904 Krieger-Brasier. It has two motors (one on each front wheel) and is therefore a front wheel drive electric. The driver sits way up high, and the passengers sit real low in the passenger compartment. The car is huge and still has its original batteries (28 of them). It is very heavy and appears to be in good original condition. The rear wheels are larger than the front wheels. It was built in France and so far he has not been able to locate another one in the United States or Europe.
- **Philip Gardner** points out that the 1922 Detroit model 6-97 in the Hemmings ad (N/L #3) is really a 1932.
- **Philip Gardner** sent some photos of his car and a story – I will try to print them if a future newsletter. He also included a 1987 newspaper story about when he first got his car, and another newspaper article, dated 2002, about his completed restoration.
- **Philip Gardner** says he will write a story about how he got a bent glass window made, and it is perfect. All you people having trouble getting bent glass windows made may want to contact Philip in the meantime.
- **Philip Gardner** has several rolls of the “Electric Auto 1917” stamps issued by the U. S. Postal Service several years ago. He says that, with a magnifying glass, it looks more like a 1922 Detroit Electric with accessory bumpers.
- **Philip Gardner** writes: I have just finished restoration of my 1922 Detroit Electric. I am driving it and have found a battery charger that is doing me a good job on my 84-volt system. It is a K & W Engineering Model BC-20. It can be an on-board charger as it is small. It is 6” high X 11” wide X 4.5” deep and weights 9.5 lbs. By installing different resistors it can charge any battery pack from 48 to 108 volt from 110 volt AC. Cost \$595. It is available from KTA Services, Inc. 944 West 21<sup>st</sup> Street, Upland, CA 91784. It charges at 20 amps till the batteries reach the gassing point and then goes to 8 amps and as full charge is reached tapers to about 2 amps. The charging rate is adjustable. The customer installs his own input and output cords. It is serving me well.
- **Lew Miller** gave me the phone number of **Galen Handy**, the son of the last officer of the Detroit Electric Car Company. I had a nice conversation with Galen and sent him a Newsletter. I understand that Galen has many files from the Detroit Electric Car Company. I hope he will be able to provide us with information about these irreplaceable records, so we can publish the information in a future Newsletter. He would like to get these files/information into a good museum so they can be saved.

## LITERATURE EXCHANGE

Readers have expressed an interest in establishing a “list of resources” that would be available to members. If you have literature that you could make available (copies OK) to others, please let me know.

Due to space limitations, I will only be able to list the newest literature resources (see earlier N/Ls for prior listings). I will consolidate all of the literature resources and publish them in one Newsletter once a year.

- **Bob Schlesinger** says he has lots of Detroit Electric literature which he can copy for members.
- Listed below are Libraries that I (**Chuck Murphy**) have used in the past.
  - If you are a member of AACA, try the AACA Library at 717-534-2082. Their cost is low – 25 cents a page for copying (I do not know their current research fee). There is no research fee if you visit the Library and do your own research. I did that during the rain while at Hershey.
  - Crawford Collection of Automotive Literature at The Western Reserve Historical Society in Cleveland, OH. They can be reached at [www.wrhs.org](http://www.wrhs.org) or 216-721-5722. They are good, but have a rather rich \$20 per ½ hour research fee. They did not have this fee the last time I used them.
  - Detroit Public Library. I do not have current information on this Library.
  - Free Library of Philadelphia, 1901 Vine Street, Philadelphia, PA 19103. Fee structure unknown.
  - Horseless Carriage Foundation Library, P.O.Box 4119, La Mesa, CA 91944.
  - I understand that the Ford Museum has a great literature collection. But, I have never been able to talk to them by phone, and could not even contact them when I was in Detroit to request to come to the museum to do my own research.

## SERIAL NUMBERS

Registry members have asked for Serial Number information. I will reprint serial number information that people send to me. BUT, I WILL STATE RIGHT NOW, I DO NOT KNOW THE ACCURACY OF ANY OF THIS INFORMATION!

I have a book that some of you may or may not have. It is called "*The Serial Number Book For U.S. Cars 1900-1975*". In future issues of the Newsletter, as space permits, I will reprint serial number information from the book to help members who do not have access to the book.

**Robert Ruf** sent me serial number data that he has collected on Detroit Electric Cars. It is similar to the material in the *Serial Number Book*, but does have some differences. I have **bolded** data that I got from *The Serial Number Book* that is in addition to, or different from, the data that Robert Ruf sent.

### Detroit Electric Serial Number Information from Robert Ruf

The serial number for the Detroit Electric is located on a plate at the lower left corner of the toeboard.

**Detroit Electric – 1907 to 1942. Anderson Carriage Co.; Anderson Electric Car Co.; in 1919 became Detroit Electric Car Co. – all companies located in Detroit, Michigan. Cars were made on special order from 1928 to 1942.**



Year	Model	Body Type	Pas. Cap.	Bat. Spec.	Final Drive	List Price	Range of Serial Numbers	Driving Pos.
1912	25	Brou		38c 11p			1912 was 3177 to 4104	R.D.
1912	26	Brou		38c 11p		R.D.		
1912	27	Brou		38c 11p				
1913	35	Brou		40c 11p			1913 was 4107 to 5184	R.D.
1913	36	Brou		40c 11p		R.D.		
1913	37	Brou		40c 11p		F.D.		
1913	42	Brou		40c 11p		F.D.		
1914	43	Brou	4	40c 13p	Sh.	\$2,550	1914 started with 5187 and ended with 6118	R.D.
1914	45	Brou	5	40c 13p	Sh.	\$2,800		F.D.
1914	46	Rds	2	42c 15p	Sh.	\$2,500		R.D.
1914	47	Coupe	4	42c 15p	Sh.	\$2,850		R.D.
1914	48	Coupe	5	42c 15p	Sh.	\$3,000		D.D.
1915	50	Cab	3	42c 15p	Wm	\$2,650	1915 started with 6102 and ended with 6799	R.D.
1915	51	Brou	4	42c 15p	Wm	\$2,850		R.D.
1915	52	Brou	5	42c 15p	Wm	\$3,000		D.D.
1915	53	Brou	5	42c 15p	Wm	\$2,950		F.D.
1915	54	Brou	5	42c 15p	Wm	\$2,950		R.D.
1915	55	Brou	4	40c 13p	W.B.	\$2,600		R.D.
1916	56	Cab	3	42c 15p	Wm	\$2,175	1916 started with 6802 and ended with 8399	R.D.
1916	57	Brou	4	42c 15p	W.B.	\$2,175		R.D.
1916	58	Brou	5	42c 15p	W.B.	\$2,250		F.D.
1916	59	Brou	5	42c 15p	W.B.	\$2,225		R.D.
1916	60	Brou	5	42c 15p	W.B.	\$2,375		D.D.
1916	61	Brou	4	40c 13p	W.B.	\$1,975		R.D.
1917	62	Cab	3	42c 15p	W.B.	\$2,275	1917 started with 8402 and ended with 10198	R.D.
1917	63	Brou	4	42c 15p	W.B.	\$2,375		R.D.
1917	64	Brou	5	42c 15p	W.B.	\$2,450		F.D.
1917	65	Brou	5	42c 15p	W.B.	\$2,425		R.D.
1917	66	Brou	5	42c 15p	W.B.	\$2,475		D.D.
1917	68	Brou	4	42c 13p	W.B.	\$1,875		R.D.
1917	69	Rds	3	42c 13p	W.B.	\$1,875		R.D.
1918	71	Brou	4	42c 15p	W.B.	\$2,675	1918 started with 10200 and ended with 11400	R.D.
1918	72	Brou	5	42c 15p	W.B.	\$2,750		F.D.
1918	73	Brou	5	42c 15p	W.B.	\$2,725		R.D.
1918	74	Brou	5	42c 15p	W.B.	\$2,775		D.D.
1918	75	Brou	4	42c 15p	W.B.	\$2,125		R.D.
1918	76	Rds	3	42c 13p	W.B.	\$2,125		R.D.
1919	71-A	Brou	4	42c 15p	W.B.	\$2,875	1919 started with 11401 and	R.D.
1919	72-A	Brou	5	42c 15p	W.B.	\$2,950		F.D.

Year	Model	Body Type	Pas. Cap.	Bat. Spec.	Final Drive	List Price	Range of Serial Numbers	Driving Pos.
1919	73-A	Brou	5	42c 15p	W.B.	\$2,925	ended with	R.D.
1919	74-A	Brou	5	42c 15p	W.B.	\$2,975	12186	D.D.
1919	75-B	Brou	4	42c 13p	W.B.	\$2,125		R.D.
1919	76-B	Brou	4	42c 13p	W.B.	\$2,125		R.D.
1920	78	Brou	4	42c 15p	W.B.	\$3,200	1920 started	R.D.
1920	79	Brou	5	42c 15p	W.B.	\$3,300	with 12187 and	F.D.
1920	80	Brou	5	42c 15p	W.B.	\$3,300	ended with	R.D.
1920	81	Brou	5	42c 15p	W.B.	\$3,300	12693	D.D.
1920	82	Coupe	4	42c 15p	W.B.	\$3,000		R.D.
1920	85	Sedan	5	42c 15p	W.B.	\$3,450		D.D.
1921	86	Sedan	5	42c 15p	W.B.	\$4,000	1921 started	R.D.
1921	87	Sedan	4	42c 15p	W.B.	\$4,000	with 12694 and	F.D.
1921	88	Sedan	5	42c 15p	W.B.	\$4,000	ended at 12965	D.D.
1922	90	Coupe	5	42c 13p	W.B.	\$2,800	13075 to	R.D.
1922	91	Brou	5	42c 15p	W.B.	\$3,500	13156 and	R.D.
1922	92	Brou	4	42c 15p	W.B.	\$3,500	12924 to	F.D.
1922	93	Brou	5	42c 15p	W.B.	\$3,500	13024	D.D.
1923	90	Coupe	4	42c 13p	W.B.	\$2,800	13157 and up.	R.D.
1923	91	Brou	5	42c 15p	W.B.	\$3,500	13025 and	R.D.
1923	92	Brou	4	42c 15p	W.B.	\$3,500	up.	F.D.
1923	93	Brou	5	42c 15p	W.B.	\$3,500		D.D.
1924	94	Brou	5	42c 15p	W.B.	\$3,200	13200 and up.	D.D.
1924	90	Coupe	4	42c 13p	W.B.	\$2,800	Continuation	R.D.
1924	93	Brou	5	42c 15p	W.B.	\$3,500	of 1923	D.D.
1925	94	Brou	5	42c 15p	W.B.	\$3,200	Continuation	D.D.
1925	95	Brou	4	42c 13p	W.B.	\$3,500	of 1924	R.D.
<b>1922</b>							<b>12966 to 13150</b>	
<b>1923 90 -93</b>				<b>Philadelphia battery</b>			<b>13151 to 13500</b>	
<b>1924 90-97</b>							<b>13500 &amp; up</b>	
<b>1925- 95-97</b>							<b>13500 &amp; up</b>	
<b>28</b>								
<b>Special orders to 1942</b>							<b>13500 &amp; up</b>	

## MEMBERS CARS

### 1917 DETROIT ELECTRIC MODEL 68 4-PASSENGER BROUGHAM

By Jim Bannon

This electric automobile was manufactured by the Anderson Motor Car Company. The company was located in Detroit, MI and built electric cars from 1907 until 1937. During the peak years of production in the teens, the company was turning out around three thousand cars every year. When the car was built they were advertised to be the finest closed cars being produced during that era. Specifically, this car is a 1917 Detroit Electric, model 68, serial number 9535. This model is a 4-passenger Brougham which sold for \$1,775 FOB Detroit, MI. It was advertised to travel from 65 to 100 miles on a battery charge, at speeds ranging from 6 to 15 miles per hour. These vehicles were very popular with the ladies because of the cranking, lighting, and maintenance problems associated with the gasoline powered cars of the time. Except for the occasional checking of the water level in the batteries, the operator simply unplugged one charging cable in the back of the car and drove away. The meter inside the car indicates the relative amount of power consumed, based on a full charge with new batteries. Just by checking this instrument, the driver knew the hours of power remaining.

My involvement with this car began in 1962. My great aunt gave the car to my father and me. She had owned the car since new. The car had been in storage since the end of gas rationing during W.W.II. She gave me a clipping from the Boston Post Newspaper of May 17, 1942 showing my great uncle and aunt beside the car. The headline over the picture reads NO "GAS" NECESSARY. I also have some other photographs of the car dating back to 1919, with her father standing along side. She used this car regularly until she got a new Ford coupe in 1934.

I have had possession of the car since 1965. In July of 1991 I took the car to Mike Damon's garage in Denver, CO for a complete restoration. He was just finishing the restoration of another car for me, and he restored this one, completing it in June of 1992. I stopped by a fellow Detroit Electric owner's place in Lubbock, Texas on my return trip from Denver and he helped me hook up the batteries and other electrical wiring. He also built me a small portable 110 volt AC charger to keep the 16 six-volt batteries charged, which will run the car over 75 miles in one day without charging.