







Merces was going about 80 mph. and
clipped rear of mailman's Buick which
was backing out of a driveway. Merces
flipped several times. Minor injuries
only.

1919
Frame was replaced after
this accident

MANUFACTURED BY
E. SCHOEPLIN & CO.
Picture Frames and Gift Mountings
55 Sudbury St. BOSTON, MASS.

No. _____

Taken Sunday Aug. 24th 1919.

by Norman H. Weaver, of Newport, R.I.

the "Merces", Ray Langdon and Frederic Pickering
Nancy and "Liny" (Cynthia) +
in the back yard of #15 Simons St.
Cambridge, Mass.

THE MERCER EPIDEMIC

During the past year a strong Vintage contingent has expanded within the club, and it is not surprising that a majority of this group has secured one of the best of American sports cars, i.e., the Mercer, and it is thought that a bit of illustration and brief description of this famous Marque by the Bulb Horn would be welcome to the Vintagers. The succeeding page is accordingly devoted to such photographs of this group of cars as could be secured, although many of those illustrated are now in far better condition than shown.

You can pick out your own treasure by using the following table:

R. J. Oshel (See page 14)	John Libaire (5)
Samuel Bailly (1)	John Fetterolf (6)
Alec Ulmann (2)	ex-Blood
Leslie Gillette (3)	Hemp Oliver (7)
Ted Robertson (4)	Cameron Bradley (8)

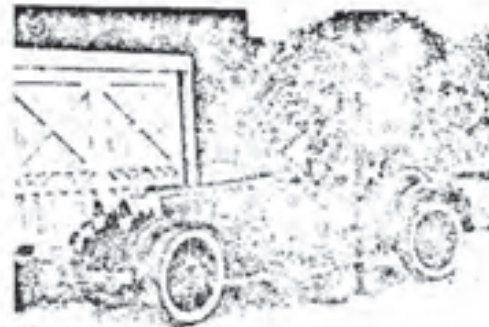
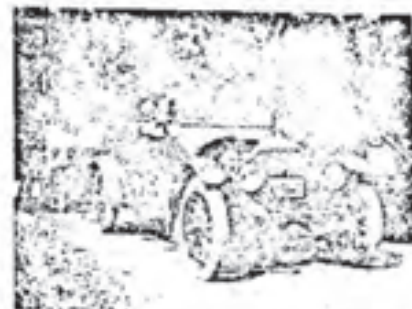
The above cars are, generally speaking, of two types, models H and J with motors 4.63" by 5", 31 S. A. E. h.p. and 108 inch wheel base; and the later series of 22 S. A. E. h.p. with motor 3-3/4 inches x 6-3/4 inches with wheel base of 115 inches for the raceabout and 132 inches for the sporting four passenger. The first series was normally a three speed model, but the Mercer Company built a small number of four speed jobs with slightly enlarged bore which were good for upward of 100 m.p.h. The 22 series were three speed models having an extreme flexibility owing to the long stroke, the motor pulling smoothly at 15 m.p.h. even in the raceabout's top gear of 2.91. The latter series had a guaranteed speed of only 75 m.p.h., but were capable of much better performance without alteration. No mention of this Marque is complete without citing Eddie Pullen's astonishing performance in the second Corona road race of 1914, during which he averaged 87.89 m.p.h., this record being unchallenged in the road racing field for nearly twenty years.

LOST & FOUND

Lost: On or about Sept. 21st 1941, member Fred Dutcher, last known to be engaged as missionary to the heathen of Morningside Heights, N. Y. News of or from Fred will be gratefully received.

Lost: Following the January dinner. Member Tom McKean, parent and/or guardian of Ivan the Terrible. Wanted in Connecticut for breaking and entering an aquarium.

Found: Several new members, due to efforts of one who seldom Fales - See Sec'y's Notes for details.



BILL OF SALE

In consideration of one dollar, in hand paid and receipt of which is hereby acknowledged, I, Rufus C. Cushman (Jr.) of 26 Codman Road, Brookline, Massachusetts, sell, assign and deliver to Raymond N. Skilton, of Cambridge, Massachusetts, by virtue of this legal Bill of Sale, my Mercer Raceabout, Model 35J, Serial No. 1245J and Engine No. 1004 in the sum of one thousand and nine hundred (\$1,900.00) dollars.

I herewith affix my hand and seal this month of March in the year of one thousand nine hundred and nineteen.


Rufus C. Cushman, Jr. Seal

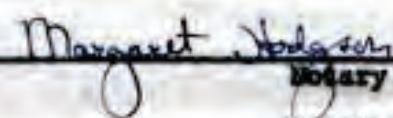
AFFIDAVIT

I, Rufus C. Cushman (Jr.) of 26 Codman Road, Brookline, County of Norfolk, Commonwealth of Massachusetts, on oath depose and say, that, on or about the month of March in the year of 1919, I sold to Raymond Nelson Skilton, then of 15 Linnaean Street, Cambridge, County of Middlesex, Commonwealth of Massachusetts, my Mercer Raceabout, Model 35J, ¹⁹¹⁵1915, Engine No. 1004, Serial No. 1245J for one thousand nine hundred (\$1,900.00) dollars, and gave to said Raymond N. Skilton, at time of sale, a good and legal Bill of Sale.

 Seal
Rufus C. Cushman (Jr.)

Notary Public Attest:

Personally appeared before me the above-named
Rufus C. Cushman Jr. who swore that the statements
above are true to the best of his knowledge and belief.


Notary Public
MARGARET HODGSON
NOTARY PUBLIC

My Term Expires

For the Commonwealth of Massachusetts
My Commission Expires June 4, 1959

AFFIDAVIT

I, William Crepeau, of 60 Middlesex Street, Cambridge, County of Middlesex, Commonwealth of Massachusetts on oath depose and say, that I was employed by ~~Guertin and DeRochemont Company~~ Fred S. Smith Company in 1913 and sold a Mercer Raceabout 1913, Model 35 J, Serial No. 1245 J and Engine No. 1004 to Rufus C. Cushman, Jr. of 3 Huribut Street, Cambridge Massachusetts.

I possess the books containing the records of sales of Mercer Automobiles and their Serial and Engine numbers.

The sale to Mr. CUSHMAN is correctly recorded, as above, and I, further, state that Mr. Raymond W. Skilton purchased Mr. Cushman's Mercer Raceabout, Model 35 J, 1913, Serial No. 1245 J and Engine No. 1004 in March of 1919 and the Guertin and DeRochemont Company continued to keep said automobile in excellent repair and Mr. Skilton never sold and never offered for sale said Mercer automobile herein described.

William Crepeau
William Crepeau
60 Middlesex Street
Cambridge, Massachusetts.

The above, William Crepeau, personally, appeared before me, on March 14 1958 and took oath that his statements contained in this affidavit are true.

*Acknowledging Connection
to Fred S. Smith Company*

Ralph P. Howman

NOTARY

My term expires September 16, 1961

SOUTHLAND LIFE INSURANCE Co.
DALLAS, TEXAS

DAN C. WILLIAMS
PRESIDENT

April 8, 1959

C
O
P
Y

Mrs. Jewell Mobley, Deputy
Ben Gentle, Tax Officer
Records Building
Dallas, Texas

Dear Mrs. Mobley:

You were very kind and most helpful in getting my 1913 Mercer registered and I appreciate it more than is indicated by my delay in thanking you because of my absence from the city.

Enclosed is my personal check to reimburse you for your kind favor.

With kindest personal regards, I am

Sincerely yours

Dan C. Williams
President

DCW:Mc
encl.



BEN GENTLE

TAX OFFICER

RECORDS BUILDING PHONE R17-8251
DALLAS COUNTY 2, TEXAS

March 28, 1959

Mr. Dan C. Williams
3701 Lexington
Dallas, Texas

Dear Sir:

Attached please find temporary title receipt number 472951V covering 1913 Mercer automobile, 1958 license receipt NP 3118 for one month on the vehicle, and your copy of antique receipt A-12.

You will note that the fee on the 1958 plates for one month is 55¢. I went ahead and wrote this up for you and paid the 55¢ as well as 25¢ for mailing the plates, which will come to you under separate cover. Therefore, kindly reimburse me in the amount of 80¢.

If we can assist you in the future, please do not hesitate to call upon us.

Yours very truly,

Ben Gentle, Tax Officer
Dallas County, Texas

By: *Jewell Mobley*
(Mrs.) Jewell Mobley,
Deputy

JM:wj

Encl: Temp. title rec.;
1958 lic. rec.;
Antique rec.

CERTIFICATE OF TITLE TO A MOTOR VEHICLE

PENALTY For all vehicles in property of this State, maximum fine of \$100.00 or 30 days imprisonment or both.

GNASH WT. DATE ORIG. TITLED MFRS. NO. H. HEAT CAR. OR. AT
 MAKE & TYPE BODY VEHIC. TES. TITLE NO.

1913 1004
 MERCER RD ANTIQUE 6378839
 12.50
 JOHN C FETTEROLF
 BUCKINGHAM
 BUCKS CO PA T2

IMPORTANT
 DATE SHOWN IS THAT
 ON WHICH VEHICLE WAS
 ORIGINALLY TITLED IN
 PENNSYLVANIA.
 MAKE CERTAIN THAT
 MANUFACTURER'S NUM-
 BER ON CAR AGREES WITH
 NUMBER SHOWN ON THIS
 TITLE.

NOTICE: IF THE SYMBOL "T" APPEARS IN THE TITLE INFORMATION ABOVE IT INDICATES THIS VEHICLE WAS BROUGHT INTO PENNSYLVANIA FROM ANOTHER STATE.

COMMONWEALTH OF PENNSYLVANIA



Department of Revenue.

The Motor Vehicle described herein is subject to the following excused taxes:
 Tax of Amount \$

I, the undersigned, Secretary of Revenue of the Commonwealth of Pennsylvania, do hereby certify, pursuant to the provisions of the Act of May 1, 1929, P. L. 285, as amended, that an application has been made to me as prescribed by said act for a Certificate of Title to a motor vehicle described herein.

I do further certify that I have used reasonable diligence in ascertaining whether or not the facts stated in said application for a Certificate of Title are true and that I am satisfied that the applicant is the lawful owner of the above described motor vehicle or is otherwise entitled to have the same registered in his name.

Wherefore, I do hereby certify that the above named applicant has been duly registered in the office of the Pennsylvania Department of Revenue as the lawful owner of the above described motor vehicle, and that it appears upon the official records of said office that at the time of the issuance of this Certificate, said motor vehicle is subject to the excused taxes hereinafter enumerated, if any.

Witness my hand and seal of office.

John C. Fetterolf

Secretary of Revenue



IMPORTANT NOTICE

(Print or typewrite all information)

If after the issuance of this Certificate of Title, the motor vehicle described on the other side is sold or leased, this Certificate of Title must be properly filled out on this side and forwarded with the necessary fee to the Department of Revenue, Bureau of Motor Vehicles, Harrisburg, Pa., within fifteen (15) days excepting when a dealer files "Dealers Notification" form within ten (10) days of acquisition. Penalty: A fine of \$25.00 or ten (10) days imprisonment. If this motor vehicle is junked, scrapped or otherwise destroyed, the Bureau of Motor Vehicles must be notified and this Certificate of Title should be forwarded within ten (10) days. Penalty: A fine of \$25.00 or ten (10) days imprisonment. Penalty for false statement on this application for certificate of title, fine of \$200.00 or three (3) years imprisonment or both.

ASSIGNMENT OF CERTIFICATE OF TITLE

We hereby lease to, sell, assign, transfer or set over to Dan C. Williams (Name of Purchaser or Lessee) Address 3701 Lexington Avenue Dallas Texas (Street and Number) (Post Office) (County) (State) the motor vehicle described on the other side of this Certificate of Title and hereby warrant the Title to said motor vehicle and state that at the time of delivery, the same is subject to the following liens, encumbrances, or other legal claims and none other: Encumbrance: None Favor of: (Name) (Street and Number) (Post Office) (County) (State) Are you a dealer in motor vehicles? no If so, state one dealer's Registration Number (Yes or No)



Subscribed and sworn to before me this 17th day of March 19 59 Elizabeth J. Doherty (Signature of Person Administering Oath) (Address in Ink of Person Administering Oath) My Commission Expires Apr 27 19 59

John G. Zetter (Signature of Seller or Lessor in Ink) WARNING - THIS ASSIGNMENT MUST NOT BE SIGNED UNLESS NAME AND ADDRESS OF PURCHASER OR LESSEE APPEARS ABOVE.

APPLICATION FOR CERTIFICATE OF TITLE BY PURCHASER OR LESSEE

(Transfer of Ownership will not be made unless encumbrance, if any, shown on the other side of this Certificate of Title has been satisfied in full by encumbrance holder executing "Application for Correction of Title when Encumbrance has been removed," form or receipting other side of Certificate of Title.) being duly sworn states that he has acquired possession of the motor vehicle described on the other side of this Certificate of Title by purchase or lease, subject to the liens, encumbrances, leases, contracts of conditional sales and other legal claims listed in the above assignment and all liens, encumbrances, leases, contracts of conditional sales and other legal claims set forth in this application. Is this motor vehicle subject to any encumbrance other than as set forth above? (Yes or No) *If so, give: Amount \$ (If no liens, etc., state "None") Favor of (Name) (Street and Number) (Post Office) (County) (State) Are you a dealer in motor vehicles? (Yes or No) If so, state one dealer's Registration Number



Subscribed and sworn to before me this day of 19 (Signature in Ink of Person Administering Oath) (Address in Ink of Person Administering Oath) My Commission Expires 19

(Signature of Purchaser or Lessee in Ink) (PRINT Name in Ink EXACTLY as it appears Above in Signature) * (Must agree with name of Purchaser or Lessee above)

PURCHASER'S APPLICATION FOR REGISTRATION PLATES

(Use this space only when registration plates are desired with Certificate of Title) We hereby make application for registration plates for the year 19 to be issued with Certificate of Title to motor vehicle described on the other side of this Certificate of Title which We aver is equipped according to law. If application is made for motor bus licenses, give: Certificate of Public Convenience No. * (Owner or Owners Sign Here in Ink)

APPLICATION FOR TRANSFER OF REGISTRATION PLATES

(Use this space if transfer of registration plates is desired from motor vehicle previously registered to motor vehicle hereby being registered) We hereby make application for the transfer of registration plates No. issued for the year 19 for motor vehicle No. covered by Certificate of Title No. to the motor vehicle described on the other side of this Certificate of Title which We aver is equipped according to law. If application is made for motor bus licenses, give: Certificate of Public Convenience No. * (Owner or Owners Sign Here in Ink)

FEES (Must be Remitted)

Payment may be made by check or money order drawn to the order of the Pennsylvania Department of Revenue. Forward it together with application to the Bureau of Motor Vehicles, Harrisburg, Pa.

CHECKS ARE RECEIVED SUBJECT TO FINAL PAYMENT AND AT THE RISK OF THE PAYER.

Fee for Certificate of Title (See footnote No. 1) \$ Fee for Registration Plates (If desired with Certificate of Title) Half fee for passenger vehicles on and after October 1. Quarter fee on and after January 1. Half fee for commercial, trailers, semi-trailers and buses December 1. Quarter fee on and after March 1 \$ Fee for Transfer of Registration Plates (If desired with certificate of title) (See footnote No. 2) \$ ONE REMITTANCE FOR THIS APPLICATION FOR THE TOTAL FEE REQUESTED TOTAL \$

(1) The fee for each certificate of title is \$2.00, except in the case of a manufacturer, jobber, or dealer, holding valid dealer's registration plates, when the fee is \$6.50. No half fees. (2) Transfer fee, \$2.00, when motor vehicle is of equal classification as originally registered; or \$2.00 plus the difference between the fee originally paid and that due if the motor vehicle be properly registered in a higher class. No half fees. SIGNATURES:—The application shall be signed by the owner, if a natural person, and in the cases where the owner is a corporation, co-partnership, or association, by an executive officer thereof or some person specifically authorized by said corporation, to sign the application, to which shall be attached written evidence of his authority.

Registration No.

Assignment Record No.

Transfer Record No.

Revenue No.

RETAIL CREDIT COMPANY

Acct. No. 623

Providence Office

3-17-59-16

Report from Wakefield, RI.

SKILTON: MRS. NATHALIE S

Wakefield, RI; Tuckerton Rd.

Report is in request to your memo of 3-11-59.

Mrs. Nathalie S Skilton is employed as a physical Education instructor at the South Kingston High School in Wakefield, RI, and has been so employed for little less than five yrs. She receives an estimated \$5,000 a year. Business reputation is good. She was born in 1901. She is married, lives with husband and a friend, Mr. John Durette. They rent from a George Tucker. Subjects have been in this area around five yrs. Her husband is not employed at present and neither is Mr. Durette. Her husband has been living in Boston, Mass. of late and only comes home about once or twice a month. We learn that he is having trouble with a patent on some type of cold roll steel and is in that area to settle the matter. They have a net worth of around \$6-7 M.

We learn also that they did live in Warrenton, Virginia some ten yrs. ago. Prior to coming here they lived in Washington, D. C.

COPY

From the desk of—

DAN C. WILLIAMS

ok
3-23-59

Mr
Make me copy
mail to
John G. FETTEROLF
w/ my note

SOUTHLAND LIFE INSURANCE COMPANY

INVESTMENT BUILDING

WASHINGTON, D. C.

March 11, 1959

F. VERRON COX

VICE PRESIDENT

GENERAL MANAGER - COMBINATION DIVISION

Mr. Dan C. Williams, President
Southland Life Insurance Company
Dallas, Texas

Dear Dan:

I would like to give you a report of my investigations as to the whereabouts of Mrs. Raymond N. Skilton.

Upon inquiry at Warrenton, Virginia, I found that these people left there about ten years ago. One source stated that they moved "some where close to Washington" and another stated they moved to Maryland.

The Retail Credit advised that they rendered a report on a Mrs. Raymond N. Skilton of La Plata, Maryland in 1952, at which time she was employed by the Board of Education as a teacher. Mr. Skilton was not then at La Plata, as he had left some two years prior. It was said that he refused to work and due to his drinking and gambling habits, Mrs. Skilton would not support him any longer.

Inquiry at the Department of Motor Vehicles at Baltimore does not reveal that Mrs. Skilton ever was issued a drivers license, however Raymond Nelson Skilton, white, male, 5' 9", 175 lbs., and date of birth September 26, 1889 did have an operators permit.

Inquiry of the Board of Education at La Plata, Maryland, reveals that Mrs. Nathalie S. Skilton left there in 1954 and went to Wakefield, Rhode Island.

Inquiry at the Directory Library of the Telephone Company reveals that Mrs. Nathalie S. Skilton resides on Tuckertown Road, Wakefield, Rhode Island and her telephone number is Sterling 3-4390.

I am having the Retail Credit to secure for me a down to date report.

With kindest regards and best wishes, I am

Sincerely yours,



Vice President &
General Manager

FVC:nb

RECEIVED

MAR 12 1959

D. C. W.

3-18-59

10:10 AM

T

SLOUTHLAND LIFE INS DLS GA PLS

ATT MR DAN C WILLIAMS

AM SENDING PAPERS BY MR DILLARD IF AGREEABLE WITH YOU.

SIGNED VERNON

3-16-59
2:00

TSLIC DLS GA PLS

ATT MR DAN C WILLIAMS

AFTER YOU TALK WITH FETTEROLF I WILL MAKE DEFINITE ARRANGEMENTS WITH BUCKLEY WHO IS PREPARED TO MEET ME TOMORROW. UNDERSTAND JACK WILL BE

AXL
7-2761

Telefax

WESTERN UNION

Telefax



DG843 PA522 1

159 8 COLLECT WILLON GROVE PENN 17 455PME 42

C WILLIAMS
RIVERSIDE 11321 DAL

COMPLETED AS OUTLINED EVERYTHING FINE REGARDS
VERNON COX

JME
VAN
DEAL

March 14, 1959

Mr. John G. Fetterolf
Bucks County - Solebury Township
Buckingham, Pennsylvania

Dear Mr. Fetterolf:

This is to confirm our recent telephone conversation and agreement with reference to my purchase from you of your 1913 Mercer Raceabout, Series 35-J-Engine No. 35-J-1004.

I hereby agree to purchase from you one 1913 Mercer Raceabout, Series 35-J-Engine No. 35-J-1004 for the following consideration:

- (1) The sum of \$10,000.00 cash to be paid to you upon delivery of said automobile to me or my agent at your home near Buckingham, Pennsylvania; and
- (2) The sum of \$4,000.00 payable to you
 - \$1,000.00 on April 15, 1959
 - \$1,000.00 on May 15, 1959
 - \$1,000.00 on June 15, 1959
 - \$1,000.00 on July 15, 1959
- (3) One 1930 Packard Five Passenger Sport Phaeton, Engine No. 182,294.

I will assist you in any way I can in the transportation of the Packard to your home in Buckingham, Pennsylvania, but have no direct obligation to deliver it.

If this is your understanding of our agreement, will you please sign a copy of this letter, which is enclosed herewith, in the space provided below and return such copy to me.

Very truly yours

Dan C. Williams

AGREED:

Date: _____

March 14, 1959

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Bucks County - Solebury Township
Buckingham, Pennsylvania

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(2) The sum of \$4,000.00 payable to you
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\$1,000.00 on June 15, 1959
\$1,000.00 on July 15, 1959

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If this is your understanding of our agreement, will you please sign a copy of this letter, which is enclosed herewith, in the space provided below and return such copy to me.

Very truly yours

Dan C. Williams

AGREED:

Date: _____

Dallas, Texas
March 13, 1959

Mr. John G. Fetterolf
Buck County
Solebury Township
Buckingham, Pennsylvania

*rec'd
telephone conversation
and agreement*

Dear Mr. Fetterolf:

This is to confirm our oral ~~understanding~~ with reference to my purchase from you of ~~the hereinafter described automobile:~~

~~(1) 1913 Mercer Raceabout, Series 35-J-Engine No. 35-J-1004.~~

I hereby agree to purchase from you one 1913 Mercer Raceabout Series 35-J-Engine No. 35-J 1004 for the following consideration:

- (1) The sum of \$¹⁰0,000.00 cash to be paid to you upon delivery of said automobile to me or my agent at your home ~~in~~ Buckingham, Pennsylvania; and
- (2) The sum of \$⁴0,000.00 payable to you \$¹⁰⁰⁰000.00 on April 15, 1959; \$⁵⁰⁰000.00 on May 15, 1959; \$⁵⁰⁰000.00 on June 15, 1959; and \$¹⁰⁰⁰000.00 on July 15, 1959; and
- (3) ~~The delivery to you of~~ One 1930 Packard Five Passenger Sport Phaeton (description), such ~~delivery to be made at Dallas, Texas.~~ *ENGINE NO 182,294*

direct I will assist you in any way I can in the transportation of the ~~Packard~~ *Packard* to your home in Buckingham, Pennsylvania, but ~~with no obligation to deliver the car, or to pay the expenses of any such delivery.~~ *it.*

If this is your understanding of our agreement, will you please sign a copy of this letter, which is enclosed herewith, in the space provided below and return such copy to me.

Very truly yours,

DAN C. WILLIAMS

AGREED:

DATE

*OK
2 on 9
2 on 10*

DAN C WILLIAMS
3701 LEXINGTON AVE
DALLAS 5, TEXAS

1930 PACKARD 5 PASSENGER
SPORT PHAETON MOTOR No.

JOHN G. FETTEROLF
BUCK COUNTY
SOLEBURY TOWNSHIP
BUCKINGHAM, PENN

1913 MERCER RACEABOUT
SERIES 35-J - ENGINE No
~~35-J 1004~~ 35-J 1004

4,000 CASH UPON DELIVERY MERCER

500 APRIL 15 1959
500 MAY 15
500 JUNE 15
500 JULY 15

all payments ^{being} made
by Aug 1, 1959

JOHN G. FETTEROLF

—*— Milk Transportation —*—

Bell Telephone: Buckingham 3771
Buckingham, Pennsylvania

7/28/59.

Mr. Dan Williams,
Dallas, Texas.

Dear Dan:

Better late than never. Have top put on car and I will pay You for it.

I will not be able to come for the car, but You may find that You can ship the car R. R. just as cheap as Me coming down or You sending some one up with it, if so get the rate to Doylestown, Bucks County Penna. I know they have open end cars that are used for autos, the agent in Doylestown thought about \$350.00 but said get the rate down there, would like it shipped if possible.

They are having a show here in late August, would like it then if possible.

Best of luck to You and the Mercer.

Yours very truly.

ack
John G. Fetterolf

RECEIVED

JUL 30 1959

D. C. W.

Pennsylvania

The State of ~~Texas~~, }
 County of **Bucks**
 Solebury Township
 That **L. John G. Fetterolf**

Know All Men by These Presents:

of the County of **Bucks** and State aforesaid, for and in consideration of the
 sum of **Ten Dollars (\$10.00) and other valuable considerations** DOLLARS,
 to me in hand paid by **Dan C. Williams of Dallas, Texas**

the receipt for which is hereby acknowledged, have BARGAINED, SOLD and DELIVERED, and by
 these presents do BARGAIN, SELL and DELIVER unto the said **Dan C. Williams, his heirs,**
executors, administrators and assigns,

of the County of **Dallas** and State of **Texas**
 the following described personal property in **(now) Bucks County,** ^{Pennsylvania,} ~~County, Texas,~~ to-wit:

- One 1913 Mercer Reccabout Series 35-J with Engine No. 1004**
- One extra motor for 1913 Mercer**
- One extra radiator for 1913 , Mercer**
- One extra front head light for 1913 Mercer**

And **I** do hereby bind **Myself and my** heirs, executors, administrators
 and assigns, to forever WARRANT and DEFEND the title to the said property unto the said
Dan C. Williams , his

SOUTHLAND LIFE INSURANCE COMPANY

INVESTMENT BUILDING

WASHINGTON, D. C.

P. VERNON COX

VICE PRESIDENT

GENERAL MANAGER - COMBINATION DIVISION

March 18, 1959

Mr. Dan C. Williams, President
Southland Life Insurance Company
Dallas, Texas

Dear Dan:

Attached hereto are the following:

1. Written agreement by you and the seller.
2. Certificate of title properly executed.
3. Bill of sale properly executed.
4. Photostatic copies of letters from Mrs. Skilton.


You will note from the agreement that I have deleted the words, "but have no obligation to deliver it." Jack did object to these words being included, therefore, I deleted them. I told him that it was my understanding you two had discussed the possibility of some way of getting the Packard delivered to him. I did not make any promise about deliverance of this car. Jack would like for you to give him a bill of sale for the Packard in the amount of \$500.00, but he feels that the title certificate should remain in your name until the car is delivered due to insurance coverage.

The four items mentioned in the bill of sale were delivered to Ralph Buckley and he was to take them to Absecon, New Jersey, and place them in the garage of Henry Heinsohn, his partner. The number of the extra motor is 35-J No. 1100. Buckley advised that the extra light with the turret top is correct lamp for a Mercer and it is a Rushmore.

Jack gave me the large framed picture of the Mercer which was hanging in his garage and I can ship that to you or await your further instructions as it is in my car.

With kindest personal regards, I am

Sincerely yours,


Vice President &
General Manager

PVC:nb

DAN C. WILLIAMS

P. O. BOX 2220
DALLAS 1, TEXAS

March 14, 1959

Mr. John G. Fetterolf
Bucks County - Solebury Township
Buckingham, Pennsylvania

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I will assist you in any way I can in the transportation of the Packard to your home in Buckingham, Pennsylvania, [REDACTED]

If this is your understanding of our agreement, will you please sign a copy of this letter, which is enclosed herewith, in the space provided below and return such copy to me.

Very truly yours


Dan C. Williams

AGREED:


Date: Mar. 17, 59

Pennsylvania

The State of ~~Texas~~ }
County of Bucks

Know All Men by These Presents:

Solebury Township
That L. John G. Fetterolf

of the County of Bucks and State aforesaid, for and in consideration of the
sum of Ten Dollars (\$10.00) and other valuable considerations DOLLARS,
to me in hand paid by Dan C. Williams of Dallas, Texas

the receipt for which is hereby acknowledged, have BARGAINED, SOLD and DELIVERED, and by
these presents do BARGAIN, SELL and DELIVER unto the said Dan C. Williams, his heirs,
executors, administrators and assigns.

of the County of Dallas and State of Texas
the following described personal property in (now) Bucks County, Pennsylvania, ~~County, Texas~~ to-wit:

- One 1913 Mercer Raceabout Series 35-J with Engine No. 1004
- One extra motor for 1913 Mercer
- One extra radiator for 1913 , Mercer
- One extra front head light for 1913 Mercer

And I do hereby bind Myself and my heirs, executors, administrators
and assigns, to forever WARRANT and DEFEND the title to the said property unto the said
Dan C. Williams , his

heirs, executors, administrators

of the County of Bucks and State of Pennsylvania, for and in consideration of the sum of Ten Dollars (\$10.00) and other valuable considerations DOLLARS, to me in hand paid by Dan C. Williams of Dallas, Texas

the receipt for which is hereby acknowledged, have BARGAINED, SOLD and DELIVERED, and by these presents do BARGAIN, SELL and DELIVER unto the said Dan C. Williams, his heirs, executors, administrators and assigns.

of the County of Dallas and State of Texas the following described personal property in (now) Bucks County, Pennsylvania, ~~County, Texas~~, to-wit:

- One 1913 Mercer Raceabout Series 35-J with Engine No. 1004
- One extra motor for 1913 Mercer
- One extra radiator for 1913 , Mercer
- One extra front head light for 1913 Mercer

And I do hereby bind Myself and my heirs, executors, administrators and assigns, to forever WARRANT and DEFEND the title to the said property unto the said Dan C. Williams , his

heirs, executors, administrators and assigns, against every person whomsoever lawfully claiming, or to claim the same, or any part thereof.

WITNESS my hand at ^{Solersburg,} ~~PENNA.~~ ^{Texas,} this 17th day of March , A. D. 19 59 .

Witnesses: *[Signature]* John G. Fetterolf

MRS. RAYMOND N. SKILTON
SPRING BROOK
WARRENTON, VIRGINIA

Oct. 7, 1947

Chief of Police
Buckingham, Pa.

Dear Sir,

I have just learned that my Mower, model 35 J, is in the possession of John Tetterolf of Buckingham, Pa, he having bought it from a Mr. Blood I believe of Newton, Mass., who bought it from Ed Herbert of Wolfeton, N.H. where our summer home is located.

We have been trying to locate this car for about

(1)

3

Will you kindly see that the car is kept in good order.

Please accept my sincere appreciation and thanks in the matter.

Very truly yours

(Mrs.) Nathalie Stearns Skilton -

2

six or seven years. It disappeared from Wolfboro very mysteriously. I made a demand upon Ed Hubs to whom I loaned the car to saw his winter's wood. His reply was that it was in a field near by. The process of covering up was very clever and we have now located the whereabouts of the car in your jurisdiction.

Would you be good enough to ascertain the correctness of the information given you herewith and notify John Fetrof that he is in the possession of stolen property and that I will send for the car as promptly as I hear from you.

HARRY B. KAPPAUF

Justice of the Peace
BUCKINGHAM VALLEY, PA.

Phone: Buckingham 3352

October 11, 1947.

Mrs. Raymond W. Skilton
Spring Brook
Warrenton, Virginia.

Dear Madam:-

Your letter was inadvertently put in my mail box, as there is no Chief of Police located here, and I am a Justice of the Peace, the nearest Chief of Police is located at Doylestown, Pa., which is a Borough.

I am sorry that I cannot help you in this matter, as this is not within my authority.

Very truly,

Harry B. Kappauf
J. P.



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF REVENUE
BUREAU OF MOTOR VEHICLES
HARRISBURG

IN REPLY REFER TO

October 22, 1947

O. R. 202

Mrs. Nathalie S. Shelton
Box 954
Warrenton, Virginia

Dear Madam:

Replying to your letter of October 7 and also a copy of your letter of October 7, addressed to the Pennsylvania State Police, which has been referred to this Department, our records show that Pennsylvania certificate of title No. 6378838 was issued for a Mercer roadster, engine and serial No. 1004 to John Fetterolf, Buckingham, Pennsylvania, on October 21, 1942.

The application for certificate of title was accompanied by a bill of sale from R. M. Flood, 26 Orient Avenue, Newton Centre, Massachusetts, showing that on March 9, 1942 this vehicle was sold to Mr. Fetterolf for the sum of \$300.00.

If this motor vehicle was stolen from you we can only suggest that you institute proceedings of replevin for the recovery of the vehicle.

Very truly yours,

Alvin C. Walker
ALVIN C. WALKER
Director of Motor Vehicles



FREDERICK N. CLARKE
COMMISSIONER

The State of New Hampshire
Motor Vehicle Department
State House Annex
Concord

CHARLES H. MAGOWN
DEPUTY COMMISSIONER

MALCOLM L. WILKINS
DIRECTOR OF SAFETY

FRANK H. MILCHEY
ROAD TOLL ADMINISTRATOR

HARRIETT M. LEIGHTON
ADMINISTRATIVE ASST

October 29, 1947

Mrs. Nathalie Skilton
box 954
Warrenton, Virginia

Dear Madam:

This will acknowledge your letter of October 27th.

I am very sorry to advise you that we cannot give you any help, as our records back of 1941 have all been destroyed in accordance with the law.

Very truly yours,

Fredrick N. Clarke
Commissioner

FNC:m:I

Nov 1.

Dear friend
The name of the car is
very important & we have the facts
I have written at once how you
found out that Blood had the car
and it. Do you know anything about
Blood? did you at any time look
I have a copy. If you want me
the facts please.

He is in the
the Station

Mass Bys

Will you kindly send me the
facts concerning the registration
of Motor vehicles. I think I
at 1004
you registered by one of the Blood

— — — — —
I have said me
the complete record showing his
all of the or from whom he
purchased it, & or how he acquired
it.

This car is my property
is declared to be a stolen automobile.

Very truly yours

Chief of Police
Yorkville, Ill.
Dear Sir -

An automobile was stolen from me
on early morning and was just here located by
the Chicago Police Department in the City of Pal.
The car was stolen about 1935 and is
operating today & was sold by me
R. W. Blood

I have only a couple days when Mr. B -
may be able to follow history of your car
positioning history of your car. Will you
be so kind to refer to the facts
& it shall appreciate the courtesy.

The St. Police of N. H. that that
Mr. Blood & one Eddie Herbert were
scheming to get the car & that Blood
unloaded unavailably to this person in
Pennsylvania.

As I have said above I know nothing
of how my car was taken out of the State
of N. H.

It says in the records that
Blood sold the car for a definite amount of
money and received a bill of sale.

Do you not feel that it is my right that
Blood return the car to me for the bill?

Respectfully as always,
R. W. Blood

Nov. 8

Dear Annie,

Have at least located my missing car,
confidentially, it is in Pa.

It is alleged that Eddie H. sold to
whom I loaned the car to some business
after which he was to return it - sold
the car & gave a bill of sale to Mr. H.
Blood ²⁶⁰ ^{Orlando} ^{Fla.} who in turn sold it to a man
in Pa.

Would you be good enough to
investigate Eddie H. & check on the
facts as given to me.

I assume if he sold the car to
Blood he is not you can take jurisdiction
& demand for my account the value of it,
as it was last registered by me in the
State of N. H.

May I hear from you at your early
convenience & will appreciate your advice in
the matter.

It's been a long time since we've seen
you - but we often speak of you - and I hope
we'll get up in the matter soon.
What are you all doing? What are the girls doing
and Ray wants to know how and where you is.
We've never seen you since you left -

most
since
the
S



NICHOLAS VEDUCCIO
CHIEF

City of Newton, Massachusetts

Incorporated 1673

Police Department

West Newton 65



TELEPHONE
LASELL 0030

November
Seventh
1947

Mrs. Raymond N. Skilton
Box 954
Warrenton, Virginia

Dear Madam:

One of our inspectors interviewed Roderic M. Blood, of 26 Orient Avenue, Newton Centre, relative to car about which you wrote to us on November 3rd.

Mr. Blood stated that some time during the war, possibly in 1942, he bought a Mercer automobile from one Eddie Herbert at Wolfeboro, New Hampshire and paid Herbert \$30.00 for it. He kept the car for about six months, then in 1943 sold it to a Mr. John Fetterolf, of Buckingham, Pa., for the sum of three hundred dollars (\$300). Mr. Blood does not know what became of the car after that.

At the time he purchased the car, he received a receipt from Herbert, and when he sold the car, he gave a receipt to Fetterolf.

Mr. Blood knows little about either man, but thinks Herbert was a farm hand in Wolfeboro, where he bought the car.

Upon investigation, we find that Mr. Blood has been a resident of Newton for over forty-five (45) years and bears a good reputation.

Very truly yours,

Nicholas Veducchio

Chief of Police.

WHD:
MC

Nov. 8, 1947

Mr. R.M. Blood
26 Orient Av
Newtown, Conn

Dear Mr. Blood, ~~with respect to the situation of my car~~
I have been informed that you purchased my
Mercury car from someone in New Hampshire; also
received further information as to the person to whom
you sold it.

Whoever sold you the car had no right of
sale, had no bill of sale from me, and only
purchased the car to saw his wood. This person
was one Herbert of Wolfeboro, N.H. This represents
a criminal act on the part of Herbert who had no
right to sell it to you if he is the person from
whom you bought it.

I must ask a full explanation
and demand ^{that you} return of the car to me
promptly.

Very truly yours
Nathalie S. Skilton
(Mrs. Raymond W. Skilton)

(P.T.O.)

Reverso side is a copy of a letter to State Police
dated 11/11/47
11/11/47

13 Buckingham Pa. 100-10
Mr. Feltz

This is to notify you that
you are in possession of a
1935 Buick automobile, registration
number 35-1004, and license
number 1004.

I hereby make demand
for the return of this car
to me in the interim
you are to hold this
automobile in good order
& safe keeping until
my arrival.

If you come to visit
me an explanation as to
how you came in possession
of it, I will appreciate it.
Very truly yours

RODERIC M. BLOOD
26 ORIENT AVENUE
NEWTON CENTRE 59, MASS

Nov. 28, 1947.

Mrs. Raymond N. Skilton,
Spring Brook,
Warrenton, Virginia.

Dear Mrs. Skilton,

The statement in your letter of Nov. 8, 1947 concerning my buying a Mercer automobile from "one Herbert" of Wolfboro, N. H. is correct. It was in August of 1941.

I haven't the faintest idea how, when or from whom he acquired the car. I noticed no evidence of its having been converted to saw wood. The car was in junk condition, obviously having been out of doors for years.

As you appear to know, I sold the car to John Fetterolf of Buckingham, Penn. who went to Wolfboro some time the following Spring and trucked the car away.

Not now having this automobile, I obviously cannot return it to you as you "demand".

Yours truly,

R. M. Blood

A F F I D A V I T

I, Thomas Franklin Stewart, of Herndon, County of Fairfax, State of Virginia on oath depose and say that, on Friday, December 27, 1957, I accompanied Mr. Raymond N. Skilton to Wolfeboro, New Hampshire and visited State Police Officer, Ernest Swift, of the New Hampshire State Police at his residence in Wolfeboro on the Wolfeboro-Ossipee road. In my presence, Mr. Skilton discussed the subject matter of his stolen Mercer Raceabout, 1913 Model 35 J, Serial No 1245 J and Engine No. 1004 with Officer Swift; and, thereafter, I accompanied Mr. Skilton and Officer Swift to the residence of Mr. Eddie Herbert in Wolfeboro, N.H. (opposite the Wolfeboro National Park) to interrogate Mr. Herbert about the Mercer Raceabout which is the property of Mr. Raymond N. Skilton. Mr. Herbert stated that he had been loaned, the above mentioned and identified Mercer Raceabout, by Mr. Raymond N. Skilton with which to saw his, (Herbert's) winter's wood, and, therefore he, Herbert, agreed to return the "Mercer" to Mr. Skilton's property "The Lodge", at East Alton, N.H. from which he (Herbert) took the Mercer Raceabout. Herbert failed to keep his agreement to return the "Mercer" to Mr. Raymond N. Skilton at East Alton but alternatively, towed the "Mercer to Underhill's Camp (the same distance from the Skilton property at East Alton N.H.) Mr. Herbert further stated he could not get the car started, despite the fact that Mr. Skilton started the "Mercer" for Mr. Herbert in the presence of witnesses and otherwise demonstrated the car preparatory to Herbert taking the car to the wood-lot to saw his winter's wood. Herbert stated, also, that he could not start the car after four or five weeks (Mr. Hutchins of Horn's Garage, Wolfeboro, N.H. had started the car for him and was, further, available to Herbert, if needed, as arranged by Mr. Raymond N. Skilton); Herbert towed Mr. Skilton's Mercer Raceabout to Underhill's Camp and sold it for Thirty dollars".

Mr. Eddie Herbert, as stated herein further said, "I never heard of Mr. Roderic M. Blood of Newton or West Newton, Massachusetts but I gave a Bill of Sale 'to one of the Underhills' out on the Point. The old Underhill is dead". Herbert went to the telephone in his apartment and called a cack (not identified to us) but couldn't get any corroboration of his statements.

Mr. Skilton asked Mr. Eddie Herbert if he had given a Bill of Sale to Mr. Roderic M. Blood, above mentioned and/or one John Fatterolf of Duckingham, Pennsylvania. Herbert replied, "no, I gave the Bill of Sale to Underhill who paid me thirty dollars." In fact Mr. Herbert seemed to stress the point several times that he had given a Bill of Sale, without being asked the question. Mr. Skilton asked Mr. Herbert among other things, why he had sold the car well knowing it belonged to Mr. Skilton and by agreement, it was to be returned to Mr. Skilton's property at East Alton, N.H. and why he had given a Bill of Sale which he well knew, also, was fraudulent, unlawful and illegal. Herbert answered, "I want to see my lawyer and I refuse to say anything else".

My statements made herein in this affidavit were made in the presence of State Police Officer Ernest Swift, of the Wolfeboro District, Raymond N. Skilton, Mrs Eddie Herbert and Mr. Eddie Herbert and myself.

Thomas Franklin Stewart

68 Austin Street
Newtonville 60 Massachusetts
Decatur 2-0937

January 22, 1958

Mr. Frederick N. Clarke, Commissioner
Motor Vehicle Department
State House Annex
Concord, New Hampshire

Dear Mr. Clarke:

Reference is respectfully made to your letter, dated October 29, 1947 addressed to Mrs. Nathalie Skilton, Box 954 Warrenton, Virginia which had to do with the theft of my Mercer Raceabout 1913 Model 35 J, Serial No. 1245 J, Engine No. 1004.

It seems that in running down all the leads, they came to a dead end. I have now closed in on those who took part in the disposition of my car and have located the parties responsible. The initial move was made by a certain person in Wolfeboro, N. H. and on December 27, 1957, I called on State Police Officer, Ernest Swift at his home in Wolfeboro, N. H. and discussed the matter quite frankly; later that evening we called on the person who admitted giving a Bill of Sale of my car to one "Underhill" in Wolfeboro, wholly unknown to me and is now deceased. This step was not only false, fraudulent, unlawful and illegal but knowingly a false statement to mislead Officer Swift and my son-in-law, Mr. Thomas F. Stewart and me, as the person being questioned actually gave the Bill of Sale to a Newton resident who, now admits the act and paid the person, and, in turn, sold my car to a resident of the Commonwealth of Pennsylvania.

I have traced the car now thoroughly disguised and kept out of my reach, in Pennsylvania. I shall institute proceedings to recover my property.

Since my car was stolen from my property in New Hampshire, can and will you and your Department and the State of New Hampshire cooperate with me in the recovery of my car.

You may recall my visit recently in the interest of Mrs. Edith G. Goulding of Bedford, Massachusetts, with respect to an accident near Keene, N. H. which has been closed to the mutual satisfaction of the parties at interest.

Yours Sincerely,

Raymond N. Skilton



The State of New Hampshire
State Police
Concord

January 30, 1958

COLONEL RALPH W. CASWELL
SUPERINTENDENT
MAJOR T. DWIGHT COMSTOCK
DEPUTY SUPERINTENDENT

Raymond N. Skilton
68 Austin Street
Newtonville 60 Massachusetts

Dear Sir:

With reference to your letter of January 26 reporting the larceny of your Mercer Raceabout. We shall contact Sergeant Swift regarding this, after which you will again hear from us with further information on the matter.

Very truly yours,

Ralph W. Caswell

COLONEL RALPH W. CASWELL
Superintendent

TDC:mk

BRIG. GEN. JOHN G. FOWLER, U.S.A.F. (RETIRED)
5212 UPTON TERRACE, N.W.
WASHINGTON 16, D.C.

11 May 1967

Dear Alan,

Let me thank you once again for the most pleasant afternoon with you and for the enjoyment of your car.

After getting back to Washington I was talking about your car and my Service Manager said "That Fern used to belong to my father-in-law." He also said that he had some ~~papers~~ papers in reference to its history. I am enclosing them for you on the presumption that this is the same vehicle. You will note the car was first sold to Cushman, who then sold it to Skelton (who is the father-in-law I referred to - now deceased). If the allegations that he makes are so there is

2) a slight blot on the escutcheon of the car's lineage. As you can see, much of the paperwork is the belated efforts of the Skiltons to do something about their problem. I understand that the mother in law, Mrs Skilton has given up her efforts to this end because ~~Tom~~^{Mr.} Henry is dead and the essential official records are destroyed. It appears that they had put little or no value on the car at the time - particularly as they had lent the car to Henry to hook up a buzz-saw to the rear wheel. They didn't get interested in it until years later when they realized it had an increasing value.

Tom Stewart who is my Service Manager said the car was originally grey in color and as you can see did not have a monode, or searchlight, or dickie-seat. Skilton did have a starter installed.

You will note the snaps of the car were wrinkled. It was repaired with a new frame

3)

BRIG. GEN. JOHN G. FOWLER, U.S.A.F. (RETIRED)
5212 UPTON TERRACE, N.W.
WASHINGTON 16, D.C.

- hence no number on the frame.

The pictures I took of you and the cars all came out very well. I have just received the prints back. I snatched off a few of the best but I'm enclosing all of the negatives for you to keep. The one with you at the wheel of the big D is especially good - you should have that enlarged.

I have debated with myself as to whether I should send these papers to you. I didn't want to disturb you about the ownership problem in the dim past, but I knew you would be interested in having more of the documented history of the car - still assuming it is the same car.

Please find time to call us
if you come to Washington. I'd
like to get together for dinner or
at least a couple of drinks.

Thanks again
Jack

DJK

MERCER NOTES

Conversation with Tom Stewart, Leesburg VA
Fri, 12 May 1995, @ Carlisle Import Swap Meet, Penna.

Tom sold me a photo of the T-head Raceabout that used to belong to his father-in-law. I got him to tell me the story of the car:

It was bought new by Rufus C. Cushman, who lived in a suburb of Boston MA. In 1919, he sold it to Tom's future father-in-law, Raymond Nelson Skilton. He has his own hockey team at that time, and people knew him as "Raymie". He also had a temper, and was quick to fight in a game.

One time, while racing a train, the car hit a tree & turned over. Or vice versa. Either way, the frame got badly bent. So, a new frame was installed. That's why, when Dan Williams in Texas owned it and contacted Tom Stewart about the car's history, no one could find the chassis number which was always stamped in the back of the rear crossmember on the T-heads. The new chassis did not have a number.

In 1924, he gave the car to his wife as a wedding present. In 1925, their first child (Tom's future wife) was almost born in this car when the wife had the family chauffeur get it running for her. She went for a rather shaky ride, and apparently almost had some problems.

In 1941, Raymie loaned the car to some guy to use for cutting wood. You know, jack^{*} up one rear wheel and run a belt from it to a circular saw. But it wouldn't turn over. So, a local mechanic, who had worked on it before, now worked on it again. He came to find out that the cut out had been left open while it was stored, and squirrels (or mice?) had gotten in and left nuts on top one of the pistons. At that, the alleged woodcutter scrapped the car.

Along came Rod Blood, who bought it from the junkyard for about \$600. He then sold it to Jack Fetterolf in Buckingham PA.

In 1951, Tom Stewart and his father-in-law tried to get the car back. They approached the Penna. police with the problem. In trying to straighten things out, the police wanted proof of ownership. In those years, New Hampshire did not have titles for cars, and so there was none. Worse, neither could he find an old registration. The new owner, on the other hand (and it must have been Jack Fetterolf then) did produce a valid title. Tom says it was easy back then for Rod Blood to have gotten a title for the car. Skilton was advised that the lawyer fees to try to get the car back would have been too high to make it worth while. Also, the alleged woodcutter by that time was living in poverty, so there was no recourse available there.

Tom said he saw a photo of the car in its "as found in a junkyard", condition in a 1941 or 1942 issue of the VMCCA magazine (Bulb Horn?).

Starters, Wire Wheels, & Monocle Windshields
on T-heads

Tom said he knows monocle windshields were not period accessories because he never saw one until the 1940's. He also said that Mercer never put starters on Raceabouts. And when I mentioned the ex-Alec Ullmann Mercer that is coming up for auction on June 17th this year, Tom said it was the only one he ever saw that had wire wheels, and wanted to know if it came with them, and if so, did the dealer install them, because the factory did not.

NO TRJ

* I THINK THE PICTURE OF THE CAR
IN THE 1942 ISSUE OF THE
"BULB HORN"

ALL THE...
... ..

DJ... IS FROM
JACK FETTEROLF

FILE NO. 1 - MERCER

FILE NO. 2 - Ralph Buckley



July 14, 1959

July 5, 1991

Mr. Daniel Williams
P. O. Box 2730
Dallas 1, Texas

INVOICE FOR WORK ON 1915 MERCER TUB JUNK, 1959

LABOR: Mr. Ralph Buckley
1113 New Road

REPUBLIC NATIONAL BANK
OF DALLAS

030342 ³²⁻⁶²₁₁₁₀

July 14, 59

PAY TO THE ORDER OF **RALPH BUCKLEY**

\$ 759.66

9.66
DOLLARS

NOT NEGOTIABLE **759 AND 66 CTS**

CUSTOMER'S NAME

FOR

CUSTOMERS COPY ONLY

CASHIER'S CHECK

YOU SHOULD PRESERVE THIS RECEIPT AS YOUR RECORD OF THIS PAYMENT

- 2- lgths. 1/4 & 3/4 br. angle
- 2- Shw cards
- 1- For. Mc & 2 steel flat bar
encl.

Secretary to Mr. Dan G. Williams

Total material:

\$ 499.41

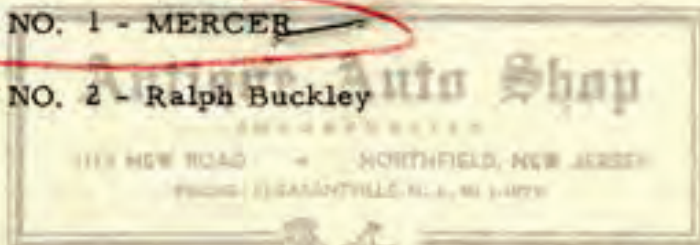
Total labor and material:

\$ 759.66

Handwritten notes at bottom left of page.

FILE NO. 1 - MERCER

FILE NO. 2 - Ralph Buckley



July 14, 1959

July 5, 1959

Mr. Daniel Williams
P. O. Box 2230
Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR JUNE, 1959:

LABOR: Mr. Ralph Buckley
1113 New Road

REPUBLIC FM 72-20
INDIVIDUAL LEDGER DEBIT

REPUBLIC NATIONAL BANK
OF DALLAS

DALLAS, TEXAS, July 14, 19 59

CHARGE	--- Dan C. Williams --- SPECIAL ACCOUNT -----	\$759.66
	<u>Seven Hundred Fifty Nine and 66/100-----</u>	DOLLARS
ACCOUNT	<u>For cashier's check to Ralph Buckley</u>	

ENTRY MADE BY _____ APPROVED BY _____
BOOKKEEPER—Post this item by itself. Do not combine with other items.

- 1- Pkg. radiator cleaner
- 1- Oak for running boards
- 2- lgths. 3/4 x 3/4 br. angle
- 2- Show cards
- 1- Pos. Mc x 2 steel flat bar
encl.

Ina Mae McGuire
Secretary to Mr. Dan C. Williams

Total material:

\$ 159.41

Total labor and material:

\$ 759.66

*Copy sent to
Mr. Williams July 14, 1959
R. Buckley*

FILE NO. 1 - MERCER

FILE NO. 2 - Ralph Buckley

Auto Shop
ESTABLISHED
 1113 NEW ROAD * NORTHFIELD, NEW JERSEY
 PHONE 75-2441



July 14, 1959

July 5, 1959

Mr. Daniel Williams
 P. O. Box 2220
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR JUNE, 1959

PAYEE: **Mr. Ralph Buckley**
1113 New Road

Pick up car at Northfield, New Jersey and deliver to Downville, N. J., check car and road test; bring car to shop; straighten fender brackets, unbolt fenders; flush out radiator; remove wooden plug from overflow pipe; road test car; make four new fenders; and install new running boards; align fender brackets; weld broken rear fender bracket; bolt new fenders to brackets.

Dear Mr. Buckley:

Your statement dated July 5th, for the work on the 1913 Mercer for June, 1959, was received during Mr. Dan C. Williams' absence from the city. \$ 600.25

MATERIALS:

- Phone calls
- Gasoline
- Garage rent
- 1- Sheets body metal
- 5- lbs. 80/90 solder
- 1- Pkg. radiator cleaner
- Oak for running boards
- 2- Lghs. 3/4 x 3/4 br. angle
- 2- Snow caps
- 1- Pkg. Mc x 2 steel flasher
encl.

Yours very truly

Ina Mae McGuire
 Secretary to Mr. Dan C. Williams

Total material: \$ 159.41

Total labor and material: \$ 759.66

Handwritten notes:
 1113 New Road
 Northfield, N.J.
 7/14/59

RALPH BUCKLEY

Antique Auto Shop

INCORPORATED

1113 NEW ROAD • NORTHFIELD, NEW JERSEY
PHONE: PLEASANTVILLE, N. J., ME 1-1079

HENRY HEINSOHN



July 5, 1959

Mr. Daniel Williams
P. O. Box 2220
Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR JUNE, 1959:

LABOR:

Pick up car from Bucks Co., Pa., and deliver to Oceanville, N. J., check car and road test; bring car to shop; straighten fender brackets, unbolt fenders; flush out radiator; remove wooden plug from overflow pipe; road test car; make four new fenders; make and install new running boards; align fender brackets; weld broken rear fender bracket; bolt new fenders to brackets.

Total labor: \$ 600.25

MATERIAL:

Hauling of car to Oceanville, NJ	\$ 75.00
Payment to Chief of Police for title inspection	5.00
Phone calls	1.54
Gasoline	3.35
Garage rent	15.00
3- Sheets body metal	24.00
5- Lbs. 50/50 solder	6.25
1- Pkg. radiator cleaner	1.50
Oak for running boards	3.50
2- Lgths. 3/4 x 3/4 br. angle	17.13
2- Show cards	.90
1- Pce. 1/2 x 2 steel flat bar	6.24
Total material:	\$ 159.41

Total labor and material: \$ 759.66

*copy sent to
1 - Mrs. Williams } 6.8.59
2 - Ocean*

FROM RALPH BUCKLEY

July 5, 1959

INVOICE FOR WORK ON 1913 MERCER FOR JUNE, 1959:

LABOR:

Pick up car from Bucks Co., Pa., and deliver to Oceanville, N. J., check car and road test; bring car to shop; straighten fender brackets, unbolt fenders; flush out radiator; remove wooden plug from overflow pipe; road test car; make four new fenders; make and install new running boards; align fender brackets; weld broken rear fender bracket; bolt new fenders to brackets.

Total labor: \$600.25

MATERIAL:

Hauling of car to Oceanville, N. J.	\$ 75.00
Payment to Chief of Police for title inspection	5.00
Phone calls	1.54
Gasoline	3.35
Garage rent	15.00
3-Sheets body metal	24.00
5-Lbs. 50/50 solder	6.25
1-Pkg. radiator cleaner	1.50
Oak for running boards	3.50
2-Lgths 3/4 x 3/4 br. angle	17.13
2-Show cards	.90
1-Pce. 1/2 x 2 steel flat bar	<u>6.24</u>

Total material: \$159.41

Total labor and material: \$759.66

*Copy also sent to
Mexico City.*

RALPH BUCKLEY

Antique Auto Shop
INCORPORATED
 1113 NEW ROAD * NORTHFIELD, NEW JERSEY
 PHONE: PLEASANTVILLE, N. J., ML 1-1079

HENRY HEINSOHN



August 4, 1959

Mr. Daniel C. Williams
 P. O. Box 2220
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCUR FOR JULY, 1959:

LABOR:

Shrink fenders, remove tire rack and make new tire rack, glue up mahogany for dash, remove instruments, etc. from old dash; make new hood and body sills; sand, fill, and varnish sills; cut out dash board; box up exhaust manifold; partially disassemble motor; machine flywheel; Metal Prep and prime fenders.

Total labor: \$ 358.25

MATERIAL:

8-	1/4 x 1 1/2" bronze carriage bolts	1.60
5-	Ft. 1 1/2" x 1/16 flat brass	1.75
1-	Flywheel ring gear	7.50
	Trip expenses for material	2.80
2-	Lbs. 1/8" soft steel wire	1.00
	Oxygen & acetylene	6.75
1-	Pt. waterproof glue	2.50
1-	3/8" rivet	.05
12-	Ft. 3/4" exterior plywood	6.00
12-	Ft. 1/2" ditto	4.80
10-	Ft. 1/4" Marine mahog. plywood	6.00
2-	Pces. mahog. 1" x 6" x 7'	4.90

Total material: \$ 45.65

Total labor and material: \$ 403.90

Pd with Special Aug 13, 1959
 1358

RALPH BUCKLEY



HENRY HEINEGHN



August 4, 1959

Mr. Dan C. Williams
P. O. Box 2220
Dallas 1, Texas

Dear Dan:

Here's another bill on the "Yellow Rose of Texas". The work is coming along slowly at the moment, but we hope to speed it up soon. One question in regards to the fender brackets - - - Do you want the two additional brackets that somebody put on the front fenders re-installed on the new fenders, or would you rather keep it like the originals, with one bracket per fender?

Thanks for the "Cavileer" magazine you sent me with the Stutz article in it. By the way - that's quite a magazine, isn't it, or didn't you notice a few of the other articles in it???? Also thanks for the Mercer material. I have put it in it's proper place with all of my other Mercer data.

Hope you and the family had a nice vacation in Mexico. We certainly do enjoy receiving the cards you send us from various spots around the globe where you happen to land.

I talked to Vernon on the phone last Saturday night when I was in Washington visiting Mary's sister, and he told me that you probably would be coming up soon. Hope to be able to see you if you do get up in this vicinity.

Mary also sends her best regards

Sincerely,
Ralph
Ralph

RTB/k

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AUG 7 1959

11 2 3

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XXXXXXXXXXXX



September 1, 1959

Mr. Daniel C. Williams
 P. O. Box 2220
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCEDES FOR AUGUST, 1959:

LABOR:

Remove rear deck, gas tank, seats and radiator; install starter ring gear; align motor and transmission; make starter bracket; fit starter on car; grind off welds on frame; re-bolt frame where loose; disassemble front axle; split front axle spindle holes; build up bosses and drill for clamp bolts; make new threaded bushings; straighten axle; assemble axle and install new tie rod bolts; remove paint from frame and chassis parts; disassemble springs, wire brush leaves, and prime; clean and prime frame; putty and sand frame; remove paint from tank, rear deck, and bucket seats; make brass edging for running boards; remove cam shafts and crankshaft; build up main bearings for end play and fit in crankcase; wash and wire brush crankcase; remove oil slingers from crankshaft, and wash shaft; weld ears on broken oil slingers; install slingers, and fit conn. rod bearings.

Total labor:

\$ 619.50

MATERIAL:

4- Gals. paint remover	\$ 16.20
1- Pcs. angle 4x6x8x5/16	2.40
15- Inches 3/8" rod	.20
4- 3/8" nuts	.20
1- Starter	10.00
1- Bendix drive	7.50
Oxygen & acetylene	4.50
6- Gals. gasoline	1.68
1- Pcs. 2 1/2 x 4" round bar	2.00
2- New tie rod bolts	2.00
6- 3/8 x 2 cap screws & nuts	.72
8- 5/16 running board bolts	.80
8- 1/4" running board bolts	.56
1- Gal. Preparakote	6.25
2- Gals. thinner	2.30
	<hr/>

Total material:

\$ 57.31

Total labor and material:

\$ 676.81

*PAID
 SEP 13 1959*

RALPH BUCKLEY

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XXXXXXXXXXXX



October 5, 1959

Mr. Daniel C. Williams
 Box 2220
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR SEPTEMBER, 1959:

LABOR:

Assemble springs, and install extra leaf in right rear spring; prime chassis parts; disassemble crank, remove bushings, machine crank, make special bushings between crank and timing case; weld up and re-machine spring shackle plates; strip paint from cylinder blocks; build up around water inlet hole; de-scale blocks; install cam shafts in crankcase; time motor; disassemble rear; install felt grease retainers and baffles in housing; braze up loose rivets and saddle guide; grind off old welds; fit saddles to housing; braze in new drain fitting; remove paint from rear; disassemble generator drive coupling; re-fasten generator drive coupling; install accessory drive in motor; prime and putty crank; make and install new locks on main bearing nuts; weld filler hole bushing in rear cover plate; reface valves and grind in seats; have radiator steam cleaned; make new gaskets; and install differential in rear housing; prime bucket seats; reline brakes; make new studs for top water jacket plates; install studs; weld reinforcement plates in frame; straighten oil and air pump brackets; bore seat bottoms to fit over cap screws and rivets of frame; bolt sills and hood former to frame; fit dash; fit brake cross-shaft to reinforcement plates in frame.

Total labor:

\$ 481.25

MATERIAL:

2- Gals. Oakite 32	\$ 7.00
1- 3207 ND bearing	4.95
1- 7507 ditto	6.30
Oxygen & acetylene	2.50
1- Main bearing bolt	1.00
2- Felt grease retainers	.80
1- 3/4" coupling	.25
3- Taper pins	.30
2- Sq. ft. gasket paper	.30
1- Flexible drive disc for generator	1.05
1- 1/4" Allen set screw	.05
Steam cleaning radiator	3.00
24- 5/16 x 2 1/2" cap screws	1.68
24- 5/16 nuts	.72
24- 5/16 fiber washers	.48
8- Valves refaced	1.20
Deposit on 6 tires	105.00
1/2- Lb. bushing bronze	.48

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XXXXXXXXXXXX



Mr. Dan C. Williams
 Page #2.

1-	Extra spring leaf	2.00
5 $\frac{1}{2}$ -	Pt. 3/4 half oval alum.molding	1.10
24-	1/2" internal tooth lockwashers	1.20
76-	Inches 2 x 3/16 woven brake lining	11.78
	Ft. Wayne phone call	2.09
1-	New main leaf for front spring	14.25
10-	Center bolts	3.00
1-	Sq. ft. Neoprene rubber	1.00

Total material:

\$ 173.48

Total labor and material:

\$ 654.73

OKD

*11 1/2 sq. feet
 installed
 10-2-59*

RALPH BUCKLEY

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HENRY HEINSOHN



November 4, 1959

Mr. Dan C. Williams
 P. O. Box 2220
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR OCTOBER, 1959:

LABOR:

Polish and install top water plates; assemble dash to cowl; cut and install felt washers on valve stems; install valves in blocks; tape up cylinders, and prime and paint cylinders; sand, fill, and varnish dash; refasten framework in rear deck, and install new floor in same; make metal pan for under bucket seats; fit seat belts; remove bolts from rear wheels, countersink and plug rear wheel spokes, drill and re-install bolts; prime frame, sand and paint frame, stripe same; paint front and rear axles and other chassis parts; weld up driving dogs on right rear axle and fit to hub; install crankcase in frame; assemble springs and axles to frame; straighten and fit radius rods; assemble motor; install starter; ship manifold to be enameled; tape up and brush sealer on wheels.

Total labor:

\$ 675.50

MATERIAL:

4- Sq. ft. 3/8" plywood	\$ 1.20
1/2- Ft. varnish	1.00
15- Sheets sandpaper	1.65
1- Black & Decker hole saw	2.05
1- Gal. red oxide Preparakote	6.25
24- 3/8 x 2 1/2" carriage bolts	2.40
24- 3/8" std. nuts	.72
6- Rim bolts	.90
1/2- Yd. 1/32 gasket paper	1.10
1- 102-B Gilmer fan belt	2.00
1- Set new hood straps	5.80
2- Safety belts	21.90
	21.90

Total material:

\$ 46.97

Total labor and material:

\$ 722.47

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NOV 9 1959

#3
11/10/59

D. C. W.

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XXXXXXXXXXXXXXXXXXXX



December 4, 1959

Mr. Dan C. Williams
P. O. Box 2230
Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR NOVEMBER, 1959:

LABOR:

Machine castings for hood clamps; sand and prime cowl; dismantle gear box; regrind sealing surface on main drive gear; install new bearings and packings; assemble gear box; install same in chassis; install driveshaft, foot brake shoes and linkage; make battery box; prime and putty rear deck and cowl; remove paint; disassemble, clean, check, and re-assemble steering gear; grind and polish wheel; disassemble water pump; make new stainless steel pump shaft; clean rust from tank; polish manifold and accelerator pedal; sand and paint cowl and running board brackets; stripe cowl; install steering column and cowl in chassis; prime and putty wheels; Kenick exhaust system; make trim ring for speedometer cable; polish instruments and install; make and install heel rail on dash; install pedals, speedometer, intake and exhaust manifolds, carburetor, accelerator, oil level float, and exhaust system; grind and polish brake ratchet; make new bolt and anti-rattler plunger for gear shift; assemble shift levers to chassis; install acetylene lines and water manifolds; make new key and install steering wheel and spark and throttle levers.

Total labor:

\$ 964.00

MATERIAL:

Railway express charges on manifold	\$ 6.91
8- Ft. Battery cable	5.76
3- Battery cable terminals	.75
1- Battery ground strap	1.60
Honing of water pump bushings & impeller	2.75
1- Light switch	3.35
5- Lamp sockets	4.25
Bronze castings of accelerator & foot pedals	5.41
1- 3208 ND bearing	6.75
1- 3211 ditto	10.14
1- 3305 ditto	5.40
2- 3307 ditto	6.30
1- 43207 ditto	6.30
1- 43308 ditto	9.10
2- 8509 ditto	19.26
2- 1 1/2" ring gaskets	.40
6- Gano lye	1.24
33- Inches 3/8 x 1 1/2" flat bar	1.30
1- Can Dulux putty	2.25

(cont'd)

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Mr. Dan C. Williams
 Page #2

	Enameling of exhaust manifold	\$ 10.40
3-	Ft. 3/4 half oval brass	1.15
5-	Ft. 1/4" copper tube	1.00
1-	1/4" copper tube tee	2.31
1-	1/4" copper tube union	1.83
4-	Ft. 5/16 x 1 1/4" flat bar	2.08
1-	8 volt storage battery	21.00
8-	Inches 3/4" stainless steel	1.00
3-	Ft. terne plate	.90
2-	Sets lamp spinings	50.00
2-	Lamp chimneys	20.00
12-	3/8 x 1 1/4" caps screws & nuts	<u>1.20</u>

Total material:

\$ 211.99

Total labor and material:

\$1175.99

#4
 #5
 1000
 175.99

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XXXXXXXXXXXX



January 7, 1960

Mr. Dan C. Williams
 P. O. Box 2220
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR DECEMBER, 1959:

LABOR:

Make acetylene tank brackets; install gears on spark and throttle controls; assemble water pump; sand, prime, and paint wheels and gas tank; install starter wiring and switch; install Autopulse, switches, and ammeter; polish turns for floor-boards; install water pump; install electric outlets; re-bush hand pumps; install wheels; make adapters for sealed beam lamps; make and install extra half-oval toe rail on dash; paint rear deck; paint auxiliary seat; compound, stripe, and install rear deck and gas tank.

Total labor:

\$ 579.75

MATERIAL:

1-	Solenoid starter switch	\$ 4.75
1-	Battery terminal lug	1.50
1-	Push-pull switch	.95
4-	Ft. 5/16" copper tube	1.20
12-	Plastic clips	1.32
1-	Ft. 1/8 x 2" flat steel	.10
10-	6-32 RH screws & nuts	.30
5-	D.C. plugs	1.75
1-	2021 connector	.55
2-	4015 sealed beam bulbs	5.20
4-	#1 Champion plugs	3.80
4-	C-4 Champion plugs	3.80
34-	Ft. #14 wire	3.16
9-	Ft. #12 wire	.99
17-	Inches 3/4 half oval brass	.55
8-	#8 RH machine screws	.32
2-	3/8 x 1 1/2" br. cap screws & nuts	.30
5-	1/4 x 3/4" SAE cap screws & nuts	.25
1-	Gasoline shut-off valve	3.00
1-	Bosch magneto winding	28.75
24-	5/16 SAE r. cap nuts	2.40

RALPH BUCKLEY

Antique Auto Shop
INCORPORATED
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XXXXXXXXXXXX



Mr. Dan C. Williams

- 2 -

January 7, 1960

Upholstery:	Leather	\$59.00	}	
	Air Foam	15.00		
	Labor:			
	to upholster 2 bucket seats,			
	1 auxiliary seat, cover			
	speedometer casing, make			
	covers for end of drag-			
	link.	82.50		\$156.50
2-	New radiator caps			14.00
1-	Wingin mirror for headlamp			13.90
	Steel for hood & use of roller			6.00
				<hr/>
	Total material:			\$ 254.94
				<hr/>
	Total labor and material:			<u>\$ 834.69</u>

84
 1459
 33

#5
 1/8/60

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Antique Auto Shop
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XXXXXXXXXXXXXXXXXXXX



February 3, 1960

Mr. Dan C. Williams
 P. O. Box 2220
 Dallas 1, Texas

PAID
 FILE 100

INVOICE FOR WORK ON 1913 MERCER FOR JANUARY, 1960:

LABOR:

Grind and polish hardware for lamps; remove center hinge from hood; repair and polish hinge; stripe wheels; make new hood; fill cracks in steering wheel and polish wheel; install ammeter and switches; polish and install grease cups; grease chassis; fit seats; silver solder pump brackets to pumps; cut off studs, and install cap nuts on water plates; fit floor board and brass edging of same; cover floor and running boards with rubber; bind running boards and floor board, and install; prime and paint hood; re-work whistle control valve, and install in exhaust pipe; build and install control lever for valve; make and install stand-pipe for gas tank; dismount tires and remove paint from rims; polish monocle; install motometer in cap; install filter in gas line, and extension on radiator overflow; install wires for speedometer light; true up speedometer gear; align drive; stripe hood.

Total labor:

\$555.75

MATERIAL:

1-	Bonney tool pouch	2.00
1-	#6 lamp bulb	.20
4-	Ft. plastic cable	.20
1-	FP54 gasoline filter	1.94
2-	69-5 fittings	1.54
1-	1/4" pipe nipple	.15
1-	1/4" pipe cap	.20
2-	Ft. 3/8" cold rolled rod	.30
2-	Pulleys	.40
1-	Burns brackets	.75
3-	1/8 x 5/16 strt copper tube fittings	3.75
1-	1/4 x 5/16 copper tube ell	1.90
2-	Brass hood hinges	6.00
1-	Lock for trunk lid	1.90
2-	Cable clamps	.40
42-	1" #2 brass wood screws	.42
88-	1/8" alum. rivets	.20
25-	Grease cups	7.50
1-	Pec. rubber matting, 1 5/6 yds	5.05
	Rubber matting cement	1.10
6-	1/4" set screws	.60

1/8 1/60
 2481

Total material:

36.50

Total labor and material:

592.25

RALPH BUCKLEY

Antique Auto Shop
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 PHONE: PLEASANTVILLE, N. J., ME 1-1379

HENRY GOODSON



March 3, 1960

Mr. Dan C. Williams
 P. O. Box 2220
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCEDES RACEABOUT FOR FEBRUARY, 1960:

LABOR:

Install cable on exhaust whistle; Kevick valve and exhaust pipe and brake drums; stripe seats; dye safety belts; install hardware on hood; rebuild magneto; install seat belts and seats, and side lamp brackets; clean and prime fenders; paint lamp brackets and magneto; wire ignition; install speedometer cable; paint electric cowl and tail lamps; install printing cap base; make tie-bar for acetylene lamps; prime and putty fenders; install lock in trunk lid; polish gas caps; start motor; assemble headlamp; paint fenders; machine and polish rear hub caps; machine axle flange and install hub caps; compound, stripe, and install fenders; make tie bar for electric lamps; make new bracket and install horn; make tail lamp and license plate bracket; install spare tire rack; straighten and polish electric lamps.

Total labor: \$808.50

MATERIAL:

Gasoline	\$ 1.33
1- Acetylene tank	15.00
3- 5/16 x 2 brass bolts	.90
1- 1/4" shut-off cock	2.45
7- qts. oil	3.15
2- Headlamp glasses	3.00
1- Beveled glass for sidelamp	7.00
12- 7-12 brass machine screws	.60
1- New safety glass installed in monacle	10.00
1- K-1 safety belt	10.95
1- 28 # Imperial valve	2.25
1/4" hose for headlamps	1.50
1- Pcs. 3" OD steel tubing, 26" lg.	6.31
8- 3/8 GAS brass cap nuts	.96
1- Gal. red Preparakote	6.25
2- Gals. synthetic thinner	2.80
1- Roll 3/4" masking tape	.90
2- Gals. lacquer thinner	3.50
2- Qts. hydromatic fluid	1.50
Flexible wire for exhaust whistle	.50
1- qt. black Dulux	1.95
26- Sheets sandpaper	2.86
24- Ft. 7 mm. high tension wire	3.12

RALPH BUCKLEY

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XXXXXXXXXXXX



Mr. Dan C. Williams
Page #2

8-	Hajah high tension terminals	4.00
4-	Ft. #14 wire	.36
4-	Wire terminals	.40
6-	Eyelet terminals	.30
20-	Lbs. gear lube	6.00
4-	Hose clamps	.80
2-	Ft. 1 3/8" hose	2.00
17-	Ft. #14 2-wire cable	2.04
2-	Strt. DC plugs	.50
2-	Angle DC plugs	1.50
3-	1/4" br. bolts	.45
1-	Lb. 3/16 br. bar	.90
28-	1/4 x 1 step bolts, nuts & locks	2.80
4-	Ft. 3/8" cold roll	.40
2-	3/8 x 1 1/4" cap screws & nuts	.20

Total material:

\$112.13

Total labor and material:

\$920.63

#8
2/9/60

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XXXXXXXXXXXX



April 5, 1960

Mr. Daniel C. Williams
 P. O. Box 2230
 Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCER FOR MARCH, 1960:

LABOR:

Straighten and polish electric headlamps; paint lug nuts, lugs, and motometer; mount spare tires and covers; install and wire electric lamps; install brackets for acetylene tank; prime and paint tank; mount new tires; replace 9 short lug bolts; stop leak in water manifold; drill spare lamp brackets; make new bushing, and install monoco windshield; machine and polish front hub caps; pack extra lamps and parts and ship to Texas; balance front wheels; install glass in headlamps; road test car; re-align gear box; bring spare motor to shop; assemble motor; make shipping bed and install spare motor thereon; remove valve lifters and recess guides; make and solder/black on mask jacket tube for monoco windshield; adjust starter pinion.

Total labor: \$ 525.00

MATERIAL:

9- Lug bolts	\$ 2.25
Gasoline	5.00
Yellow pine for engine bed	4.30
1- Leather strap for spare tires	3.20
2- Lamp chimneys engraved	20.00
Reg. Express charges on lamps	19.17
Frt. on tires	9.10
4- 1/2 x 7 lag screws	.80
1- Mualin cover for car	<u>24.00</u>

Total material: 87.72

Total labor and material: 612.72

#8
 3/1/60

RALPH BUCKLEY

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PHONE: PLEASANTVILLE, N. J., MF 1-1079



May 3, 1960

Mr. Dan C. Williams
Box 2220
Dallas 1, Texas

Dear Dan:

Here's the bill you've been looking for - the last one!

I hope you get as much pleasure from your Mercer as I do from mine. I'm sure you'll enjoy it thoroughly, and I wish you all the luck in the world with it.

Don't forget - we have a date with you and Mrs. Williams for sometime in August when you expect to be in Atlantic City. Both Mary and I are looking forward to meeting your wife at that time.

All best regards to "you-all" and to the "Yellow Rose of Texas".

Sincerely,

Ralph

Ralph

RTB:mab

RECEIVED
MAY 3 1960
D. C. W.

Antique Auto Shop

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PHONE: PLEASANTVILLE, N. J., MI 1-1079



May 3, 1960

Mr. Dan C. Williams
Box 2220
Dallas 1, Texas

INVOICE FOR WORK ON 1913 MERCEDES FOR APRIL, 1960:

LABOR:

Stop leak in oil gauge, repair spare carburetor float; change carburetor needle and seat; disassemble gear box; install sealed bearing; reassemble gear box and realign; make luggage brackets for running board; drill and tap headlamps for set screws; pack lamps and parts for shipment; pick up spare tire from sign painter; road test car; install new seal on clutch cross-shaft; adjust valves; remove paper and tape from running boards; clean and load car.

Total labor:

\$312.00

MATERIAL:

2- 99511 NU bearings	\$29.10
4- Qts. gear lube	1.20
1- Qt. 40 oil	.45
1- Qt. kerosene	.25
Trip expenses for Phila. for parts	10.90
4- Allen set screws & wrench	.87
2- Grease cups	.60
2- Ft. 1/4 x 1 3/4 flat bar	.84
2- 3/8 x 2 cap screws	.12
1- Fan belt	2.00
4- Footman loops	.40
Painting of emblem on tire cover	9.00
1- Set. of comb. wrenches	4.12
1- 10" adjustable wrench	3.09
1- Pr. pliers	.98
1- Screw driver	.35
1- Gal. transmission fluid	1.75
2- Qts. transmission fluid	1.00
	\$67.32

Total material:

\$67.32

Total labor and material:

\$379.32

#9

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PHONE: PLEASANTVILLE, N. J., MI 1-1079



January 9, 1961

Mr. Dan C. Williams
 P. O. Box 2220
 Dallas 1, Texas

INVOICE

Grind and polish spinnings, make necessary parts, and assemble one Rushmore headlamp	\$ 60.00
5 1/2 Ft. rubber matting	5.05
1- Qt. cement	1.10
3- Mangin mirrors	40.50
30- Brass grease cups	9.90
Parcel post	5.59
2- Carburetor floats	6.00
	<hr/>
TOTAL:	\$128.14

OK
 D
 1-11/61

January 11, 1961

Mr. Ralph T. Buckley
1113 New Road
Northfield, New Jersey

Dear Ralph:

Thank you very much for the miscellaneous items, plus the Rushmore head lamp, and I am enclosing my check in the amount of \$128.14 in payment of your invoice of January 9.

With my warmest personal regards to you and Mary and the Redhead T-head, I am

Sincerely yours

Dan C. Williams

DCW:Mc
encl.

RALPH BUCKLEY

Antique Auto Shop

INCORPORATED

1113 NEW ROAD • NORTHFIELD, NEW JERSEY

PHONE: PLEASANTVILLE, N. J., MU 1-1079



January 9, 1961

Dear Dan:

Thanks for your most recent copy of Scher's letter. He sure does change stories between letters, doesn't he? Guess I'll just have to put him back on my other "list" - right at the top.

Hope the lamp and mirrors arrived OK.

Best regards to you from both Mary and me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ralph Buckley".

Ralph

RALPH BUCKLEY

Antique Auto Shop
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 1113 NEW ROAD * NORTHFIELD, NEW JERSEY
 PHONE: PLEASANTVILLE, N. J. MU 1-1079



August 10, 1961

Miss Ina Mae McGuire
 Secretary to Mr. Dan C. Williams
 Southland Insurance Company
 P. O. Box 2220
 Dallas 1, Texas

Air Mail

Dear Miss McGuire:

Will you please get in touch with the man who services Dan's Mercer, and tell him that I do not have a needle valve and seat for the Mercer carburetor. Tell him he might try running the car on one pound or two pounds of air pressure instead of the autopulse. If the carburetor does not flood then, he should check and see if the autopulse is putting out more pressure than the needle valve can handle.

I hope this will solve his problem so that he can get the Mercer in proper running condition before Dan returns from vacation.

Thank you very much for passing on this information to the proper man.

Sincerely yours,

Ralph T. Buckley

Ralph T. Buckley

RTB:mab

*9-15-61 102-9645-
 called 1090 2nd South on the
 way and it was not the question*



SHOP
OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 809 - 927-8729

Antique Auto Shop, INC.

RALPH T. BUCKLEY, President

R. D. 2, BOX 281-A
PLEASANTVILLE, N. J.
08232

February 3, 1987

Mr. Dan C. Williams
3711 Lexington Ave.
Dallas, Texas 75205

Dear Mr. Williams:

For some 40 years I have been active in the business of restoration of antique automobiles and have continued an interest in the value of most antique cars through knowledge of private sales as well as auctions.

As you know, I am familiar with your 1913 Mercer 35J Raceabout and the manner in which it has been restored and maintained.

It is my professional opinion based on my knowledge of the car that your 1913 Mercer Raceabout has a value of approximately \$75,000.00 at this time.

Yours truly,

Ralph T. Buckley

RTB/vs



SHOP
OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 809 - 927-8729

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It is my professional opinion based on my knowledge of the car that your 1913 Mercer Raceabout has a value of approximately \$75,000.00 at this time.

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Ralph T. Buckley

Ralph T. Buckley

RTB/vs



Antique Auto Shop, INC.

RALPH T. BUCKLEY, President

R. D. 2. BOX 281-A
PLEASANTVILLE, N. J.
08232

October 10, 1972

SHOP
OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 609-927-8729

Mr. Dan C. Williams
P. O. Box 2000
Dallas, Texas 75221

INVESTOR FOR REPAIRING MERCER CYLINDER BLOCKS:

LABOR:

Clean blocks and remove paint from same; repair cracks in blocks; reset valve seats; reface valves; install four new valve springs; polish water jacket covers and nuts; prime, putty and fill blocks; install valves and water plates; paint blocks; pack and ship.

Total labor:

\$707.00

MATERIAL:

- 2- lbs. paint remover
- 4- Valve springs
- Paint

\$3.00
10.00
2.00

Total material:

\$ 14.00

Total labor and material:

\$721.00

CD # 14067

10-13-72

December 6, 1976

Mr. Ralph T. Buckley, President
Antique Auto Shop, Inc.
R. D. 2 - Box 281-A
Pleasantville, New Jersey 08232

Dear Ralph:

Attached is my personal check for rebuilding the Mercer Magneto,
in the amount of \$151.20. Thank you very much.

I agree with your judgment to send it back to me after the Christmas
rush. Guess I was lucky that you received it in spite of the UPS
strike. Frankly, I was really worried.

My best wishes to Mary and you for a Happy Holiday Season and all
the days to come.

Sincerely yours,

Dan C. Williams

DCW:Mc

P. S. By the way, what is the "going" - real sale price for antique
cars like my Mercer? I am not expecting to sell any time soon
unless my back limits my work and play with the cars. It would
cut down my fun if I could drive only and not get to change a battery
or clean a carburetor every now and then.



Antique Auto Shop, INC.

RALPH T. BUCKLEY, President

R. D. 2. BOX 281-A
PLEASANTVILLE, N. J.
08232

SHOP
OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 609 - 927-8729

December 4, 1976

Mr. Dan C. Williams
P. O. Box 2320
Dallas, Texas 75221

INVOICE FOR REBUILDING MERCER MAGNETO:

LABOR:

Install winding

Total labor: \$ 87.00

MATERIAL:

1- ZR-4 Coil winding \$57.00

Total material: \$ 57.00

Total labor and material: \$144.00

PLUS 5% N. J. SALES TAX \$ 7.20

TOTAL: \$151.20

Dear Dan:

I will not ship the magneto to you until after the Christmas mailing rush. Perhaps by that time UPS will be back in business, and I will be able to ship it that way.

Ralph



Antique Auto Shop, INC.

RALPH I. BUCKLEY, President

R. I. 2. BOX 281-A
PLEASANTVILLE, N. J.
08232

SHOP
OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 609-927-8729

December 31, 1976

Mr. Dan C. Williams
P. O. Box 20020
Dallas, Texas 75221

Dear Dan:

In reply to your letter of the 21st, I have checked my records, and give you below the accounts of what you have spent with me on your Mercer and Duesenbergs:

The cost of the Mercer restoration was \$7732.17. Repairs to cylinder blocks was \$721.00. Repairs to magnets were \$151.20. All of this makes a total cost on the Mercer of \$8605.37.

The Duesenberg overhaul cost was \$814.77.

I hope this is the information you wanted.

Glad to hear that your back is coming along so well, and sure hope you'll be back to normal very soon. We're both looking forward to seeing you when you get up this way in the next few months.

Best regards.

Ralph

RTB:rob

From the desk of—

DAN C. WILLIAMS

Shop, INC.

President

281-A

J. N. J.

1976

Make 2 copies
Keep original
in new file which
we will add to
~~Unique Car Costs~~
1.00 + 1.40

Dear Dan:

In reply to your letter of the 21st, I have checked my records, and give you below the accounts of what you have spent with me on your Mercer and Duesenberg:

The cost of the Mercer restoration was \$7733.17. Repairs to cylinder blocks was \$721.00. Repairs to ~~mercer was \$161.20.~~
All of this makes a total cost on the Mercer of ~~\$8615.37.~~

The Duesenberg overhaul cost was \$8114.77.

I hope this is the information you wanted.

Glad to hear that your back is coming along so well, and sure hope you'll be back to normal very soon. We're both looking forward to seeing you when you get up this way in the next few months.

Best regards,

Ralph

RTB:mab



Antique Auto Shop, INC.

RALPH T. BUCKLEY, President

W. D. 2, BOX 281-A
PLEASANTVILLE, N. J.
08232

SHOP
OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 509 - 927-8729

March 9, 1980

Mr. Dan C. Williams
3711 Lexington Ave.
Dallas, Texas 75205

INVOICE FOR WORK ON MERCER CARBURETOR:

LABOR:

Sandblast carburetor; install new float, needle valve and seat;
lap needle valve; check float level.

Total labor: \$112.00

MATERIAL:

2- New Floats	\$32.00
1- Needle valve & seat	10.00
UPC	<u>5.31</u>

Total material: \$ 47.31

Total labor & material: \$159.31

PLUS 5% N. J. State Tax \$ 7.99

TOTAL: \$167.28

check
17935-
3-12-80



Texas Nameplate Co., Inc.

1900 S. ERVAY ST. DALLAS 15, TEXAS

Lithographed and Etched Metal Products

- ★ NAMEPLATES
- ★ PANELS
- ★ DIALS
- ★ TAGS
- ★ PLAQUES
- ★ TEXCALS
- ★ ETCHED CIRCUITS

INVOICE FOR

Dan C. Williams
 Southland Life Center
 Dallas, Texas

DATE August 14, 1959

INVOICE No. 15,124

CUSTOMER'S No.

TERMS 2% ten days

ORDERED BY

DELIVERED TO

QUANTITY	DESCRIPTION	EACH	TOTAL
18	Only Nameplates Part "Mercer"	21.50/lot	\$ 21.50

PAID
 AUG 18 1959
 5:25
 Ch # 6085
 DW-OK
 8/18/59

File (1) Mercer

File (2) E. K. Arlidge - Antique Auto Misc.

January 27, 1960

Mr. E. K. Arlidge
Repair Sales Department
Taylor Instrument Companies
95 Ames Street
Rochester 1, New York

Dear Mr. Arlidge:

May I thank you again most sincerely for repairing the Boyce Motormeter which I sent to you recently.

Enclosed is my personal check in the amount of \$7.58 in payment of your invoice No. AA 2934.

With kindest personal regards and best wishes, I am

Sincerely yours

Dan C. Williams

DCW:Mc
encl.

Taylor Instrument Companies

for the home TEMPERATURE & WEATHER INSTRUMENTS

for industry TEMPERATURE, PRESSURE, HUMIDITY, FLOW & LIQUID LEVEL INSTRUMENTS

ROCHESTER 1, N. Y., U. S. A.

YOUR ORDER NO. YOUR REQ. NO.

LETTER 1/9

DATE

1/20/60 DP

INVOICE NO.

AA 2934

SHIPPED TO

VIA

PP 1/15 2379
GOVT INS

MR DAN C WILLIAMS
P O BOX 2220
DALLAS 1 TEXAS

TERMS:—

2/10 EOM

30 DAYS NET EOM F. O. B. ROCHESTER
MAIL REMITTANCE TO ROCHESTER 1, N. Y.

This is to certify that we have complied in all respects with the provisions of the Federal Fair Labor Standards Act of 1938 as amended, as it relates to the production of materials by us and shipped to you for use in interstate commerce.

94704-B-REV. 4/58

1 PC

MOTOR BOYCE METER
REPAIR

5.25 EA NET 5.25

POSTAGE & INSURANCE 2.43

7.68

ck # 6418
1-27-60

W/ GOVT INS REC

RECEIVED
JAN 25 1960
P. M.

TAYLOR INSTRUMENT COMPANIES

RECEIVED from

Name _____

ROCHESTER 1,

N. Y.

Address _____

(Add stamp here for fee, if issued as a certificate of mailing)

the following-described pieces of York Island Air mail.

(Insert "Insured," "C. O. D.," "Certified," or "Ordinary")

(Postmark and date of receipt)

NUMBER OF ARTICLE	NAME OF ADDRESSEE, STREET, AND POST-OFFICE ADDRESS	Postage (exclusive of other charges or fees)	Insurance or C.O.D. fee	Amount due sender if C. O. D.	Enclosure on article	Return receipt fee	Special-delivery fee	*Special-handling charge	Restricted delivery fee
									Remarks
1 111007	Mr. Don C Williams P. O. Box 2220 Dallas, Texas	203	30			10			R 2934
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									



Total number of pieces listed by sender _____

One

(Write number in words)

Total number of pieces received at post office _____

1

Postmaster, per _____

(Name of receiving office)

*Special-handling charges apply only to fourth-class parcels. Special-delivery service also includes special-handling service.

Mark "F" if "Fragile," "P" if "Perishable," "E" if "Eggs," "EH" if "Eggs for Hatching," "B" if "Batter," "FL" if "Fragile-Liquid," and "FLU" if "Fragile-Liquid-This Side Up."

CABLE ADDRESS
TAYLOR-ROCHESTER
ALL CODES USED

Taylor Instrument Companies

for the home TEMPERATURE & WEATHER INSTRUMENTS

for industry TEMPERATURE, PRESSURE, HUMIDITY, FLOW & LIQUID LEVEL INSTRUMENTS

SUBSIDIARIES IN
AKRON, OHIO
FRANKFURT, W. GERMANY
LONDON, ENGLAND
MELBOURNE, AUSTRALIA
TORONTO, CANADA

95 AMES STREET
ROCHESTER, N. Y., U.S.A.

January 15, 1960

Mr. Dan C. Williams
P. O. Box 2220
Dallas 1, Texas

Dear Mr. Williams:

We truly appreciate your kind letter of January 7.

Your Boyce Motormeter was duly received, and we have found on close inspection that the glass tube is not broken, as we had previously supposed. This is really a stroke of good fortune.


We have found, however, that the air in the tube between the top of the column of red fluid and the top of the bore was in the glass bulb at the lower end of the tube. Evidently the thermometer had been laid on its side for quite some time.

It has been possible for us to correct the condition at much less expense than the price of a new tube. The charge will be \$5.25 net, plus return transportation.

We are making shipment to you today by government insured air parcel post, and we have confidence that the parcel will arrive safely.

Please delay payment for our invoice which you will receive a few days later.

Yours very truly


E. K. Arlidge
Repair Sales Dept.

dh



For Warranty—See Reverse Side

File No. 1 - MERCER

File No. 2 - E. K. Arlidge - A. A. Misc.

January 7, 1960

Mr. E. K. Arlidge
Repair Sales Department
Taylor Instrument Companies
95 Ames Street
Rochester, 1, New York

Your letter dated January 4, 1960

Dear Mr. Arlidge:

Thank you for your prompt reply on January 4th to my recent letter of inquiry about the possibility of having a 1913 Boyce Motormeter reconditioned.

I sincerely appreciate your offer and willingness to assist me in restoring the old thermometer part of this motormeter. As best as I can tell, no new metal parts are needed — as a matter of fact, I should like all parts, especially the metal disc scale behind the thermometer tube, to be retained as it is.

This motormeter was sent to you today by insured air mail. You will note that the radiator cap is not attached to it. I have secured a new radiator cap on which to mount this motormeter. If it would be helpful or advisable to mount it at the time you are re-working it please let me know and I will send the cap to you.

If after you examine the motormeter you determine that the cost of repairing it will be in the order of \$30.00 please proceed with the work and I will send you a check immediately when you inform me the exact amount.

If you are unable to restore the motormeter for me please return it, insured for \$75.00, and I will reimburse you for the expense.

Page 2.
Mr. E. K. Arlidge
January 7, 1960

Enclosed is a tag which I intended to place on the motormeter before it was mailed but failed to do so. If it will serve any purpose now you may put it on the motormeter.

May I thank you again for your consideration and assistance in restoring the last item needed to make my 1913 Mercer Raceabout restoration complete.

Sincerely

Dan C. Williams

DCW:Mc
encl.

VIA AIR MAIL

TAYLOR-ROCHESTER
ALL CODES USED

Taylor Instrument Companies

for the home TEMPERATURE & WEATHER INSTRUMENTS

for industry TEMPERATURE, PRESSURE, HUMIDITY, FLOW & LIQUID LEVEL INSTRUMENTS

SUBSIDIARIES IN
AKRON, OHIO
FRANKFURT, W. GERMANY
LONDON, ENGLAND
MELBOURNE, AUSTRALIA
TORONTO, CANADA

65 AMES STREET
ROCHESTER 1, N.Y., U.S.A.

January 4, 1960

Dan C. Williams
P. O. Box 2220
Dallas 1, Texas

Your letter dated December 30

Dear Mr. Williams:

Your letter has been referred to me for a reply.

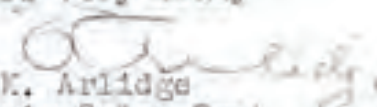
Many years ago we made the thermometer tubes as a proprietary item for the old Motometer Company who are no longer in existence. They supplied all other parts.

Although we do not specialize in repairing such old thermometers, we have done so on occasion as an accommodation if expense is of no particular factor and if no new metal parts are needed. The cost of such jobs is quite high and we have been obliged to charge between \$15.00 and \$30.00 -- delivery approximately five weeks.

It is our suggestion that you send the thermometer to us by insured parcel post and on receipt of it we will examine it and let you know what can be done.

Please pack it carefully, clearly print your name and address on the wrapper and address it to us at Rochester, N.Y. Also write us at the time of shipment referring to this letter.

Yours very truly


E. K. Arledge
Repair Sales Dept.

cf

RECEIVED
JAN 6 1960
11



For Warranty—See Reverse Side

(File No. 1 - Mercer)

File No. 2 - R. E. Olson - A. A. Misc.

January 7, 1960

Mr. R. E. Olson, President
Taylor Instrument Company
95 Ames Street
Rochester, New York

Dear Mr. Olson:

Thank you for the prompt attention to my request for assistance in restoring an item for an antique automobile. . . surely a matter of minor interest and importance to you and your associates.

Your good company, through Mr. E. K. Arlidge, has offered the cooperation which I think will be most helpful and certainly genuinely appreciated.

With kindest regards and best wishes for the New Year,
I am

Sincerely yours

Dan C. Williams

DCW:Mc

File MERCER

File R. E. Olson - Misc. A. A.

December 30, 1959

Mr. R. E. Olson
Taylor Instrument Company
95 Ames Street
Rochester, New York

Dear Mr. Olson:

Recently I found a Boyce Motormeter manufactured by the Taylor Instrument Company in about 1913 Mercer of the thin type and kind used on a Mercer Raceabout.

The temperature indicator is not in working order and I wondered if your company or anyone you might know could restore this motormeter to working condition. The restoration of my Mercer will be completed in January and I would surely like to have this authentic part in perfect working condition like the rest of the car.

With best regards and sincere appreciation of any assistance you can give me, I am

Sincerely

Dan C. Williams

DCW:Mc

Reliable BATTERIES

RELIABLE BATTERY COMPANY

2600 West Mockingbird Lane

DALLAS 35, TEXAS

Phone Fleetwood 2-7521

AREA CODE 214

Customer's Order No. _____ Tax Exempt No. _____ Date 4-10 1968

Sold to Fine Star Cement Co.

Street Post Box 5531

City Dallas 22 Zone _____ State Texas

QTY.	NUMBER	DESCRIPTION	PRICE	AMOUNT
1	89H	reliable		16.85
		tax		34
				<u>17.19</u>

*Paid
in Cash*

Paid

Coll Charge _____ Salesman 105 Fleet Territory _____ FOR RESALE
 YES NO

All bills payable in San Antonio, Bexar County, Texas

J 3798

Sign here _____

DAN C. WILLIAMS

*Paid on
Memo*

VOICE

Reliable BATTERIES

RELIABLE BATTERY COMPANY

2600 West Mockingbird Lane

DALLAS 35, TEXAS

Phone Fleetwood 2-7521

AREA CODE 214

Customer's Order No.

Sold to

Street

City

Exempt No.

Date

Zone

State

4-16-63

Long Star Cement Co.

P.O. Box 5531

Dallas TX

QTY.	NUMBER	DESCRIPTION	PRICE	AMOUNT
1	8911	reliable box		17.25
				34
				<u>17.19</u>

Paid

2

105 Flat

<input checked="" type="checkbox"/> Cash <input type="checkbox"/> Charge	Salesman	Territory	FOR RESALE	
			YES <input type="checkbox"/>	NO <input type="checkbox"/>

All bills payable in San Antonio, Bexar County, Texas

J 3798

Sign here

From the desk of—

DAN C. WILLIAMS

*Paid on
Memo*

~~7-10-76~~
~~8-10-76~~
9-10-76

Roger Ellis called

- ① He has your magneto - it has to be repaired before he sends it to you.
- ② Is sending the Duesenberg starter switch to you today by U.P.S. rec'd 7-7-76

McF
6-30-76

He had not yet received the steering wheel which was sent Monday (6-28) by U.P.S.

Dow says he has rec'd it -

8-10-76 — R. Ellis called — "no progress on Duesenberg gear shift as yet" —

From the desk of —

Dan Williams 6/25/76

Roger

Attached is my personal check in the amount of \$200 for a magneto for my 1913 Mercer raceabout. You will have "completely restored" and send it to me. Be sure it is "authentic" and the paper me.

Also need your "bird dogging" for the following:—

From the desk of —

Dan Williams
RELLIS # 2

1. Switch for Welco starter on 1930 Queanberg mounted on top of Case - Can send you a picture of it if you wish.
 2. Gear shift - knob for same 1930 Buick. Mine was stolen off my car in our 2nd basement garage.
- Thanks + good luck

W. C. Au

OK # 1598d
6.25.76
\$200⁰⁰—

From the desk of —

David Williams

R

Pls put in
2913 Mercedes Cabalant
Expense File

AS LISTED FOR LABOR AND MATERIALS
VERBAL AGREEMENTS NOT BINDING

Date 8-31-78

Est. No.

Order No.

OMETER

Return
Parts

Destroy
Parts

* PART NO.	MATERIAL	LABOR
	7.50	
	5.00	
	1.00	
	28.50	
	38.38	
	N/C	
5/hr. =		480.00
16 @ PRINING)		

<p>Old parts removed from cars will be junked unless otherwise instructed. The above is an estimate based on our inspection and does not cover additional parts or labor which may be required after the work has been opened up. Occasionally after work has started worn parts are discovered which are not evident on first inspection. Because of this the above prices are not guaranteed.</p>		<p>TOTAL MATERIAL 80.38</p>
<p>Estimated By</p>	<p>Estimate Approved By</p>	<p>Total Labor 480.00</p>
<p>AUTHORIZED AND ACCEPTED You are hereby authorized to make the above specified repairs.</p>		<p>Total Material 80.38</p>
<p>By Owner or Agent</p>		<p>Tax 4.02</p>
<p>Date</p>		<p>Paid Out-Tow & Storage</p>
		<p>Sublet Repairs</p>
		<p>TOTAL DUE \$ 564.40</p>

Check # 17123
8-13-78



Antique Auto Shop, INC.

RALPH T. BUCKLEY, President

R. O. 2. BOX 281-A
PLEASANTVILLE, N. J.
08232

SHOP
DAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 809 - 927-8729

Jan., 6, 1986

Mr. Dan C. Williams

WORK ON 1913 MERCER

LABOR:

Get oil level, charge battery, install antifreeze, polish
brass, treat rubber and leather, road test car, stop transmission
leak. Polished and clean Olds, install new battery, fix choke rod

TOTAL LABOR: \$1730.00

MATERIALS:

2½ gal antifreeze	\$10.45
1 horn bulb	9.95
1 magneto rotor	10.00
9 qts 20/50 motor oil	11.43
2 qts thinner	4.26
Hauling to Dallas	\$1752.16
Battery for Olds	<u>12.94</u>

TOTAL MATERIALS:

\$1811.19

TOTAL LABOR AND MATERIALS:

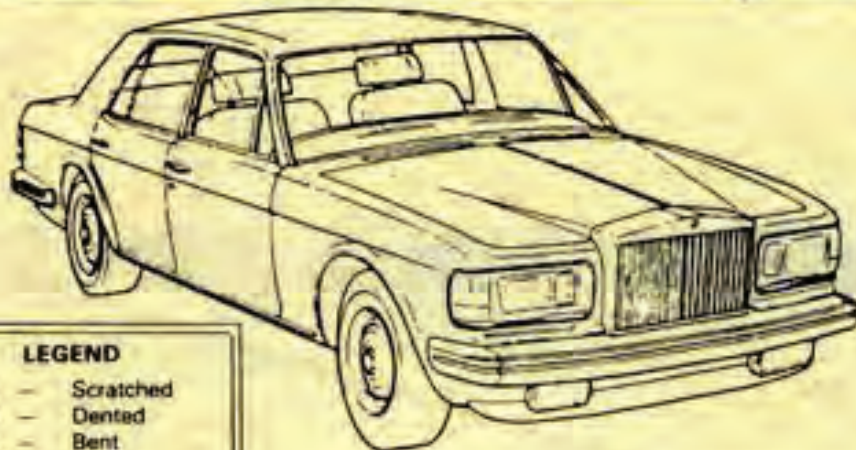
\$3541.19

TRIP UP	2068.01
BACK	1752.16
DIF	<u>3158.4</u>

OK-DW
1-10-85
Checked
#21431

Horseless Carriage Carriers Inc. Motor Vehicle Descriptive Inventory

OWNER'S NAME <i>Don Williams</i>				
ADDRESS AT ORIGIN <i>New York N.Y.</i>				
ADDRESS AT DESTINATION <i>Dallas Texas</i>				
MAKE <i>Mercedes</i>	YEAR <i>1992</i>	BODY STYLE	COLOR <i>White</i>	SERIAL NUMBER



IT IS THE SHIPPER'S RESPONSIBILITY TO MAKE SURE THAT COOLING SYSTEM IS PROTECTED FROM FREEZING. CARRIER CANNOT BE RESPONSIBLE FOR DAMAGE DUE TO FREEZING.

Shipper's Signature _____

LEGEND	
A	Scratched
B	Dented
C	Bent
D	Caved
E	Crushed
F	Broken
G	Loose
H	Paint
I	Underpaint
J	Cracked
K	Chipped
L	Scraped
M	Marred
N	Rubbed
O	Nicked
P	Pitted
Q	Faded
R	Rusted
S	Soiled
T	Torn
U	Watermarked



PLEASE NOTE:

CARRIER NOT RESPONSIBLE FOR ANY ITEMS INSIDE OF CAR OR TRUNK, INCLUDING JACKS; LUG WRENCH; TOOLS; SPARE TIRE, UNLESS NOTED AT TIME OF PICK UP, AND SIGNED FOR BY OUR DRIVER.

ALSO NOT RESPONSIBLE FOR ANY PERSONAL ITEMS INSIDE CAR OR DAMAGE CAUSED BY THESE PERSONAL ITEMS.

ENTER SPECIAL REMARKS AND COMMENTS REGARDING INTERIOR CONDITION OF CAR IN REMARKS SECTION.

REMARKS/EXCEPTIONS: ANTIQUE, SUCCAGE SEARCH

We have checked the condition of the above described automobile and acknowledge that it was received as stated.

DRIVER ORIGIN <i>Houston</i>	DRIVER DESTINATION <i>Dallas</i>	DATE <i>12/21</i>
SHIPPER REP. ORIGIN <i>Wichita, Kansas</i>	SHIPPER REP. DESTINATION <i>Houston</i>	DATE <i>12/21</i>

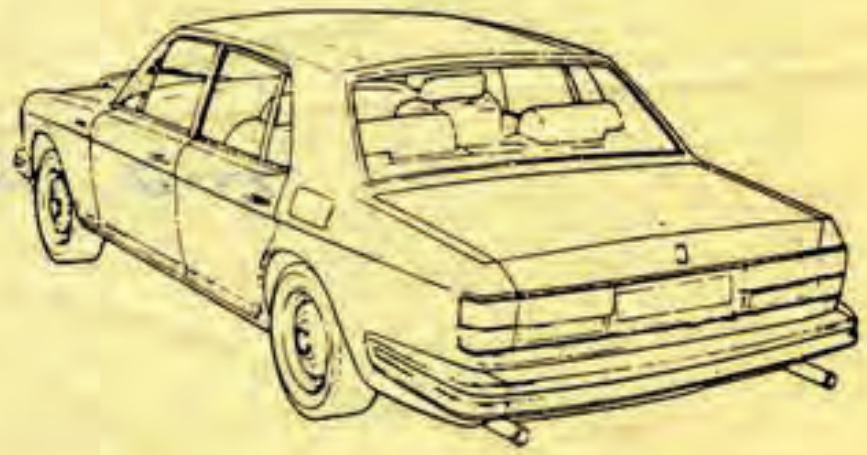
OWNER'S NAME <i>DAN WILKINS</i>				
ADDRESS AT ORIGIN <i>NEW YORK NY</i>				
ADDRESS AT DESTINATION <i>DALLAS TEXAS</i>				
MAKE <i>BUDS</i>	YEAR <i>1983</i>	BODY STYLE	COLOR <i>PAGE</i>	SERIAL NUMBER



IT IS THE SHIPPER'S RESPONSIBILITY TO MAKE SURE THAT COOLING SYSTEM IS PROTECTED FROM FREEZING. CARRIER CANNOT BE RESPONSIBLE FOR DAMAGE DUE TO FREEZING.

Shipper's Signature _____

- LEGEND**
- A - Scratched
 - B - Dented
 - C - Bent
 - D - Caved
 - E - Crushed
 - F - Broken
 - G - Loose
 - H - Paint
 - I - Underpaint
 - J - Cracked
 - K - Chipped
 - L - Scraped
 - M - Marred
 - N - Rubbed
 - O - Nicked
 - P - Pitted
 - Q - Faded
 - R - Rusted
 - S - Soiled
 - T - Torn
 - U - Watermarked



PLEASE NOTE:

CARRIER NOT RESPONSIBLE FOR ANY ITEMS INSIDE OF CAR OR TRUNK, INCLUDING JACKS; LUG WRENCH; TOOLS; SPARE TIRE, UNLESS NOTED AT TIME OF PICK-UP, AND SIGNED FOR BY OUR DRIVER.

ALSO NOT RESPONSIBLE FOR ANY PERSONAL ITEMS INSIDE CAR OR DAMAGE CAUSED BY THESE PERSONAL ITEMS.

ENTER SPECIAL REMARKS AND COMMENTS REGARDING INTERIOR CONDITION OF CAR IN REMARKS SECTION.

REMARKS/EXCEPTIONS: *DITS*

We have checked the condition of the above described automobile and acknowledge that it was received as stated.

DRIVER ORIGIN <i>Ala</i>	DRIVER DESTINATION <i>TX</i>	DATE <i>10/26</i>
SHIPPER REP. ORIGIN <i>1106 Woodley</i>	SHIPPER REP. DESTINATION <i>Ala</i>	DATE <i>10/26</i>

Horseless Carriage Carriers Inc.

Transporters of Antique, Classic, New Cars, Trucks, Boats & Airplanes

61 Iowa Avenue • Paterson N.J. 07503

Toll Free: 800-631-7796 In N.J.: 201-742-2692



I.C.C. #143453

Date order placed _____

ORIGIN	DESTINATION
Name <u>antique Automobile</u>	Name <u>Paul Williams</u>
Street _____	Street _____
City <u>Camden</u> State <u>NJ</u>	City _____
Phone _____	Phone _____

TRANSPORTATION: _____ MILES @ _____ PER MILE _____

LOADING CHARGE _____

WINCHING CHARGE _____

_____ % FUEL SURCHARGE _____

ADD. VALUE DECLARED: _____ @ _____ PER \$1000 _____

OTHER: _____

TYPE OF VEHICLE	TOTAL CHARGES
1 <u>1933 car 100,000 \$ value</u>	_____
2 _____	PRE-PAYMENT _____
3 <u>olds</u>	BALANCE DUE _____
4 _____	Certified check or cash only _____
5 _____	
6 _____	

DRIVER ORIGIN	DATE	DRIVER DESTINATION	DATE
<u>Hay</u>		<u>Hay</u>	<u>08/1</u>

SHIPPER REP. ORIGIN	SHIPPER REP. DESTINATION
	<u>Camden NJ</u>

MAXIMUM LIABILITY OF HORSELESS CARRIAGE NOT TO EXCEED \$50,000 PER AUTO

Carrier not responsible for checking anti-freeze in vehicles.

SHIPPER: _____

CONDITION OF AUTO AT ORIGIN DESCRIBED ON ATTACHED SHEET.

Car inspection sheet must be signed by consignor at time of pick-up verifying the condition of the car before car will be loaded and transported. This assures proper adjustment by carrier's insurance agent, if necessary. Because our rates are based on full truckloads, the carrier reserves the right to warehouse the above vehicle(s) for a reasonable time for the purpose of accumulating a full load to various customers in the area listed above and to delay original pick-up up to 3 weeks for the purpose of obtaining a full load from a general area. Therefore, no specific dates can be given, but every attempt will be made to schedule within a reasonable time.

White: Office Copy Green: Office Copy Pink: Driver's Copy Goldenrod: Originator's Copy Blue: Customer's Copy



Antique Auto Shop, INC.

RALPH T. BUCKLEY, President

R. D. 2. BOX 281-A
PLEASANTVILLE, N. J.
08232

SHOP

OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 809 - 927-8729

Nov. 8, 1985

Mr. Dan C. Williams

WORK ON 1913 MERCER

LABOR:

Remove top water Manifold, polish and make new gaskets and replace, repair clock, remove mag check and clean points and reinstall, remove and disassemble gear box remove and clean oil pan and replace, tighten priming cup, install oil seal in front retainer of gear box, make up seal between clutch and gear box, reline foot brake, clean carb, assemble CLUTCH, clean chassis, remove rear wheels, tighten sand and paint case, assemble and install gear box, remove paint from rim, sand prime and paint case, remove running boards, recover both and floor board, paint emblem on tire cover, realign radiator to hood, stripe and install rear wheels, install safety switch, remove grease and reinstall shock absorbers, install new radiator hoses, touch up fenders, and chassis, grind and polish brake and gear shift gate, grease car and polish grease cups.

TOTAL LABOR: \$4420.00

MATERIALS:

1 radiator recore	\$1700.00
1 gal 250 gear lube	\$16.91
1 qt Auto trans fluid	3.50
6 ft hood lacing	.60
1 sealed bearing 508	40.32
1 sealed bearing 511	78.30
1 sealed bearing 608	61.08
1 403 oil seal	5.35
2 tire covers	40.00
1 gal varcol	2.00
1 gal enamel thinner	5.92
3 qt enamel primer	13.14
1 gal lacq thinner	8.54



Antique Auto Shop, INC.

RALPH T. BUCKLEY, President

R. D. 2, BOX 281-A
PLEASANTVILLE, N. J.
08222

SHOP
OAKLAND AVE. (BARGAIN TOWN)
TELEPHONE 809 - 927-8729

PAGE 2

MATERIALS:

1 qt Dulux black	\$7.30
3 qts Dulux yellow	28.05
1 can 3M spray adhesive	9.01
1 qt yellow lacq	10.65
3 ft rubber mat	9.00
roll masking tape	1.85
sand paper	2.75
sanding disc	2.00
fan belt	<u>7.44</u>

TOTAL MATERIALS

\$2053.71

TOTAL LABOR & MATERIALS:

\$6473.71

rd
2/321
11-13-85

KEN OWENS BATTERY CO.

275 South Mill Street
LEWISVILLE, TEXAS 75057
(214) 436-3974

SOLD BY P.O. #		DATE 28 MAR 95	
NAME Dore Lupton			
ADDRESS			
CITY			
<input checked="" type="checkbox"/> CASH	<input type="checkbox"/> CHARGE	<input type="checkbox"/> MERCHANDISE RETURNED	
<input type="checkbox"/> C.O.D.	<input type="checkbox"/> PAID OUT	<input type="checkbox"/> PAID ON ACCOUNT	
QTY.	DESCRIPTION	PRICE	AMOUNT
1	1 Gal 8 VOLT BATTERY		55.00
2	Top		3.99
3			58.99
1	State BATTERY Fee		2.00
4			60.99
5			
6			
7			
8			
9			
10			
11			
12			
13	1913 MERCER		
14	APRIL 1, 1995		
15			
16			
RECEIVED BY		TOTAL	

54907

THANK YOU

Contents: 40% Pre-Consumer + 10% Post-Consumer



United Parcel Service

SHIPPING RECORD

SHIPPER RECEIPT — WHITE
UPS COPY — CANARY

RECD FROM	NAME <i>Antique Auto Shop</i>	DATE <i>1 1</i>
PL EXD PRINT	CITY & STATE <i>Piscataway N.J. 08232</i>	ZIP CODE

SEND TO	NAME <i>Dan Williams</i>
	STREET
	CITY & STATE

IF C.O.D.	DECLARED VALUE *	ZONE	
\$	\$ <i>1200.00</i>	AIR	GROUND
AMOUNT	AMOUNT		

PACKAGE CONTENTS:

DO NOT WRITE BELOW THIS LINE

TYPE CHARGE	CUSTOMER COUNTER	DATE	TRANS	CHARGES AMOUNT
C.O.D.				
EXCESS VALUATION				
PACKAGE				

Received
MERCEDES CARRIAGE

* Unless a greater value is declared in writing on this receipt, the shipper hereby declares and agrees that the declared value of each package or article not enclosed in a package covered by this receipt is \$100, which is a reasonable value under the circumstances surrounding the transportation. The rules relating to liability established by the Warsaw Convention shall apply to the international carriage of any shipment hereunder insofar as the same is governed thereby. The entry of a C.O.D. amount is not a declaration of value. In addition, the maximum value for an air service package is \$25,000 and the maximum carrier liability is \$25,000. Claims not made to carrier within 9 months of shipment date are waived. Customer's check accepted at shipper's risk unless otherwise noted on C.O.D. Tag.

Thank You For Using
United Parcel Service

... for old time's sake

To: DAN WILLIAMS

Date: 19 Sept 91

For: Repair auto clock

50⁰⁰
4 12

54 12

paid cash
9/22/91

1818-2121

DAVID TIPS ★ 7012 BLACKWOOD DRIVE ★ DALLAS, TX 75231 ★ 214/348-0075

REPAIR ORDER

NURNBERG AUTO WORKS
 1750 Empire Central Bld. D
 Dallas, TX 75235
 214-905-1964

MATERIAL USED			
QUAN	PRICED	DESCRIPTION	PRICE
2		Black Silicon	10 76
8		Val. 10w30	20 00
2		Saw bits	35 20
		1 8 volt battery	90 00
1		battery ground cable	16 63
2		trans fluid	4 20
1		radiator flush	2 00
2		yellow antifreeze	17 25
		Diff. fluid	
OUTSIDE REPAIRS			
1		Radiator repair	104 13
1		Machine Crane shaft	405 94
1		Blue prints labor	114 44
1		Blue print graphic	14 44
BROUGHT FORWARD			
TOTAL PARTS			

QUAN	ACCESSORIES	PRICE
7/28/95	300.00 Cash #26069 500.00 deposit	
TOTAL ACCESSORIES		

NAME: *Don Williams* 10-17-95

MAKE: *Merco* TYPE OR MODEL: *J35* YEAR: *13*

SERIAL NO. _____ ENGINE NO. _____

SPEEDOMETER _____ LICENSE NO. _____ TERMS _____

PHONE WHEN READY _____

WORKED BY: *John*

TYPE	QTY	LABOR CHARGE
Lubrication	<input type="checkbox"/>	
Change Oil	<input type="checkbox"/>	
Change Oil Filter	<input type="checkbox"/>	
Change Tires	<input type="checkbox"/>	
Change Belt	<input type="checkbox"/>	
Flush Front Wheel Drive	<input type="checkbox"/>	
Adjust Brakes	<input type="checkbox"/>	
Rotate Tires	<input type="checkbox"/>	
Wash Power	<input type="checkbox"/>	
Club Membership	<input type="checkbox"/>	

OPER NO. _____ INSTRUCTIONS

Remove oil Pan Flange make crank shaft cap
 bucket the oil make and battery make 6 hrs
 cot main cap to fit in car and Plastigages
 to fit replace fan belt and grease. replace ground
 cable at battery replace battery change trans fluid
 grease car suspension and brakes flush and
 check anti freeze change oil

Clk # 26202
AD 10-17-95

PLEASE READ CAREFULLY. CHECK ONE OF THE STATEMENTS BELOW, AND SIGN.
 I UNDERSTAND THAT, UNDER SOME STATE'S LAW, I AM ENTITLED TO A WRITTEN ESTIMATE IF MY FINAL BILL WILL EXCEED \$50.
 PLEASE CHECK YOUR STATE'S LAW FOR SPECIFIC REQUIREMENTS.

I REQUEST A WRITTEN ESTIMATE.
 I DO NOT REQUEST A WRITTEN ESTIMATE AS LONG AS THE REPAIR COSTS DO NOT EXCEED \$_____ THE SHOP MAY NOT EXCEED THIS AMOUNT WITHOUT MY WRITTEN OR ORAL APPROVAL.
 I DO NOT REQUEST A WRITTEN ESTIMATE.

SIGNED	DATE	TOTAL LABOR	TOTAL PARTS	ACCESSORIES	TAX	TOTAL AMOUNT
		1200.00	196.04	30.00	16.17	2071.16
				GAS OIL & GREASE		
				OUTSIDE REPAIRS		

7-24-
DW W/FRED HOKK

2 BE
MAILED

- 1 - ORIGINAL AL MAIN BEARING CAP
- 3 - CAST - NOT FINISHED - BRASS MAIN BEARING CAP

NURNBERG -

MUST - MAKE FIT

MAKE DRAWING OIL GROVES
"TRACKS" PUT IN
BY R.T. BUCKLEY

CAREFUL SAME - DUPLICATE

② NOT TO TRY TO PUT ON

3 BACKWARDS - WILL DRAIN

OIL - NOT OIL - BURN BR

CAN BE PUT ON 180° BACKWARD

IF NOT CAREFUL.

BEARINGS ALL 3 - DIFFERENT
FRONT / CENTER / RE.

KEVIN KELLEY W/RTB

1-609-927-8729

FRED HOKK 609-784-4044

VICTOR PLUMBO 1-609-653-1830 @ FETHER

1-800-424-1131 @

NEW LIFE SERVICE Co.
OF DALLAS

No 1724

P.O. Box 111636 CARROLLTON, TEXAS 75011-1636 ANS. SERV. (214) 343-6943

13 MERCER

DATE 11-8 1995

NAME Don Williams
ADDRESS _____

SOLD BY	CASH	ON ACCT.	DEPT.	
	X			
STOCK #	DESCRIPTION			AMOUNT
	1913 Mercor			
	Dop Check			
	Touch up - Repair leather			
	SEALS - BLACK			1.25
	Thanks/oo			
	JOB NO. _____			
	RO NO. _____			
	PO NO. _____			

RECEIVED BY STEVE SMITH TAX TOTAL 1.25

AUTO REPAIR ORDER

SHOW ON THE ROAD
 8409 WOODSIDE RD
 ROWLETT TX 75088
 214-415-6535

NAME: DAM WILLIAMS
 ADDRESS: 1913 MEXER
 CITY: _____

QUAN.	PART NO.	NAME OF PART	TRADE IN	CUSTOMER'S INFORMATION					
				DATE	CUSTOMER'S PHONE NO.	WHEN PROMISED	PHONE		
				YEAR * MAKE * MODEL <u>1913 MEXER</u>			TYPE OF OIL FILTER DO WARRANTY		
				LICENSE NO.		RELEASE			
				<input type="checkbox"/> LUBE	<input type="checkbox"/> OIL CHANGE	<input type="checkbox"/> FLUSH TRANS.	<input type="checkbox"/> FLUSH OIL		
				<input type="checkbox"/> WASH	<input type="checkbox"/> POLISH				
				<u>COMPLETE DETAIL</u>				<u>350.00</u>	
				<u>CLEAN & POLISH</u>					
				<u>THANK YOU</u>					
				GAS, OIL & GREASE		ACCESSORIES		LABOR ONLY	
				GALS. GAS				PARTS	
				QTS. OIL				ACCESSORIES	
				LBS. GREASE				GAS, OIL & GREASE	
				TOTAL GAS, OIL & GREASE				MISC. MERCHANDISE	
				<input type="checkbox"/> RETAIN PARTS				SUBLET REPAIRS	
				<input type="checkbox"/> DESTROY PARTS				TAX	
				AUTHORIZED BY _____		TOTAL ACCESSED			
ESTIMATE AMOUNT * PARTS & LABOR								TOTAL	<u>350.00</u>

I HEREBY AUTHORIZE THE ABOVE WORK TO BE DONE ALONG WITH THE NECESSARY MATERIALS, AND I AGREE TO PAY FOR THE LABOR AND MATERIALS. I AGREE TO SIGN THE SAID CHECK OR OTHER ORDER NECESSARY TO PAY FOR THE WORK. I AGREE TO SIGN THE SAID CHECK OR OTHER ORDER NECESSARY TO PAY FOR THE WORK. I AGREE TO SIGN THE SAID CHECK OR OTHER ORDER NECESSARY TO PAY FOR THE WORK.

THIS IS AN ESTIMATE ONLY. THE ACTUAL COST OF THE WORK MAY VARY. THE CUSTOMER'S SIGNATURE IS REQUIRED TO AUTHORIZE THE WORK. THE CUSTOMER'S SIGNATURE IS REQUIRED TO AUTHORIZE THE WORK. THE CUSTOMER'S SIGNATURE IS REQUIRED TO AUTHORIZE THE WORK.

PLEASE PRINT OR TYPE NAME OF SHOP AND ADDRESS. PHONE NO. AND CITY. SIGNATURE OF CUSTOMER. DATE OF ORDER. ESTIMATE NO. AND DATE OF ESTIMATE.



Auto Repair Order

8880

JOHNNY SAUNDEN
1744-B EMPIRE CENTRAL
DAL, TX 75235

CUSTOMER'S ORDER NO.	DEPT.	DATE 11-9-95
NAME DAN WILLIAMS		
ADDRESS		

QUAN	DESCRIPTION	PRICE	AMOUNT
1	MADE NEW HOOD		30.00
2	STRAP + DYE + CLEAN		
3			
4	LEATHER STRAP		20.00
5			
6	LEATHER DYE + CLEAN		10.00
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18	TOTAL		60.00

REDFORM
5L320/01320

KEEP THIS SLIP
FOR REFERENCE

DAN C. WILLIAMS
3711 LEXINGTON AVE.
DALLAS, TEXAS 75205

Las
Colinas

5-2-72
JOHN NIMBERG AUTO WORKS
1780 BMARK CENTRAL 75235
905-964

11/18/71 POLAR SWITCHED - ~~FOR CAR-NON BATT~~
BATTERY CABLE - - - PONTIAC

SHORT CABLE - NOW 15" - TITE
1 HDT - MIN 5" ± ?
2. LOWER BATTERY; IDOL W/ WOOD BUSHING
GREASE
CHANGE OIL -

LK "SOUND OF MOTOR" -
SPARKING
PUSHING
CHAIN 12"
VALVE CLEARANCE
GASOLINE CUPS

OIL - GREASE - GAS LEAKS

SPEEDOMETER 5-8-95
1-25-60 30,991.3

MOTOR SAE 40 TRANSMISSION SAE 90
3/4 DEEP LEFT SIDE SHAFT
WHEN FULL

CLUTCH: MEASURE: FLUID 2 1/2" DEEP ON LEFT SIDE
SHAFT WHEN FULL

MIXTURE
1/2 QT KERO
1/2 QT OIL 30/40

REAR LUBE: GRAF-LUBE #140 OR SAE 90

CLUTCH
IF GRAF TOO MUCH KEROENE

IF CLASH TOO MUCH OIL
PEAK IS BREAK & ADD KERO
NO ADJUSTMENT - 1/2" ONLY TAKE OUT IN LINKAGE

MERCER AUTOMOBILES.

In existence 1956 as recorded by MERCER ASSOCIATES, Los Angeles, California.

(Letter M after address indicates member MERCER ASSOCIATES.)

<u>Mercer Associates Number.</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
1	1911	35-R	Raceabout	35-R 372	35-R 148
	J. J. Marchio, Greenwood Lake, New York. M				
2	1911	35-R	Raceabout	35-R 354	35-R 137
	H. Austin Clark, Jr., Hoadow Spring, Glen Cove, L.I., N. Y. M				
3	1911	35-R	Raceabout	35-R 104	35-R 177
	Hyde Ballard, 122 W. Overton Street, West Grove, Penna. M				
4	1912	35-A	Sport Tour. 4 Pass.		35-A 584
	Dr. Geo. J. Panfer, 224 Berkeley Ave., San Bernardino, Calif. M				
5	1912	35-C	Raceabout	35-C 764	
	Priggs Cunningham, Shore Road, Brown Farms, Conn. M				
6	1912	35-C	Raceabout		35-C 391
	Wm. G. Darby, Jr., P. O. Box 139, Trenton 3, New Jersey. M				
7	1912	35-D	Raceabout	35-D 604	35-D 413
	Thomas Carstens, c/o Carstens Holding Co., 1101 Sunset Sound Bldg, Tacoma, Wash. M				
8	1912	35-D	Raceabout		35-D 436
	David Vinloin, 1155 W. Van Ness, Milwaukee 11, Wisc. M				
9	1912	35-C	Raceabout	35-C 141	35-C 486
	Fred S. Schmitt, 179 Brook St., Clinton, Conn. M				
10	1910	35	Touring	71	5580 (Denver)
	Richard L. Kemp, 1, 171 Ward Parkway, Kansas City 1, Mo. M				
11	1911	35-A	Raceabout	35-A 399	35-A 151-8
	Vilko Gwardal, 40 Old Bethel Rd., Larchmont, N. Y. M				
12	1911	35-R	Raceabout		
	Edward Swadlow, 25 Bush Hill Rd., Manchester, Conn. M				
13	1913	35-H	Touring	35-H 1002	35-H 730
	Raymond L. Nelson, 11131 Hurst St., No. Hollywood, California. M				
14	1912	35-J	Raceabout		35-J 708
	Cameron Bradley, Wilcox Farm, Newstead, Miss. M				
15	1913	35-J	Raceabout		35-J 1081
	Wm. Stewart, 800 E. Main St., Shawnee, Okla. M				

Mercer
Associates
Number.

Year	Series	Body Type	Serial No.	Engine No.
1913	35-J	Raceabout	35-J 1093	35-J 884
Harry B. Johnson, 3571 Leland St., San Pedro, California. M				
1913	35-K	Runabout	35-K 1186	35-K 954
Frank Miller, Ashlea, Glendale, Ohio. M				
1913	35-J	Raceabout		35-J 1004
Jack Fetteroff, Buckingham, Penna.				
1913	35-J	Raceabout	35-J 1285	35-J 1010
Herbert Royston, P. O. Box 25503, West Los Angeles 25, Calif. M				
1913	35-J	Raceabout		
Charles P. Shaffer, 2955 Jenkintown Rd., Ardmore, Penna. X				
1913	35-J	Raceabout		35-J 1194
S. J. Oshoi, 180 Brantwood Rd., Snyder 21, N. Y. M				
1913	35-J	Raceabout		35-J 1193
Walter Knight II, 259 Mayland Ave., Providence, R. I.				
1913	35-J	Raceabout	35-J 1198	35-J 710
James Milton, Box 8, Westport, Conn. M				
1912	35-D	Runabout	35-D 676	35-D 349
Albert S. Gorganio, 20 Turnpike St., Brewster, Mass.				
1914	35-J	Raceabout	35-J 1595	35-J 1017
Peter Bulck, Boston Corners, N. Y. M				
1914	35-J	Raceabout		35-1197
James Milton, Box 8, Westport, Conn. M				
1914	35-J	Raceabout	35-J 1553	35-J 803
Ralph T. Buckley, 313 Delaware St., Alhambra, N. Y. M				
1911	35-C	Runabout	35-C 2011	35-C 1725
C. E. Miller, Jr., 5748 Baum Ave., Pittsburgh 6, Penna. X				

MERCER AUTOMOBILES.

In existence December 1st, 1964, as recorded by
MERCER ASSOCIATES,
(revised June 1968)

<u>Mercer Associates Number</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
3-1	1910	30	Touring	81	5582 Beaver
	Harrah's Automobile Collection, Box 10, Reno, Nevada. 89501				
B-2	1910	30	Speedster	101	5619 Beaver
	Harrah's Automobile Collection, Box 10, Reno, Nevada. 89501				
1	1911	35-R	Raceabout	35OR 372	35-R 148
	W. Placcus Stifel, RR 1, Whesling, West Virginia.				
2	1911	35-R	Raceabout	35-R 354	35-R 137
	H. Austin Clark, Jr. Meadow Spring, Glen Cove, L. I., N. Y.				
3	1911	35-R	Raceabout	35-R 404	35-R 177
	Hyde Ballard, Route 1, Barto, PA. 19504				
4	1912	35-A	Sport Tour.	35-AB 866	35-A3 506
	Harrah's Automobile Collection, Box 10, Reno, Nevada. 89501				
5	1912	35-C	Raceabout	35-C 764	35-C 431
	Briggs Cunningham, Lido Isle, Newport Beach, California.				
6	1912	35-C	Raceabout		35-C 389
	Myron G. Darby, Jr., Present address unknown.				
7	1912	35-D	Raceabout	35-D 694	35-D 413
	Tom Carstens, 5636 So. Tacoma Way, Tacoma 9, Washington.				
8	1912	35-D	Raceabout		35-D 456
	David Uihlein, 6820 No. 43rd St., Milwaukee, WI. 53209				
9	1912	35-C	Raceabout	35-C 941	35-C 486
	Josiah K. Lilly, Box 405, West Palm Beach, Fla.				
10	1912	35-C	Raceabout		35-AB 614
	O. A. Conline, Sandis, North Carolina				
11	1911	30-M	Pony Top.	397	191-B
	Miles Coverdale, 3 Brookville Rd., Glenhead, L. I., N. Y. 11585				

Mercer
Associates

<u>Number</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
12	1911	35-R	Raceabout		
	Edward Saczawa, 24 Bush Hill Rd., Manchester, Conn.				
13	1913	35-H	Touring	35-H 1022	35-H 730
	Harrish's Automobile Collection, Box 10, Reno, Nevada. 89501				
14	1913	35-J	Raceabout		35-J 700
	Cameron Bradley, Wolfpen Farm, Southboro, Mass.				
DECEASED.	1913	35-J	Raceabout		35-J 1031
	Wm. Stewart, 300 Federal St., Shawnee, Okla.				
16	1913	35-J	Raceabout	35-J 1097	35-J 881
	Harry Resnick, Ellenville, New York.				
17	1913	35-K	Runabout	35-K 116	35-K 951
	Frank Miller, Box 1145, Ashlea, Glendale, Ohio.				
18	1913	35-J	Raceabout	35-J 1273	35-J 1001
	Dan C. Williams, Box 2220, Dallas, Texas.				
19	1913	35-J	Raceabout	35-J 1235	35-J 1010
	Herbert Royston, Box 25503, West Los Angeles, Calif. 90025				
20	1913	35-J	Raceabout		
	Ben F. Johnson, RR 3, Connersville, Indiana.				
21	1913	35-J	Raceabout		35-J 1196
	R. J. Cahel, 180 Brantwood Rd., Snyder 21, N. Y.				
22	1913	35-J	Raceabout		35-J 1303
	Edw. Saczawa, 24 Bush Hill Road, Manchester, Conn.				
23	1913	35-J	Raceabout	35-J 1198	35-J 718
	Dr. Samuel L. Schar, 824 The Crescent, Hamarumack, N. Y.				
24	1913	35-J	Raceabout	35-J 1034	35-J 1219
	Harrish's Automobile Collection, Box 10, Reno, Nevada. 89501				
25	1912	35-D	Runabout	35-D 676	35-D 372
	Gene Zimmerman, Rt. 15 & Penna Turnpike, Harrisburg, Pa.				

Mercer
Associates

<u>Number</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
26	1914	35-J	Raceabout	35-J 1989	35-J 1817
Peter Helck, Boston Corners, RR 2, Millerton, New York.					
27	1914	35-J	Raceabout	35-J 1197	35-J 1702
Tom Lester, Box 46348, Bedford, Ohio. 44146					
28	1914	35-J	Raceabout	35-J 1953	360H 803
Ralph T. Buckley, 313 Delaware Ave., Absecon, N. J.					
29	1913	35-J	Raceabout		35-J 1091
Richard G. Paine, Jr., Box 128, Mt Desert, Maine.					
30	1914	35-0	Runabout	35-0 2011	35-0 1745
J. E. Miller, Jr. 5748 Baum Blvd., Pittsburg 6, Penna.					
31	1912	35-C	Raceabout	35-C 879	35-C 641
Roger Ellis, Box 665, Sparks, Nevada. 89413					
32	1913	35-J	Raceabout	35-J 1231	35-1005
John Hiscock, Railroad Ave., Bridgehampton L. I., New York.					
33	1913	35-J	Chassis	None avail- able	35-J 813
Prof. Cain, Texas Tech, Lubbock, Texas.					

MERCER AUTOMOBILES.

RECEIVED

In existence July 1st, 1962 as recorded by MERCER ASSOCIATES. ^{MM 10 1962}Letter M after address indicates member MERCER ASSOCIATES. ^MMercer
Associates

<u>Number.</u>	<u>-</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
B-1		1910	30	Touring	81	5582 Beaver
		Wm. Harrah, Box 8, Reno, Nevada. M				
B-2		1910	30	Speedster	101	5649 Beaver
		Wm. Harrah, Box 8, Reno, Nevada. M				
1		1911	35-R	Raceabout	35-R 372	35-R 148
		W. Flaccus Stifel, RR 1, Short Creek, West Virginia. M				
2.		1911	35-R	Raceabout	35-R 354	35-R 137
		H. Austin Clark, Jr. Meadow Spring, Glen Cove, L.I., N.Y. M				
3.		1911	35-R	Raceabout	35-R 404	35-R 177
		Hyde Ballard, 22 E. Market St., West Chester, Penna. M				
4.		1911	35-A	Sport Tour. 4 Pass.		35-A 584
		Wm. Harrah, Box 8, Reno, Nevada. M				
5.		1912	35-C	Raceabout	35-C 764	35-C 431
		Briggs Cunningham, Shore Road, Green Farms, Conn. M				
6.		1912	35-C	Raceabout		35-C 383
		Myron G. Darby, Jr. Box 339, Trenton 3, N. J. M				
7.		1912	35-D	Raceabout	35-D 694	35-D 413
		Tom Caratene, 5636 So. Tacoma Way, Tacoma 9, Wash. M				
8.		1912	35-D	Raceabout		35-D 456
		David Uihlein, 6820 No. 43rd St., Milwaukee 9, Wiso. M				
9.		1912	35-C	Raceabout	35-C 941	35-C 686
		Fred R. Schreiter, Wataquodock Hill Rd. Bolton, Mass. M				
10.		1912	35-A-B	Raceabout		35-A-B 635
		C. A. Corriher, Landis, No. Carolina. M				
11.		1911	30-M	Pony Ton.	35-M 399	35-M 191-B
		Miles Coverdale, 46 Old Estate Rd., Manhasset, N. Y. M				
12.		1911	35-R	Raceabout		
		Edward Saczawa, 24 Bush Hill Rd., Manchester, Conn.				
13.		1913	35-H	5 Pass. Tour.	35-H 1022	35-G-H 730
		Wm. Harrah, Box 8, Reno, Nevada. M				
14		1913	35-J	Raceabout		35-J 708
		Cameron Bradley, Wolipen Farm, Southboro, Mass. M				

**Mercer
Associates**

<u>Number.</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
15.	1913	35-J	Raceabout		35-J 1081
	Wm. Stewart,	300 Federal St.,	Shawnee, Oklahoma.		M
16.	1913	35-J	Raceabout	35-J 1093	35-J 884
	Harry B. Johnson,	3571 Leland St.,	San Pedro, California		M
17.	1913	35-K	Runabout	35-K 1186	35-K 954
	Frank Miller,	Box 1145,	Ashlea, Glendale, Ohio.		M
18.	1913	35-J	Raceabout	35-J 1273	35-J 1004
	Dan C. Williams,	Box 2220,	Dallas, Texas.		M
19.	1913	35-J	Raceabout	35-J 1285	35-J 1010
	Herbert Royston,	Box 25503,	West Los Angeles 25, Calif.		M
20.	1913	35-J	Raceabout		
	Ben F. Johnson,	RR 3,	Connersville, Indiana.		
21.	1913	35-J	Raceabout		35-J 1194
	R. J. Oshel,	180 Brantwood Rd.,	Snyder 21, N. Y.		M
22.	1913	35-J	Raceabout		35-J 1303
	Webster Knight II,	146 Westminster St.,	Providence, R. I.		
23.	1913	35-J	Raceabout	35-J 1198	35-J 718
	Dr. Samuel L. Scher,	824 The Crescent,	Mamaroneck, N. Y.		
24.	1913	35-J	Raceabout	35-J 1034	35-J 1239
	Wm. Harrah,	Box 8,	Reno, Nevada.		M
25.	1912	35-D	Runabout	35-D 676	35-D 379
	Albert B. Garganio,	90 Turnpike Rd.,	Shrewsbury, Mass.		
26.	1914	35-J	Raceabout	35-J 1989	35-J 1817
	Peter Helok,	Boston Corners,	N. Y.		M
27.	1914	35-J	Raceabout	35-J 1197	35-J 1702
	Jack Wiggins,	20 Woodmont Rd.,	Montclair, N. J.		M
28.	1914	35-J	Raceabout	35-J 1953	35-G-H 803
	Ralph T. Buckley,	313 Delaware Ave.,	Absecon, N. J.		M
29.	1913	35-J	Raceabout		35-J 1093
	John J. McCarthy,	147 Main St.,	Ridgefield, Conn.		
30.	1914	35-O	Runabout	35-O 2011	35-O 1745
	J. E. Miller, Jr.	5748 Baum Blvd.,	Pittsburgh 6, Penna.		M
31.	1912	35-C	Raceabout		35-A-B 641
	Roger Ellis,	Box 24,	Crowley, Louisiana.		M

The following cars have 4 cylinder L head engines.

Mercer
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<u>Number.</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
36.	1915	22-70	Raceabout	2531	2164-C
	Julian Goodell, 1015 So. Tremaine Ave., Los Angeles 19, Cal. M				
37.	1915	22-70	Raceabout	2549	2270
	Wm. Harrah, Box 8, Reno, Nevada. M				
38.	1915	22-70	Runabout	2468	2241
	Edw. N. King, Sr., 73 W. Main St., Freehold, N. J. M				
39.	1915	22-70	Sporting	2351	2140
	Joseph B. Fisher, 618 Chilmunk Lane, Media 26, Penna. M				
40.	1915	22-70	Sporting		2450
	Wm. H. Coulter, 110 Highland Ave., Lansdale, Penna.				
41.	1915	22-70	Touring	2366	2109
	Dr. Samuel L. Scher, 824 The Crescent, Mamaroneck, N. Y. M				
42.	1915	22-70	Runabout		2500
	Chas. C. Murchio Greenwood Lake, N. Y.				
43.	1917	22-73	Raceabout	3751	3830
	Wm. Harrah, Box 8, Reno, Nevada. M				
44.	1916	22-72	Touring	2829	2944
	H. Morris Burrows, RR 1, Box 35, Springfield, Vermont. M				
45.	1916	22-72	Sporting	3022	2769
	Philip Cressman, Ward, Penna.				
46.	1916	22-72	Sporting	3002	2656
	Henry Ford Museum, Dearborn, Mich. (Edsel Ford's car).				
47.	1917	22-73	Runabout	3350	3687
	A. C. Baker, 995 Riverside Drive, Battle Creek, Mich. M				
48.	1915	22-70	Sporting		2339
	Estate of Jos. J. Murchio, Greenwood Lake, N. Y.				
49.	1917	22-73	Sporting	3736	3920
	Wm. Harrah, Box 8, Reno, Nevada. M				
50.	1918	4	Raceabout	4593	4537
	O. A. Corriher, Landis, North Carolina. M				
51.	1922	5	Runabout	17460	6285
	J. M. Skelding, 1396 Palmetto St., Clearwater, Fla.				

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<u>Number.</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
52.	1920	5	Touring		5070
	Anthony A. Torrini, 98 Marshall Ave., Trenton 10, N. J.				
53.	1920	5	Raceabout		4658
	Dr. Paul W. Morgan, (Present address unknown).				
54.	1920	5	Raceabout	5107	4995
	Thompson Products, Inc. 30th & Chester Ave., Cleveland, Ohio.				
55.	1920	5	Raceabout		5005
	John M. Roberts III, 429 Wood St., Pittsburgh, Penna. M				
56.	1920	5	Raceabout	16890	6267
	Mrs. Helena Murchio, Greenwood Lake, New York. M				
57.	1920	5	Sporting	5304	5226
	J. E. Faltin, 515-523 So. Willow St., Manchester, N. H.				
58.	1920	5	Sporting	5358	5278
	Thompson Products, Inc. 30th & Chester Ave., Cleveland, Ohio.				
59.	1920	5	Raceabout		5342
	Elliott Wiener, 618 No. Broadway, Escondido, California. M				
60.	1920	5	Raceabout	5474	5343
	Herbert Royston, P. O. Box 25503, West Los Angeles 25, Calif. M				
61.	1920	5	Sporting	5881	5478
	Charles G. Jackson, 1109 E. Chestnut St., Mt. Vernon, Ohio. M				
62.	1920	5	Raceabout		5561
	Philip Cressman, Ward, Penna.				
63.	1921	5	Raceabout	5133	5622
	Dr. Alvin R. Kneidler, Pine Knoll, Ruffsedale, Penna. M				
64.	1920	5	Raceabout	15810	6138
	John Libaire, Lincoln Drive, Oakdale, L. I., New York.				
65.	1921	5	Sporting	15650	6113
	Roger Cutting, c/o Holbrook Office, 84 State St., Boston 9, Mass.				
66.	1922	5	Sporting	19040	5470
	Wm. Harrah, Box 8, Reno, Nevada.				
67.	1922	5	Raceabout	19350	5971
	Ralph T. Buckley, 313 Delaware Ave., Absecon, N. J. M				

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<u>Number.</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>	
68.	1921	5	Raceabout	14740	6029	
	Edward B. King, Sr. 54 West Main St., Freehold, N. J. M					
69.	1922	5	Raceabout	14750	6030	
	Liston Zander, 624 North Alamo, San Antonio 5, Texas.					
70.	1922	5	Sporting	16210	6177	
	Granger F. Hill, 190 Edgewood Ave., San Francisco 17, Calif. M					
71.	1922	5	Sporting	17040	6255	
	Dr. Glen H. Harrison, 499 Illinois Rd., Lake Forest, Ills.					
72.	1922	5	Raceabout	17070	6264	
	W. Flaccus Stifel, RR 1, Short Creek, West Virginia. M					
73.	1922	5	Raceabout	14730	6282	
	Richard E. Hayford, 306 Kreag Road, Pittsford, N. Y. M					
74.	1922	5	Raceabout	16870		
	George F. Schultz, Pheasant Farm, Flagg Road, Southboro, Mass.					
75.	1922	5	Raceabout	17740	6312	
	Roswell Moore, 1300 Girard Blvd., S.E., Albuquerque, N. M. M					
76.	1922	5	Sporting	16670	6229	
	Stan Tarnopol, 5100 City Line Ave., Phila. 31, Pa.					
77.	1922	5	Sporting	16140	6167	
	Horn Brothers Auto Museum, Sarasota, Florida.					
78.	1922	5	Raceabout	17520	6316	
	J. H. Kellogg Clarke, 345 Babcock St., Buffalo 10, N. Y. M					
79.	1920	5	Raceabout		6381	
	Joe Seyebe, 606 Chestnut St., Florence, New Jersey M					
80.	1922	5	Sporting	15430	6296	
	Albert Vaux (Summer Res.) Warren, Idaho. (Winter) Oatman, Ariz.					
81.	1922	5	Raceabout		6457	
	Clifford H. Thomas, W. Foothill Blvd., Cucamonga, Calif.					
82.	1922	5	Raceabout	19160	6458	
	H. Morris Burrows, RR 1, Box 35, Springfield, Vermont. M					
83.	1923	5	Runabout		6460	
	Lindley F. Bothwell, Rancho Rinconada, Woodland Hills, Calif. M					

Mercer
Associates

<u>Number.</u>	<u>Year</u>	<u>Series</u>	<u>Body Style</u>	<u>Serial No.</u>	<u>Engine No.</u>
84.	1923	5	Raceabout		
	Sam Vannozi,	Ward Ave.,	Crosswicks, N. J.		
85.	1922	5	Sporting	4781	4758
	H. Philippar,	Box 535,	Sturgis, So. Dakota.		
86.	1922	5	Raceabout	18840	6432
	Jerry S. Foley III,	1501 Prudential Bldg.,	Jacksonville 7, Fla.		M
87.	1921	5	Raceabout	14910	6059
	Nile B. Mickelson,	One Gary Rd.,	Stamford, Conn.		
88.	1921	5	Sporting	13140	5893
	Al. Ernst,	254 Spring Valley Rd.,	Paramus, N. J.		M
89.	1915	22-70	Touring	2218	2232
	Bill Dawn,	104 Mayflower Rd.,	Knoxville, Tenn.		
90.	1923	5	Touring	18490	6397
	Barney Pollard,	14303 Prairie Ave.,	Detroit 38, Mich.		M
91.	1920	5	Raceabout	5092	4658-A
	William Hoffman,	140 Sequams Lane,	West Islip, N. Y.		M
92.	1919	4	Raceabout	4229	4250
	Stanley B. Smith,	600 Locust Lane,	State College, Penna.		M
93.	1924	5	Raceabout	19090	X-7000
	Moe Tunick,	164 Van Rensselaer Ave.,	Stamford, Conn.		
94.	1920	5	Touring Limousine		4882
	Rednor & Rainear,	2635 So. Broad St.,	Trenton, N. J.		M
95.	1920	5	Raceabout	5N5273	5207
	Robert Burnside,	8082 Saltsburg Rd.,	Monroeville, Penna.		
96.					
97.	1922	5	Sporting	17990	6371
	Carl W. Bjelland,	(Present address unknown).			

Mercer Associates The following cars have Rochester 6 Cylinder over-head valve engines.

<u>Number.</u>	<u>Year</u>	<u>Series</u>	<u>Body Type</u>	<u>Serial No.</u>	<u>Engine No.</u>
98.	1924	6	Sporting	20024	10174
O. A. Corriher, Box 92, Landis, No. Carolina. M					
99.	1924	6	Raceabout	21011	256-A
John T. Boyle, (Present address unknown).					
100.					
101.	1924	6	Runabout		
Art Austria, 200 Mildred Ave., Venice, California					
102.	1924	6	Raceabout		
Mrs. Brunz, West Allenhurst, New Jersey.					
103.					
104.	1924	6	Sporting	20021	209
Harold Dyer, Box 146, Climax, Michigan.					
105.	1923	6	Sporting	20239	291
Wm. Harrah, Box 8, Reno, Nevada.					
106.	1923	6	Sporting	20224	201
Wm. Harrah, Box 8, Reno, Nevada.					

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Correspondence about Mercer cars invited. Additions and corrections to this list will be appreciated. Records of Mercer cars in existence but not listed will be welcome. Give name and address of owner, engine number, serial number, and body type.

It has been reported that the following Mercer cars are for sale -
#80, #81, #101.

Mercer Lapel Buttons. Gold finished Mercer shield with baked enamel background and Mercer name. Very attractive. Price \$4.00 each plus 25¢ per order to cover postage and insurance. Order from Long Island Auto Museum, 20 Museum Square, Southampton, L.I., New York.

Mercer Radiator Emblems for 1911 to 1914 cars inc.
Harry Pulfer, 2700 Mary St., La Crescenta, Calif.

Fan belts for L Head Mercer Engines. New stock Raybestos endless. Price \$4.00 each, postpaid. Quantity limited. Order from Mercer Associates, Box 25503, West Los Angeles 25, California.

Mercer Radiator Emblems for Series 5 cars, or 1915 to 1923. Harry Pulfer, 2700 Mary St., La Crescenta, Calif. A-V-C Co., Box 5594, Frankell Sta. Detroit 38, Mich. Raymond C. Wolff, 2577 No. Teutonia Ave., Milwaukee 6, Wisc.

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Bill Harrah Acquires Another Mercer.

With the purchase of the entire antique automobile collection of Dr. George E. Shafer, San Bernardino, Calif., Bill Harrah of Reno, Nevada, acquired car number 4 on the attached list, a very nice 1912 Four Passenger Sport Touring. This car, while a running automobile, having taken part in several Horseless Carriage Club tours, including one to Mexico, will probably be completely restored in the Harrah shops. This makes eleven Mercers owned by Bill.

Bill's 1915 22-70 Mercer raceabout appeared on the recent Nevada Horseless Carriage Club tour, a truly magnificent automobile and a credit to Bill's efficient restoration facilities.

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The Life History of a 1913 Mercer Raceabout.

This is the life history of Mercer, serial number 35-J 1283, engine number 35-J 1010, built in 1913 by the Mercer Automobile Company, Trenton, New Jersey, as told to the present owner, Herb Royston (second owner) by the original purchaser, Mrs. John F. Gray of Del Mar, California.

The car was purchased from the Whiting Motor Co., New York agents, in the summer of 1913 for \$2,600.00. A deposit of \$500.00 was required with order about three months in advance of delivery in those days. Mrs. Gray, and her sons, Coleman and John, drove over to the factory in Trenton to see the engine being run in. During the late summer and autumn of 1913 the car was used for pleasure driving on the Long Island Motor Parkway.

In the winter, of course, the car was laid up while the family went south, as were all other pampered cars in those days. Use in 1914 was about the same, mostly on the Parkway, with occasional trials against other fast cars, especially the Simplex test cars. The Mercer could hold its own against anything there.

In the autumn of 1914 the car was shipped to California together with the family 30-60 Stearns roadster and a Kissel 50 touring car.

Life History of 1913 Mercer
(Continued).

In 1915 one of the sons of the owner had the misfortune to "seize" the pistons while chasing an Army Jenny airplane that was supposed to be lost above the clouds. Harry Miller, of auto racing engine fame, put in a set of racing clearance aluminum alloy pistons, and installed the dry sump lubricating system the car now has. Some years later standard clearance Miller pistons were installed, which are still in the engine.

As speed driving became less and less feasible, use decreased, since the car was hardly suitable for utility driving, and it was stored in a barn at Del Mar, California, where the Gray family lived at the time. The tires were removed and donated to the rubber drive of World War II. The car was not moved for several years, until I took possession on December 26, 1943. Possession took a little doing for the reason that the Gray family informed me that the car was not for sale. In Coleman Gray's words, "they expected to put it on the road again when Roosevelt was tired of war". However, in December of 1943 John Gray phoned me that I had better come and get the car as the family was moving to their ranch at Palomar, California, and did not want the Mercer to remain in the barn for fear of vandals. On December 26, 1943, Art Austria and I went to Del Mar, mounted tires that had been secured previously, and towed the car to its new home in Los Angeles. The car was in running order but it was thought best not to operate it until lubrication had been checked.

Paint on the fenders was original as fenders were hardly ever used in California. The body got a coat of color varnish and duplicated black striping about 1923. Leather upholstery now on the seats is original. This Mercer probably rode the first black, or cord, tires, seen in this country, on anything but foreign racing cars. Mrs. Gray liked the look of the rubber on the Sunbeams and Peugeot's at Indianapolis in 1913, and had Whiting, the New York Mercer agent, get a set of British Palmer Cords for the Mercer through the Vauxhall agent in London.

While a speed of 83 M.P.H. was the best ever checked for this Mercer, Finley Robertson Porter, designer of the Mercer T-head engine, offered to tune the engine so that a speed of 95 M.P.H. could be attained, when Mrs. Gray mentioned to him that she was considering taking the car to Ormond Beach, Florida, for the winter.

After I acquired the car it required very little mechanical work of any kind. The engine has never been taken down. The valves have been ground once. The car was given a new paint job of Mercer Yellow with original striping in black. The car has the original Rushmore headlamps which are very difficult to find if one does not have them. The dry sump lubricating system in the engine uses the oil in the rear five gallon tank compartment. The original oil pump scavenges the crank case while another pump, fastened onto the end of the water pump shaft, pumps the oil from the rear tank back into the engine.

Life History of 1913 Mercer.

(Continued).

This is not authentic, but is a good item as it keeps the oil cool. The original 32"x4" clincher tires were discarded by the original owner and demountable rims mounted which take available straight side tires.

This Mercer has been used on several Horseless Carriage Club tours, including the first San Diego tour. White gas is kept in the tank so that the car is ready to start at any time. The white gas not have as much power as Ethyl has but it does not gum up the carburetor, tank, and gas line if left standing for a few weeks.

Herb Royston.

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M E R C E R A S S O C I A T E S .

National Headquarters,
P. O. Box 25503
West Los Angeles 25, California.
Herbert Royston. - Secretary.

Eastern Representative.
H. Morris Burrows,
RR 1, Box 35,
Springfield, Vermont.



MERCER ASSOCIATES

AN ORGANIZATION DEDICATED TO THE PRESERVATION OF AMERICA'S MOST FAMOUS SPORTS CAR

P. O. BOX 25503

WEST LOS ANGELES 25

CALIFORNIA

July 15th, 1957

Mr. Dan C. Williams,
Dallas, Texas.

Dear Mr. Williams:

Thanks a million for the superb pictures of your superb cars. They are some of the finest I have ever seen - and you have the right makes and models too, every one a museum piece. I'll be ashamed to show you my "buckets of bolts". It would be interesting to know how much of the restoration work you do yourself. At today's prices you have a fortune in those cars.

I will be glad to visit with you when you are in Los Angeles. My business phone is GRanite 36597. The firm name is Armacost & Royston, Inc. 2005 Armacost Ave., West Los Angeles.

Kindest regards and best wishes.

Sincerely



Herbert Royston

HERBERT ROYSTON
P. O. BOX 25503
WEST LOS ANGELES 25,
CALIFORNIA

RECEIVED

JUL 16 1957

D. C. W.

Merry Christmas



Herbert Bryant

Armacost & Royston, Inc.

CROWDS OF NEW RAY BUCKETS - ENTIREMENTS - ROSES

GENERAL OFFICES, GREENHOUSES - 2005 ARMACOST AVENUE - WEST LOS ANGELES 25, CALIF. - BRADSHAW 2-4351 - GRANITE 3-6597

August 16th, 1957

Mr. Don C. Williams,
P. O. Box 2220
Dallas 1, Texas.

Dear Don:

Thank you for check in payment for Mercer paint. This was just for the paint. I sent the package express collect so someone at your end paid the express.

I'll be very happy to get you all of this paint that you want. My only thought in sending you one gallon is that that is all you need to paint a raceabout. Bill Harrah's men have had a lot of experience painting cars and have already painted his raceabout once, (Bill didn't like the shade of yellow), so now they will paint it again. One gallon is all that is needed according to Bill. As I say, the quantity is unlimited so when you need more, if ever, just let me know.

This Edward Saczawa must be a character. I have known of him for several years and everything I have heard was bad, including my personal experience when he returned a letter I wrote to him, also a picture of my Mercer, saying that he didn't want anything to do with any antique auto clubs, that they were all a bunch of "gyps". This, in spite of the fact that I told him that it didn't cost anything to belong to Mercer Associates. If you are able to buy his Mercer I'll say you are a good one.

Yes, indeed, the next time you are in Los Angeles, get in touch with me. I'll even give you a ride in the Mercer. Then you'll wonder why you ever wanted one. They are hard riding and uncomfortable, especially for the passenger who has a hard time staying aboard. Jim Melton calls these cars "buckets of bolts" and he is not far off. (Maybe if I didn't have one I wouldn't talk this way.

Sincerely



Herbert Royston.

RECEIVED

AUG 19 1957

B. G. W.



MERCER ASSOCIATES

AN ORGANIZATION DEDICATED TO THE PRESERVATION OF AMERICA'S MOST FAMOUS SPORTS CAR

P. O. BOX 25503

WEST LOS ANGELES 25

CALIFORNIA

FROM THE OFFICE OF THE PRESIDENT.

Dear Dan:

Thanks for your letter of August 24th and the check. Now I can eat again. Glad you are glad to get the paint. MERCER ASSOCIATES has an exclusive on that paint, and is only available to MERCER raceabout owners.

Also thanks for your thoughtfulness in sending me the card from Hawaii. Real nice. Believe it or not, a friend traveling in Europe sent me a similar card and didn't even put it in an envelope. It came right through.

I have never been too excited about a Fletcher carburetor as I heard that they were not satisfactory. However, Harry Johnson has one on his raceabout and gets good results so lately I have been looking for one. Recently I had the intake manifold polished and lacquered. It looks nice.

I havn't done much with the Ford as I have been working on my 1906 Autocar roadster. I have a couple of weeks vacation coming up in September and will probably do some work on the Ford.

I'll bet you had a nice time in Hawaii. Bet you didn't see any Mercer raceabouts there. Why didn't you take yours over? Driving it around Honolulu would have been something. You would have stopped traffic.

As ever


Herbert Royston.

P.S. I almost forgot to thank you for the can of metal polish you sent to me. Thank you very much. It is a good polish and does not leave the white traces, as you say. However, I do not believe it leaves the metal as bright as the old "Brilliantshine" I have used for years. The trouble with all metal polishes, at lease in my area close to the ocean, the polish almost immediately begins to tarnish. One has to just keep polishing over and over. The bright parts on my 1913 Mercer engine I have recently had

OVER

MERCER ASSOCIATES



BUFFED AND FINISHED WITH BAKED laquer. Now maybe they will stay bright for awhile. That seems to be the only solution. Why doesn't someone invent a metal polish with wax or something else in it to preserve the lustre. They have automobile polish with wax in it, why not metal polish? If you make a million dollars with this idea I want half.

I talked to Harry Johnson over the week-end, after I wrote the first part of this letter and he tells me that he has a Fletcher carburetor but never put it on his Mercer. What good is an Auto-Pulse on your engine? Don't you keep pressure in your gas tank all the time?

Antique Auto Shop

INCORPORATED
1113 NEW ROAD • NORTHFIELD, NEW JERSEY
PHONE: PLEASANTVILLE, N. J., MI 1-1079



May 3, 1961

Mr. Dan C. Williams
P. O. Box 2220
Dallas 1, Texas

Dear Dan:

I am enclosing herewith the Mercer catalog about which I advised you, and which you wanted me to send to you "on approval". Of course I'm glad to let you look at it before you decide whether or not you want it. If it meets with your approval, you can forward your check at your convenience. However, if it isn't just what you want, you can return it to me.

The same man who had this Mercer catalog claims that he can supply an original Mercer factory repair manual. To the best of my knowledge, no one has ever even seen such a manual. However, he informs me that if he can obtain it, it will run more than the catalog, much to my sorrow! If it runs too much more than the catalog, I'm afraid it would be "too rich for my blood", so to speak, and I was wondering if you might be interested in it. Of course it remains to be seen whether or not he ever does come up with such a repair manual.

Glad you enjoyed the write-up in the magazine, even though it had a few errors. It certainly was wonderful free advertising, which I don't need at this point.

Best regards from both of us, and also from "Tillie", to all of you and the "Yellow Rose".

Sincerely,

Ralph
Ralph

RTB:mab

May 8, 1961

Mr. Ralph Buckley
1113 New Road
Northfield, New Jersey

Dear Mr. Buckley:

Your letter of May 3rd, addressed to Mr. Dan C. Williams, and enclosing the Mercer catalog which he asked you to send him "on approval," has been received while he is out of the city.

Inasmuch as he had told you that he would return the catalog or send you a check immediately, I wanted you to know that he will possibly not be back in the office until next week.

Yours very truly

Ina Mae McGuire
Secretary to Mr. Dan C. Williams

McG



MERCER MOTOR CARS

BEING A COMPREHENSIVE
DESCRIPTION OF MODELS
WITH PHOTOGRAPHIC
ILLUSTRATIONS



WHITING MOTOR C
PHONE 4387 COLUMBUS
1802 BROADWAY
NEW YORK.

MERCER AUTOMOBILE COMPANY
TRENTON, NEW JERSEY

MERCER MOTOR CARS

OR six years, since beginning business, the Mercer Automobile Company has concentrated on the production of a limited number of high-grade medium-weight four-cylinder automobiles. The natural outcome of such effort is superiority—and it is a recognized fact that Mercer cars are today leaders in the medium-weight automobile field.

That the Mercer Company has been correct in its policy of adhering strictly to the development of a powerful, durable and highly efficient four-cylinder car of medium size, is proved by the return of prominent European manufacturers to fours, and the rapidly growing demand in this country on the part of heavy car users, six-cylinder and popular-priced light car owners for a correctly designed and executed, economical four-cylinder car, of pronounced quality.

The Mercer is a manufactured car in every sense of the word. We do not believe in the assembly of a conglomeration of ideas of various part makers, nor do we believe in putting ourselves at the mercy of these part makers as to the adaptability and quality of the parts which they sell. The Mercer is designed and built in our own factory at Trenton, N. J., by an organization, the dominating spirit of which is to produce an automobile that will prove a satisfactory and profitable investment for the purchaser.

Embodied in Mercer cars are the lessons we have learned during four years of consistent and successful participation in speed events of every description. The value of racing has often been denied. Results have proved to us, however, that the company building cars for high speed work acquires an intimate knowledge of high-grade materials and their proper treatment, which is bound to result in a better car for the consumer. Racing develops many minor improvements, which, if adopted,

are sure to be appreciated by the purchaser. Light reciprocating parts are the natural outcome of racing, as is also the proper balancing and distribution of weight. These features are indeed appreciated by Mercer owners, as they can ride over the country roads at speed with a feeling of perfect safety and comfort.

In our description of the Mercer chassis we call your particular attention to the two-spark ignition; the four-speed gearset, with direct drive on fourth; the service brake operating directly on the gearset; the multiple disc clutch, with forty-four steel to steel plates running in oil; large Tungsten steel valves; full floating axle; the use of annular ball bearings; crankshaft, camshafts, connecting rods, frame and axles from special alloyed steel, heat treated so as to obtain the greatest degree of strength and durability. An electric lighting and starting system, both independent of each other and the ignition, is fitted to all models except the raceabout. This system is one of pronounced merit and has proved absolutely reliable under all conditions.

Four Mercer models are offered, known as Type 35, Series H, J, M and O.

Series H is a close-coupled, five-passenger car, particularly adaptable to high speed and touring work. This model could also be used as a four-passenger.

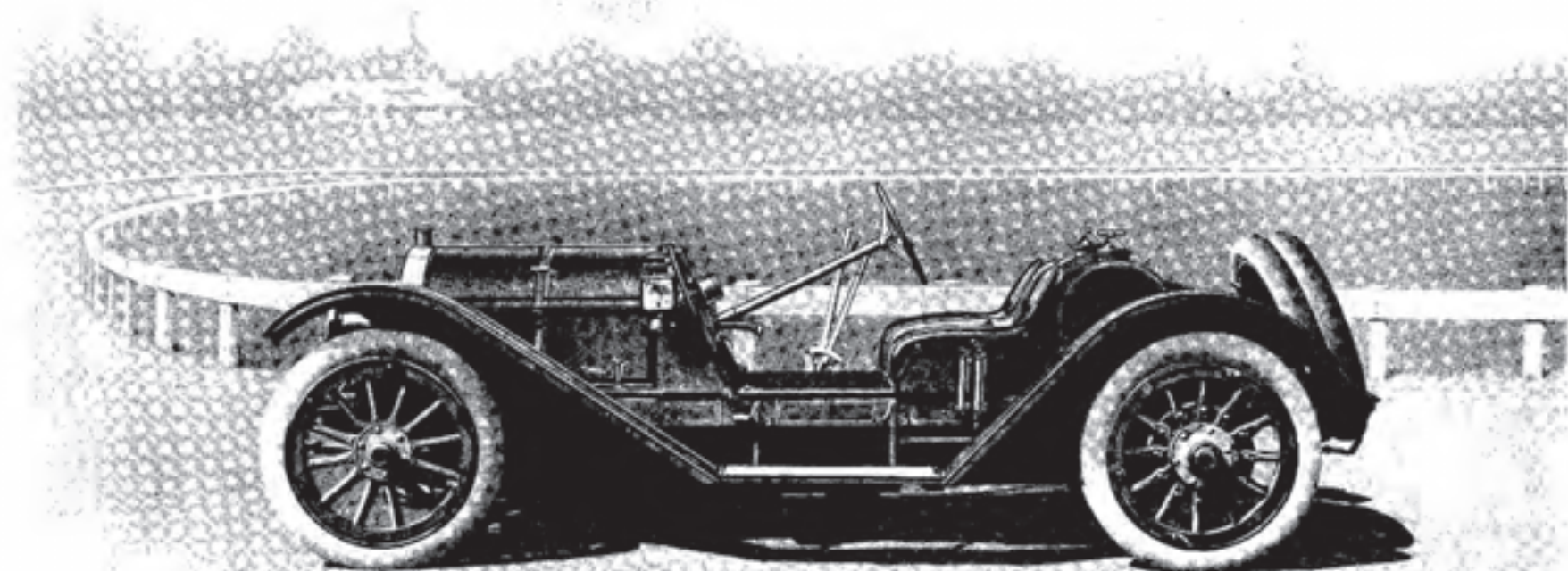
Series J is the well-known Mercer raceabout, having a guaranteed speed of one mile in 51 seconds.

Series M is a large, roomy five-passenger model, with a chassis six inches longer than Series H. This model is particularly easy riding, and has an abundance of room both in the driver's compartment and in the tonneau.

Series O is a two-passenger car designed to meet the rapidly growing demand for a large high-powered runabout. It is mounted on the same chassis as Series H.

The body designs of all Mercer models are without freakish curves, yet they are distinctive and exclusive, and the appointments are in the best taste.

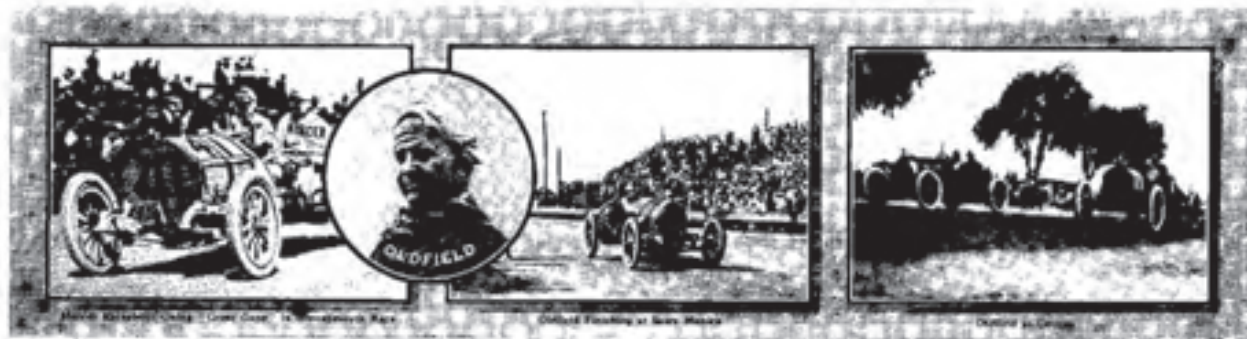
Complete specifications and illustrations of the various models are given on the following pages.



MERCER RACEABOUT—SERIES J

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Small text in the bottom right corner, likely a printer's mark or publication information.



RACING RECORD OF THE MERCER

The winning of one race, or even several races, does not necessarily indicate that any particular car possesses superior qualities, from a speed and utility viewpoint. Consistency, continued participation in racing, and the comparative merit of a car's performance is what proves its claim to championship honors.

Measured by this standard the Mercer is recognized as the most wonderful automobile of its size—300 cubic inch piston displacement—ever produced in this or any other country. During the past three seasons the Mercer car, by its sensational work in all forms of competition on the road, track, and speedway, has forced the automobile world to a realization of the fact that it is no longer necessary to have weight and bulk to obtain speed.

A most important feature in connection with Mercer car victories is the fact that, outside of the big races, amateur owners figure very prominently in the winnings. In many cases the Mercer Company does not even know these amateur drivers, the cars having been sold by the agents just exactly as they were delivered from the factory.

The Mercer car has taken part in every meet of any importance during 1911, 1912 and 1913. It has competed with cars of twice its piston displacement, and has defeated them continuously.

Following is given a *resume* of the Mercer's work in the more important events of the past three seasons:

1913

January 1st. W. H. Smith, driving a Mercer raceabout, finished second in the San Diego, Cal., road race, a 190 mile event, over a mountainous course. Time, 4 hours 12 minutes 12 seconds. The winning car was a 120 horse-power Fiat. Among the cars defeated were a Benz, National, Stutz, Buick, Knox and Columbia.

March 29th. A Mercer raceabout won a 200 mile light car road race on the Owensmouth, Cal., course. Average speed, 62 miles per hour. Car never stopped from start to finish.

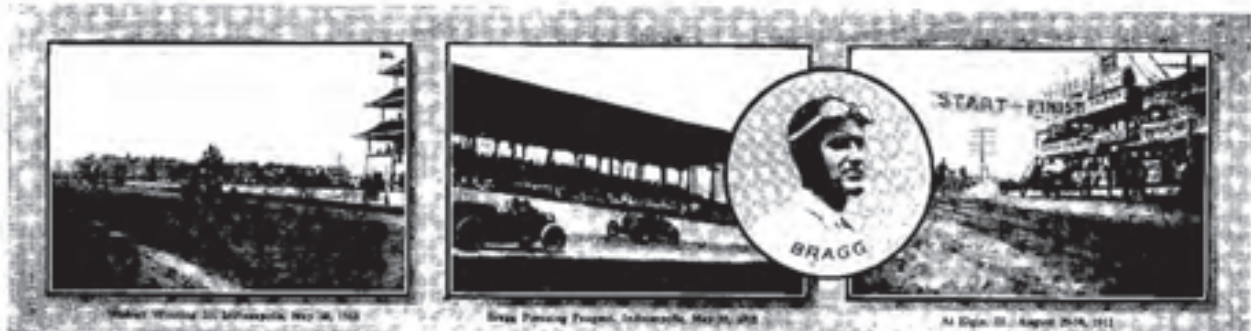
April 27th. At the Bakersfield, Cal., speedway, a 300 cubic inch Mercer won the principal race of the day, a 450 cubic inch event for a thousand dollar challenge trophy, doing 10 miles from standing start in 10 minutes 10 seconds.

May 30th. A 300 cubic inch Mercer driven by Spencer Wishart finished second in the famous 500 mile International Sweepstakes Race at Indianapolis, Ind. Time, 6 hours 45 minutes 6 seconds, an average speed of 75 miles an hour. The winning car was a 450 cubic inch French Peugeot, recognized as the world's greatest speed car. The Mercer had no mechanical trouble of any kind from start to finish.

August 9th. At a Matinee meet held at Brighton Beach, N. Y., Mercer cars won six first places, 5 seconds and two thirds, taking every race on the program. Cars defeated included Peugeot, National, Stutz, Fiat and Mason.

August 9th. In the annual Santa Monica, Cal., race Mercer cars finished second and third, Barney Oldfield taking second and Louis Nikrent, driving a 1911 Mercer raceabout, getting third. Oldfield averaged 75 miles per hour and went through the entire 445 miles with no mechanical trouble whatever. Lost ten and one-half minutes during the race through jack breaking and broken Michelin rim.

August 29th, 30th. At Elgin, Ill., on August 29th, Ralph De Palma, driving a 300 cubic inch Mercer, won the Chicago Automobile Club Trophy race. He covered the distance, 301 miles 440 feet, in 4 hours 31 minutes 56 seconds, an average





Speeding at Elgin, 1912



Wishart at Columbus



At Sa



De Palma at Santa Monica



Elgin

National



John

speed of 66.8 miles per hour. This is the third successive year a Mercer has won this contest. On August 30th a 450 cubic inch Mercer, driven by Spencer Wishart, finished third in the Elgin National Trophy race. This position was captured despite the fact that fourteen tire changes were made. Wishart drove the fastest lap in the race, negotiating the second circuit at an average speed of 76 miles per hour.

September 9th. Barney Oldfield drove a 450 cubic inch Mercer at Corona, Cal., September 9th, in a road race, giving one of the most wonderful demonstrations of speed ever witnessed in America. Oldfield led for 189 miles of the race, and undoubtedly would have won had it not been for the blowing of a tire, which caused him to hit the curb, and resulted in the breaking of a front wheel. The Mercer's average speed up to the time of the accident was slightly over 80 miles an hour.

October 4th. At a race meet held at Trenton, N. J., Mercer cars, piloted by De Palma, Wishart and Pullen, won four first places, four second places, two third places and two fourth places.

November 4th. B. B. Busten, an amateur, driving a 1911 Mercer raceabout, won fourth place in the annual Los Angeles-Phoenix desert race. Busten's running time was 23 hours 13 minutes, and he won a cash prize of \$1000. It is particularly creditable for a three-year-old car to finish fourth in this contest, which is one of the most strenuous held in this country, being over hundreds of miles of roads that are almost impassable.

November 23d, 27th. A Mercer figured very prominently in a series of races held at San Antonio, Texas, the latter part of November. Rains and unsettled weather caused the postponement of the meet on several different occasions. De Palma drove his 450 cubic inch car to victory in three of the five events entered, losing only to the Simplex "Zip" in two free-for-all races. The "Zip" is a specially constructed track car of 600 cubic inch piston displacement.

1912

May 4th. Ralph De Palma started the season by winning the 300 inch class of the Santa Monica, Cal., road race. He drove a Mercer raceabout 150.506 miles in 130 minutes 43 seconds, an average speed of 69.54 miles per hour. In this race the Mercer established a new road record for cars of 300 cubic inches and under. On the following day, May 5th, De Palma drove the same car at Los Angeles, establishing class "C" speedway records for 300-inch cars as follows: 1 mile, 0:45.60; 2 miles, 1:31.53; 3 miles, 2:17.17; 4 miles, 3:02.70; 5 miles, 3:47.34; 10 miles, 7:27.33; 15 miles, 11:11.17; 20 miles, 14:56.05.

May 30th. One of the most sensational performances in the history of auto-mobiling was the record of the Mercer in the 500 mile International Sweepstakes at Indianapolis, May 30th. In a field of 24 starters, including some of the world's greatest speed creations, a 300 cubic inch Mercer finished in third place, averaging 76.3 miles per hour for the entire distance. Only one Mercer was entered, and it had the smallest piston displacement of any car in the race. The car finishing first had one and one-half times the Mercer's piston displacement, and the car finishing second — one of Europe's greatest racing cars — had twice the Mercer's piston displacement.

July 5th. At Tacoma, Washington, Edward Pullen won a 150 mile race for medium weight cars. His time was 2 hours 25 minutes 13 seconds. This time was particularly good, in view of the roughness of the course.

August 26th. Spencer E. Wishart, driving a Mercer raceabout for the first time, went to Columbus, Ohio, on August 26th, and won a 200 mile race on a mile dirt track, in the remarkable time of 202 minutes 4 1/2 seconds. In this event the Mercer established new world's dirt track records for all distances from 75



Start of Race at Indianapolis

Touching the High Spots



Race at Elgin

to 200 miles. The records were as follows: 75 miles, 75 minutes 52½ seconds; 100 miles, 100 minutes 51 seconds; 150 miles, 150 minutes 51 seconds; 200 miles, 202 minutes 4½ seconds. Only one stop was made in the entire 200 miles.

August 30th. At Elgin, Ill., in the 152 mile Aurora Trophy contest for 300 cubic inch cars, a Mercer, driven by Hughes, took first place in 140 minutes 40 seconds, an average speed of 65.05 miles per hour. Another Mercer, driven by Pullen, was second. The Mercers were never headed from start, and finished about 30 minutes ahead of field.

October 4th. In the famous Vanderbilt Cup Race, held at Milwaukee, Wis., October 4th, a 301 cubic inch Mercer finished second, only 40 seconds behind the winning car—a 600 cubic inch European speed monster. An average speed of 69 miles an hour was maintained throughout the race, a distance of 299.5 miles. The Mercer's performance in the Vanderbilt was conceded by both trade and public to be the most wonderful showing ever made in a Vanderbilt or any other American road race.

1911

February 22d. Charles Bigelow, in a Mercer raceabout, won the Panama-Pacific Light Car Race, at San Francisco, Cal. He covered the 98 miles in 102 minutes 54 seconds, an average speed of 58 miles per hour, negotiating the entire distance without a stop either for fuel or tires.

March 28th, 29th, 30th. A three days' meet was held at Atlantic-Pablo Beach, Florida, in which the Mercer was a consistent winner. A one hour race for cars of 300 cubic inches or less was easily captured by the Mercer, a new record of 72.0084 miles being established. In addition to this race several events at shorter distances were won.

May 30th. Two regular 300-inch Mercer raceabouts were entered in the 500 mile International Sweepstakes at Indianapolis, May 30, 1911, and their finishing positions were twelfth and fourteenth, out of a field of forty-six starters. An average speed of 68 miles per hour was maintained. Both cars were driven from the course in absolutely perfect condition, and neither car had its bonnet raised during the entire 500 miles.

August 27th. Mercer stock raceabouts, checked in every detail by the A. A. A. authorities, won first and second places in the only stock race for medium weight cars held during 1911. This race was for the Kane County Trophy and the road championship of America. The race was 170 miles, and the first car covered the distance in 157 minutes 21 seconds, an average speed of 64.61 miles per hour. The second car finished 2 minutes 2 seconds later. On the following day the Mercer went out of its class to enter the Elgin National, which had a limit of 600 cubic inches piston displacement. The Mercer ran third, losing second place only by 11 seconds, beating such big cars as Alco, National, Lozier and Simplex.

October 9th. In the Fairmount Park (Philadelphia) Race—Division 3-B—the Mercer won its second big road race of the year, another Mercer finishing second. The Mercers easily distanced a field of six special cars, negotiating the total distance of 202½ miles in 3 hours 29 minutes 45 seconds. At the finish the Mercer was over 32 minutes ahead of its nearest competitor, and was less than a minute behind the winner of the next class above.

November 27th. The 1911 racing season was fittingly ended when a Mercer raceabout won the famous Savannah Challenge Trophy race. The distance, 222.8 miles, was negotiated in 195 minutes 37 seconds, an average speed of 68.35 miles per hour. The nearest competitor to the Mercer finished six minutes later. The Mercer was never headed after the fourth lap, and at no time was the car extended to keep well ahead.



A Fast

Turn



Sharp Corner in Aurora



Savannah

Finish



Exciting Moment at Johnson

SPECIFICATIONS AND PRICES

As the Mercer policy is to build automobiles in series rather than on the yearly model basis, we will put into immediate service any newly perfected device, rather than hold it for embodiment in a later model of our car. Along these lines of progressive advancement we reserve the right to make changes in the construction of Mercer cars at any time and in such manner as in our judgment will result in the betterment of the car.

DETAILS OF TYPE 35

Series H—Close-Coupled, Five-Passenger *Series M*—Large Five-Passenger
Series O—Runabout

CYLINDER DIMENSIONS—4½ x 5 inches. Valves on opposite sides.
HORSE-POWER—32.4 S. A. E. rating.
REVOLUTIONS PER MINUTE—200 to 2000.
IGNITION—ZR4 Bosch two-point independent magneto.
FRAME—Pressed alloy steel, 4½ inches deep.
SPRINGS—Rear, three-quarter elliptic. Front, semi-elliptic.
LUBRICATION—Circulating splash pressure system. Rotary force pump.
CLUTCH—Multiple disc type, 44 steel plates running in oil.
GEARSET—Four-speed, selective type. Direct on fourth.

REAR AXLE—Shaft-drive—full floating type.
BRAKES—Service brake on gearset. Emergency brake on rear wheels.
FUEL CAPACITY—18 gallons.
OIL CAPACITY—1¾ gallons.
WHEEL BASE—Series H and O, 118 inches. Series M, 124 inches.
TREAD—56 inches.
WHEELS—Series H and O, 34 x 4, with Q. D. Demountable rims, carrying 34 x 4 tires all around. Series M, 34 x 4, with Q. D. Demountable rims, carrying 34 x 4 tires front, 35 x 4½ tires rear.
EQUIPMENT—As listed on page 20.
TIRE EQUIPMENT—Goodrich or Firestone.
ELECTRIC LIGHTING SYSTEM.
ELECTRIC SELF-STARTING SYSTEM.

DETAILS OF TYPE 35

Series J—Raceabout

CYLINDER DIMENSIONS—4¾ x 5 inches. Valves on opposite sides.
HORSE-POWER—30.6 S. A. E. rating.
REVOLUTIONS PER MINUTE—200 to 2000.
IGNITION—ZR4 Bosch two-point independent magneto.
FRAME—Pressed alloy steel, 4 inches deep.
SPRINGS—Rear, semi-elliptic. Front, semi-elliptic.
LUBRICATION—Circulating splash pressure system. Rotary force pump.
CLUTCH—Multiple disc type, 44 steel plates running in oil.
GEARSET—Four-speed selective type. Direct on fourth.

REAR AXLE—Shaft-drive—full floating type.
BRAKES—Service brake on gearset. Emergency brake on rear wheels.
FUEL CAPACITY—25 gallons.
OIL CAPACITY—1¾ gallons reservoir, 5 gallons emergency compartment.
WHEEL BASE—108 inches.
TREAD—56 inches.
WHEELS—32 x 4 Clincher Demountable Rims.
EQUIPMENT—As listed on page 20.
TIRE EQUIPMENT—Goodrich or Firestone.

PRICES

<i>Series H</i> —Close-Coupled, Five-Passenger	\$2900	<i>Series M</i> —Large Five-Passenger	\$3000
<i>Series J</i> —Raceabout	2600	<i>Series O</i> —Runabout	2900
<i>Series H and O</i> Chassis	2650	<i>Series M</i> Chassis	2750

Closed Car Prices Quoted on Request.

MINUTES OF ACTION OF STOCKHOLDER OF
MERCER AUTOMOBILE COMPANY

The undersigned, being the sole stockholder of the above-named corporation, acting pursuant to applicable New Jersey law, hereby takes the following action without a meeting:

The following persons are, by unanimous vote, duly elected Directors of the corporation for the fiscal year November 1, 1978 to October 31, 1979.

<u>NAME</u>	<u>Address</u>
Hyde W. Ballard	Barto, Pennsylvania 19504
Tom Carstens	44 Country Club Drive, S.W. Tacoma, Washington 98498
H. Austin Clark, Jr.	Meadow Spring Glen Cove, New York 11542
Miles Coverdale	3 Brookville Road Glen Head, New York 11545
Briggs Cunningham	31 Harbor Island Newport Beach, California 92660
Loren N. Hodge	1024 Kyle Court Decatur, Illinois 62522
Ralph Buckley	313 Belaware New Jersey 08201
Roger Ellis	P. O. Box 10487 Reno, Nevada 89510
Tim Kuser	P. O. Box 648 Bordentown, New Jersey 08505
Ken Gooding	21914 Haliburton Beachwood, Ohio 44122
Peter Helck	Boston Corners Rd 2 Millerton, New York 12546

Fred Hoch

210 Davis Road
Magnolia, New Jersey 08049

Edward N. King, Sr.

842 East Avenue
Bay Head, New Jersey 08742

Dan C. Williams

3711 Lexington Avenue
Dallas, Texas 75205

DATED: This ____ day of November, 1978.

LOREN N. HODGE, President

ROGER ELLIS, Secretary

August 25, 1959

Mr. William Harrah
Harrah's Club
Reno, Nevada

Dear Bill:

If my memory serves me well, Ed Catlett told me that you did not have a nameplate for your Mercer Raceabout.

Neither did I, so I had a few made and thought that it might please you to have one for your antique. I was pleased with the finished product. You, of course, can punch the "35-J" on the Series "Blank" and the Motor Number "Blank" and "be in business."

Thanks for the news that I may have a couple of the Mercer Raceabout ash trays. I know that I will enjoy them almost as much as the car itself.

With best personal regards, I am

Sincerely yours

Dan C. Williams
President

DCW:Mc
encl.

February 23, 1961

Mr. Roger Ellis
P. O. Box 24
Crowley, Louisiana

Dear Roger:

Some five or six years ago I saw a 1913 Mercer Raceabout, Model 35 J, Motor No. 1283, in the garage of Fred Hiscock (Phone 297) at Bridgehampton, Long Island, about 3 miles from Austin Clark's Long Island Museum. I went to see it on several occasions with Austin Clark and he was "supposed" to try to help me because I even left a check at one time.

The story is that the car belongs to Hiscock's brother, who is away "at school" in some asylum. Also, his wife is reported to be interested in keeping it for their son.

The car is all there - in good restorable shape. It was supposed to have been run in the previous few years but it was on jacks. Believe I have a couple of slides if you are interested.

Roger, I do not believe there is a chance to buy it because everyone on the Eastern Seaboard has been trying to buy it. Dowling, who is a wealthy man from New York City and who was Austin's partner in the Museum on Broadway, has a home out there and I understand is on "top of the job" all the time.

However, I must hasten to say that many felt the

Page 2.
Mr. Roger Ellis
February 23, 1961

the same way about the one I bought in Pennsylvania. Bill Pollock told me he thought that he could just go over there and get it any time that he wanted to do it. Now days it is going to take more than just interest to get one. I called my man every two to three months whenever I was up East for five years before I got anywhere. Then his interest was prompted by what I offered and, I think, the fact that I hauled it so far away.

Best regards

Dan G. Williams

P. S. Understand the next issue of "Antique Automobile" will have some publicity and a story on the Merger.

February 23, 1961

Mr. Roger Ellis
P. O. Box 24
Crowley, Louisiana

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Some five or six years ago I saw a 1913 Mercer Raceabout, Model 35 J, Motor No. 1283, in the garage of Fred Hiscock (Phone 297) at Bridgehampton, Long Island, about 3 miles from Austin Clark's Long Island Museum. I went to see it on several occasions with Austin Clark and he was "supposed" to try to help me because I even left a check at one time.

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Best regards

Dan C. Williams

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Page 2.
Mr. Roger Ellis
February 23, 1961

February 23, 1961

Mr. Roger Ellis
P. O. Box 24
Crowley, Louisiana

Dear Roger: About three weeks ago I brought in Pennsylvania. Bill
Padden told me he thought that he could just go over there
and pay it for me. Some five or six years ago I saw a 1913 Mercer
Raceabout, Model 35 J, Motor No. 1283, in the garage of
Fred Hiscock (Phone 297) at Bridgehampton, Long Island,
about 3 miles from Austin Clark's Long Island Museum. I
went to see it on several occasions with Austin Clark and he
was "supposed" to try to help me because I even left a check
at one time.

Best regards

The story is that the car belongs to Hiscock's
brother, who is away "at school" in some asylum. Also,
his wife is reported to be interested in keeping it for their
son.

Don G. Williams

The car is all there - in good restorable shape.
It was supposed to have been run in the previous few years
but it was on jacks. Believe I have a couple of slides if you
are interested. I would like to see the car in "Antique Automobile"
and have some publicity and a story on the block.

Roger, I do not believe there is a chance to buy
it because everyone on the Eastern Seaboard has been trying
to buy it. Dowling, who is a wealthy man from New York
City and who was Austin's partner in the Museum on
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Best regards

Dan C. Williams

P. S. Understand the next issue of "Antique Automobile" will have some publicity and a story on the Mercer.

P.O. Box 24
CROWLEY, LOUISIANA
FEBRUARY 20, 1961

MR. DAN C. WILLIAMS
P.O. Box 2220
DALLAS, TEXAS

DEAR DAN;

A NOTE FROM BLACKIE SHAFFER TODAY SAYS THAT THERE IS A '14 ^{RACEABOUT} MERCER IN SOUTHAMPTON, LONG ISLAND, N.Y. AND THAT YOU KNOW THE OWNER'S NAME AND ADDRESS. I DO NOT FIND ONE LISTED AS BEING THERE ON THE MERCER ASSOCIATES LIST THAT YOU SENT ME AND I SUSPECT BLACKIE MAY HAVE HIS WIRES CROSSED. HOWEVER, I AM WRITING TO ASK, IN THE EVENT THERE IS SUCH A LEAD AVAILABLE, IF YOU COULD SUPPLY ME WITH THE INFORMATION. IF THERE IS A CAR IN SOUTHAMPTON IT WOULD SEEM THAT IT WOULD HAVE BEEN IN THE LONG ISLAND AUTOMOTIVE MUSEUM LONG AGO.

WE ARE STILL RUNNING AROUND WITH THE "MOLE LIP" FOLLOWING THE DEALINGS IN THE NORTHWEST BUT I GUESS WE'LL GET OVER IT. WOULD LIKE TO REPEAT THAT I REALLY APPRECIATE THE HELP YOU GAVE. I WENT NUTS ON THE TELEPHONE AND I GUESS SPENT ABOUT \$75 WITH A.G. BELL'S GROUP. MY PART TO HELP BOOST THE PRESENT ECONOMY.

BEST REGARDS,

Roger Ellis

RECEIVED

FEB 21 1961

D. C. W.

July 7, 1964

Mr. Roger Ellis
P. O. Box 665
Sparks, Nevada

Dear Roger:

Frankly I have never found a serial number on my Mercer. I know that there should be one on the rear cross member of the frame. I have never heard of any on the horseshoe brackets. May I suggest that you write Buckley or Royston who probably should know.

Jim is making no progress on the Arkansas proposition -- and I do not think anyone else is either.

I am looking for a frame for the Smith Motor Wheel that I have and will write to Herman Bear.

Best personal regards.

Sincerely yours,

Dan C. Williams

DCW:Mc

P.O. Box 665
SPARKS, NEVADA
JULY 2, 1969

DEAR DAN:

WOULD YOU PLEASE DO ME A FAVOR AND CHECK YOUR MERCER FOR A SECOND LOCATION OF A STAMPED SERIAL NUMBER? THERE IS A NUMBER STAMPED ON THE OUTSIDE OF THE REAR-MOST CROSS MEMBER OF THE FRAME. I WOULD LIKE TO KNOW IF THE SAME NUMBER IS STAMPED ON ANY OR ALL OF THE 'HORSESHOE' BRACKETS THAT ATTACH FENDERS TO RUNNING BOARDS. I WOULD APPRECIATE HEARING FROM YOU.

I SAW LISTON AT THE GETTYSBURG MEET AND REALLY ENJOYED BEING WITH HIM AGAIN. RALPH BUCKLEY WAS THERE BUT I SOMEHOW MISSED HIM. I DID SEE HIS 6-HEAD CAR. HOW IS JIM DAVIE PROGRESSING WITH HIS ARKANSAS MERCER PROJECT?

IF YOU ARE STILL LOOKING FOR A SMITH MOTOR WHEEL, YOU CAN WRITE

TO HERMAN BEAR OF DINUBA, CALIFORNIA. HE IS A LONG-TIME HCK MEMBER. I WAS THERE INSPECTING SOME OF HIS CARS AND NOTICED THAT HE HAS A SMITH MOTOR WHEEL. I TOLD HIM OF YOUR INTEREST AND MENTIONED YOU MIGHT WRITE TO HIM. HE MAY BE ROUGH ON PRICE BUT HE DOES HAVE WHAT YOU WANT. I BELIEVE HE HAS THE WHOLE RIG ALTHOUGH I ONLY SAW THE MOTOR PORTION.

I WILL LOOK FORWARD TO HEARING FROM YOU CONCERNING THE HORSESHOE NUMBERS.

BEST PERSONAL REGARDS,

Doger

PS: ALL IS WELL @ HARRAH'S AUTO COLLECTION, WHEN ARE YOU GOING TO VISIT?

From the desk of—

DAN C. WILLIAMS

Dear Ralph

Your check for Dec 1959
is enclosed.

Jan 8
Last night while looking
over the Mercer Associates
list of Mercers - I notice
the Serial Nos. - of course
you told me that you
could not find one on my
frame - and too it is
painted.

The thought hit me
that it might be wise
for you to check the
list to prevent any
duplication and then
you put a number

From the desk of—

DAN C. WILLIAMS

for me on the frame
in the proper place
and with the proper
size tool - maybe
use the same
number as is on the
extra motor - to
help confuse the
issue in case I
ever get in trouble
with the title or even
maybe a completely
new number - not
duplicated in the
list would be better -
What do you think
Dan

January 14, 1960

Mr. Dan C. Williams
P. O. Box 2220
Dallas 1, Texas

Dear Dan:

Thanks for your check for the December invoice.

I think if we put a number on the frame it should be a new number, and picked out so it looks logical. Royston's engine is #1010, just six above yours, and his serial number is #1265, so I would suggest a number like 1273. If I should stamp it on the rear cross member where it would show, I would break the paint and filler and would have to refinish the cross member. Now sometimes the factory stamped them on the cross member under the tire carrier. I could stamp it there and just spot the paint because the carrier is going to mess up the paint anyway when it is bolted on. This way you would confuse the issue if there is any trouble over the title, and still not mess up the paint.

Let me know if you like the idea and the number. If so, I will stamp it on the frame and the plate on the dash.

Also, I'm enclosing some color slides I took of the chassis. They are not very good, but they will serve as a record of the restoration.

Hope to see you the end of this month, or the first of February.

Sincerely,

Ralph
Ralph

RTB:mab

From the desk of—

DAN C. WILLIAMS

Jan 21, 1960

Dear Ralph

I plan to come to Wash DC for a meeting on Tues. If I can get up there Sunday I'll call and make an arrangement to see you Monday Jan 25th

I agree with your suggestion about the number on the frame. To be specific I should like you to put no. W127B on the cross member under the

From the desk of—

DAN C. WILLIAMS

2

tire carrier. I like your no. & thought I'd get you to put a W in front of it just to really confuse the issue if it ever comes. He can claim it is registered this way for years in the May Duglesley Roster.

What do you think of just putting 35-1 as the series and the 1004 as the No on the plate for the dash. If

From the desk of—

DAN C. WILLIAMS

April 8, 1964

Dear Ralph,

I have decided to use one of these Mercer name plates on each of the pictures painted for me by Peter Helck.

Since I can not find a die set to put the numerals on these two blank plates, I am sending them to you and ask that you put the "351" on the series blank space and "1273" on the No

From the desk of—

DAN C. WILLIAMS

blank space on each of them for me using the same size letters and number. and return to me - with the "invoice."

Thank you so much. I am sending a "strike over" of the one on the Mercer so that you will know the size and type of letter and number.

From the desk of—

DAN C. WILLIAMS



From the desk of—

3 DAN C. WILLIAMS

Thank you very
much for helping
me. My love to
my best "Yankee
Girl Friend"

Sincerely
Dan

P.O. BOX 665
SPARKS, NEVADA
NOVEMBER 28, 1965

DEAR MR. HELK:

THE MAIN PURPOSE OF THIS EPISTLE IS TO SEND YOU THE ENCLOSED PHOTO: RAPID COPY OF A PAGE FROM JUNE-JULY ACD NEWSLETTER. ARTICLE "DUESENBERG AT THE BRICKYAERD" BY JERRY GEBBY 298 SPRINGBROOK BLVD. DAYTON, OHIO 45405. PIC NO 80 DEPICTS AN ISOTTA- FRACHINI (LEFT OUT THE 'S'). THIS PASSED ACROSS MY DESK AND I AM SENDING IT TO YOU ON THE OFF CHANCE THAT THE CAR COULD BE THE ONE YOU ARE TRYING TO IDENTIFY. I NOTE THAT IT HAS THE LOWERED STREERING ETC THAT YOU MENTIONED.

'THE AUTOMOBILE' ARTICLE CONCERNING THE 1909 FAIRMONT PARK ROAD RACE DID NOT MENTION THE OWNER OF ENTRANT 17 (ISOTTA). I AM STILL LOOKING BUT HAVE FOUND NO SIGNIFICANT NEWS.

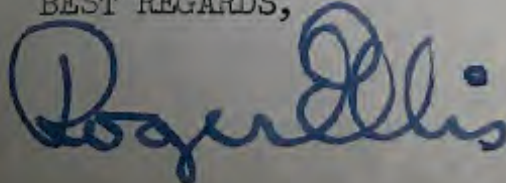
I SERVED AS BILL HARRAH'S REPRESENTATIVE AT THE RECENT DEDICATION OF 'THE MUSEUM OF AUTOMOBILES' AT MORRILTON, ARKANSAS. THE HIGH POINT OF THE WHOLE SOENE FOR ME WAS THE PETER HELK ONE MAN SHOW AND DISPLAY OF YOUR 'OLD 16' AT THE ARKANSAS ART CENTER IN LITTLE ROCK. THE CAR IS CERTAINLY A THING OF BEAUTY. I CERTAINLY AGREE WITH YOU THAT IT SHOULD NOT BE RE-PAINTED. IN ITS PRESENT FORM IT HAS THE PATINA OF PROLONGED USE. A NEW COATING OF PAINT WOULD RUIN IT. IN MY PERSONAL OPINION, ADDING HICKORY CHIPS TO A BARBEQUE FIRE WILL MAKE THE FINEST STEAK TASTE JUST LIKE A WIENER! YOUR LOCO IS ONE OF THE MOST SIGNIFICANT ANTIQUE AUTOS EXTANT AND NO NEED TO GILD THE LILY SO TO SPEAK.

I AM ALSO ENCLOSING SOME BETTER SHOTS OF THE NYTOP THOMAS. THE CLOSEUP SHOWS DETAIL OF INITIALS CARVED IN THE BODY. ALSO ENCLOSED IS A CLIPPED (SO IT WILL FIT IN THE ENVELOPE) POST CARD OF THE SAME CAR. THIS IS GRAPHIC PROOF THAT PICTURES SOMETIMES DO ACTUALLY LIE, ESPECIALLY IF THEY ARE COLORED! THE POINT IS THAT THE PICTURE DEPICTS A STATE OF REPAIR THAT IS BETTER THAN THE ACTUAL CAR. THE POST CARD DOES SHOW THE DULLNESS OF THE BRASS, THE BLEACHING OF THE CANVAS FENDERS, AND THE WEAR ON "SHAWMUT" STENCIL ON THE RUNNING-BOARD TOOL BOX.

I PASSED THROUGH DALLAS, TEXAS ON THE WAY BACK TO RENO FOLLOWING THE ARKANSAS DOINGS. DAN WILLIAM'S MERCER WAS ON DISPLAY AT THE STATE FAIR AND I CRAWLED UNDER IT SEEKING NUMBERS ON THE HORSESHOE BRACKETS AND ON THE RIGHT REAR BRACKET FOUND THE NUMBER 1231 IN FAINT DIDGITS. IF YOU ADD 230 TO HIS MOTOR NUMBER YOU GET 1004 PLUS 230 EQUALS 1234 SO 1231 IS HIS CORRECT SERIAL NUMBER. HE HAD TOLD ME PREVIOUSLY THAT THE SERIAL NUMBER 1273 THAT HAD BEEN REPORTED TO MERCER ASSOCIATES WAS ONE CONCOCTED BY AVERAGING KNOWN SERIALS RELATION TO KNOWN MOTOR NUMBERS. ANYWAM HE WAS HAPPY TO HAVE THE NEWS AND THE HELP THAT CAME FROM YOURSELF AND SON JERRY IS SINCERELY APPRECIATED.

ENOUGH RAMBLING FOR NOW.

BEST REGARDS,



ANTIQUE AUTOMOBILE

DEDICATED TO THE HISTORY OF THE AUTOMOBILE VOL. 25, NO. 2



MARCH-APRIL \$1.25



1913 35-J MERCER - DAN C. WILLIAMS

CONCOURS DE ELEGANCE 1995

CLASS 1 - ANTIQUE THROUGH 1915

THIRD PLACE TIE - 1909 REO TOURING M, JOHN T. MITCHELL
THIRD PLACE TIE - 1905 CADILLAC MODEL F TOURING, ROBERT K. LANE
THIRD PLACE TIE - 1909 PIERCE ARROW STATION WAGON, STUART SCHAFER
SECOND PLACE TIE - 1913 MERCER RACEABOUT, DAN WILLIAMS
SECOND PLACE TIE - 1906 CADILLAC K RUNABOUT, DAVID GISH
FIRST PLACE TIE - 1905 CURVED DASH OLDSMOBILE RUNABOUT, ROBERT YOUNG
FIRST PLACE TIE - 1905 COLUMBIA MARK 44 SIDE ENTRANCE TONNEAU, COLLIN & VIOLA HILEY

CLASS 2 - VINTAGE 1916 - 1924

FIRST PLACE - 1917 DETROIT ELECTRIC 68 BROUGHAM, JIM BANNON

CLASS 3 - AMERICAN CLASSIC OPEN 1925-1932

SPECIAL RECOGNITION TROPHY - JAMES C. LEAKE
THIRD PLACE - 1928 CADILLAC CONVERTIBLE COUPE "GOLFER'S SPECIAL", JEFF COLQUITT
SECOND PLACE TIE - 1925 PACKARD TOURING PHAETON DUAL COWL 333, JOHNNY CARTMILL
SECOND PLACE TIE - 1931 LASALLE 345A CONVERTIBLE COUPE, THOMAS J. LEHNEN
FIRST PLACE - 1929 PIERCE ARROW 133 SPORT ROADSTER, JACK & ANGIE TRUCKENBROD
SPECIAL RECOGNITION TROPHY - 1931 PIERCE ARROW 42 CONVERTIBLE COUPE, ROBERT KULL

CLASS 4 - AMERICAN CLASSIC CLOSED 1925 - 1932

THIRD PLACE - 1928 WHIPPETT 98 SEDAN, BILL GRAY
SECOND PLACE - 1931 CADILLAC SERIES 355 TOWN SEDAN V8, DR. BARRY ALLDREDGE
FIRST PLACE - 1927 LINCOLN L COUPE JUDKINS, BLAIR MILLER

CLASS 5 - AMERICAN CLASSIC OPEN 1933 - 1939

**SPECIAL TROPHY - MBNA AMERICA
**SPECIAL TROPHY - LINCOLN-MERCURY DIVISION
FIRST PLACE - 1934 LASALLE 2-PASSENGER CONVERTIBLE COUPE, DANIEL LAEDERACH
MBNA AMERICA TROPHY - 1933 PACKARD COUPE ROADSTER, JIM & JOYCE BRADLEY
LINCOLN-MERCURY DIVISION TROPHY - 1934 LINCOLN KB SEMI-COLLAPSIBLE CABRIOLET, DENNIS KIEFER

CLASS 6 - AMERICAN CLASSIC CLOSED 1933 - 1939

THIRD PLACE TIE - 1936 CHRYSLER AIRFLOW IMPERIAL SEDAN, NORMAN MCMURRY
THIRD PLACE TIE - 1938 PACKARD 1604 SUPER FIGHT CLUB SEDAN, BOYNTON HUSSEY
THIRD PLACE TIE - 1936 PIERCE ARROW 1602 RUMBLE SEAT COUPE, RAYFORD REESE
SECOND PLACE TIE - 1934 LASALLE 2-PASSENGER COUPE, DANIEL

*Sponsored by the Dallas Symphony
Orchestra League benefiting the
Dallas Symphony Association, Inc.*



CONCOURS D'ELEGANCE *Dallas*

A COMPETITION OF PREMIER CARS OF THE PAST

4400 Belfort Place
Dallas, Texas 75205
Phone: 214-522-1876
Fax: 214-522-6495

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Mrs. Ulysses Vlamides
Mrs. Stephen B. Watson

October 23, 1995

Dan Williams

Dear Dan,

The Committee of Concours d'Elegance-Dallas extends a hearty invitation for your car(s) to participate in our fourth annual event on March 30 and 31, 1996 at the Dallas Convention Center. Concours IV promises to be an exciting presentation of impeccable motor cars of the past displayed for judging amid an innovative garden setting with opera set backdrops along the walls of the Convention Center. Our event provides the car participant with an exciting array of activities while attending. Move-in day is Thursday, March 28 (12:00 Noon to 5:00 P.M.) or Friday, March 29 (8:00 A.M. to no later than 12:00 Noon).

Leake Auction Company from Tulsa, Oklahoma will again be in an adjacent hall on the Saturday of our event to add further excitement to our Dallas Concours. A special awards ceremony, with both class and special trophies, will be held Saturday afternoon. A delicious Sunday brunch will feature the "Young Strings" and other entertainment performing on stage near the cars.

The Dallas Concours is proud to have been introduced by the Dallas Symphony Orchestra League, and we differ from other Concours in that all our net proceeds benefit the education and outreach programs of the Dallas Symphony Association. Because of the success of this Concours, projects such as Young Strings, Touch Tours and concerts for the visually impaired, instructed family concerts at our famed Meyerson Symphony Center, and free concerts in school and parks can exist and flourish.

The official hotel for the Concours is the beautiful Adolphus located in downtown Dallas. Special rates have been arranged for Concours participants. The Adolphus takes great care in making your stay a pleasurable one.

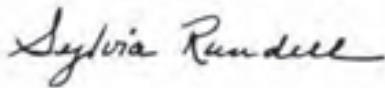
October 23, 1995

Page 2

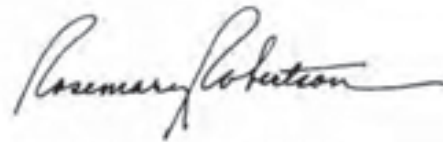
We look forward to your positive response to this important event. Please review all enclosed materials carefully. Your entry form must be received by January 2, although we would appreciate a more rapid reply for quick processing. A picture and background information will be most helpful to our Selection Committee. If you have any questions, please call Mrs. Sylvia Rundell at 214/522-1876 or FAX 214/522-6495. It will be wonderful having you share this memorable occasion with us.

A special note to those who might be interested, the AACA National Meet is scheduled for April 12 and 13, 1996 and the CCCA Grand Classic is April 19 and 20, 1996. Both events will be in Dallas.

Sincerely yours,



Sylvia Rundell
Chairman, Concours d'Elegance-Dallas



Rosemary Robertson
DSOL President 1995-1996



CONCOURS D'ELEGANCE - DALLAS

A Competition of Premier Cars of the Past

March 30 and 31, 1996

Dallas Convention Center

Sponsored by the Dallas Symphony Orchestra League
Benefiting The Dallas Symphony Association Education and Outreach Programs

CALENDAR OF EVENTS

THURSDAY - MARCH 28

UNDERWRITERS'/PATRONS' PARTY held at a private home. The party is by invitation only and there is no charge. **7:00 P.M. - 9:00 P.M.** Business suit attire.

FRIDAY - MARCH 29

GALA held at the downtown Adolphus Hotel. A fun filled evening with an elaborate dinner, a silent auction featuring car memorabilia and musical entertainment.

Invitations will be mailed and tickets are \$100.00 per person. Advanced reservations required. **Time - 7:30 P.M.** Black tie optional. Valet parking provided.

Inquiries please call: Chairman - Barbara Bigham - (214)250-3223

SATURDAY - MARCH 30

***JUDGING : 9:00 A.M.** at the Dallas Convention Center, Hall E

OPEN TO THE PUBLIC : 9:00 A.M. - 7:00 P.M., Admission - \$10.00

Children under 12 free.

AWARD AND TROPHY CEREMONY : 4:00 P.M. by invitation. No charge; dress casual.

LEAKE AUCTION COMPANY'S : 9:00 A.M. - 7:00 P.M. Collector's car auction in adjoining Hall D.

SUNDAY - MARCH 31

OPEN TO PUBLIC : 10:00 A.M. - 5:00 P.M.

DELICIOUS BRUNCH : 11:00 A.M. - 2:00 P.M. at the Dallas Convention Center.

Adult ticket - \$25 Children (under 12) - \$12 (price includes admission to Concours)

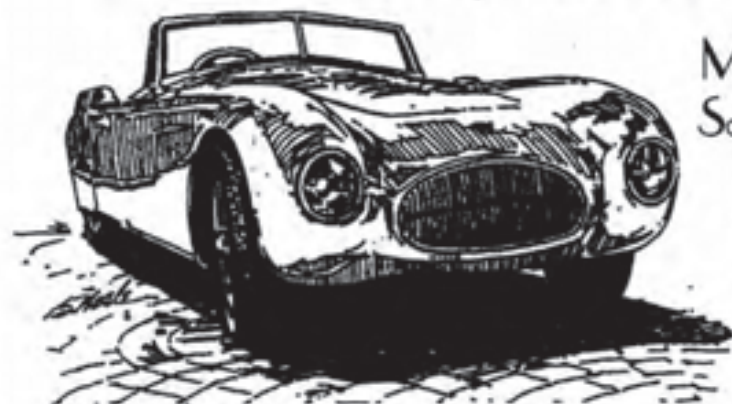
Open to the public, advance reservations required.

Inquiries please call: Chairman - Mrs. Carol Powel - (214)520-3583

CONCOURS D'ELEGANCE

AT THE DALLAS CONVENTION CENTER

A COMPETITION OF PREMIER CARS OF THE PAST

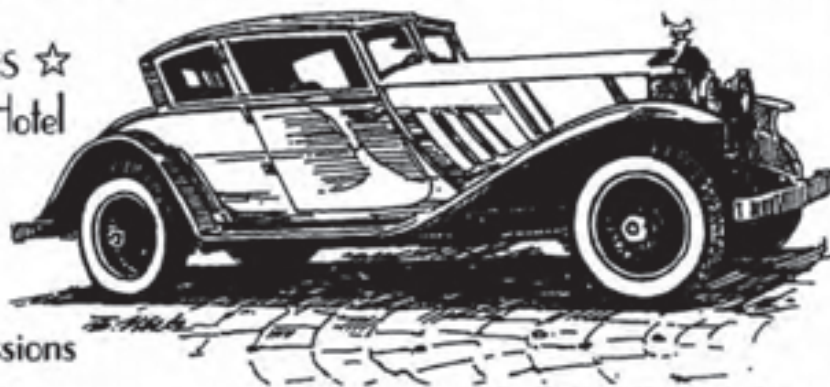


1947 Cistalia Novolari Spyder

March 30 & 31, 1996, Dallas Texas
Saturday 9am-7pm / Sunday 10am-5pm

Over One Hundred of the Finest
Antique-Vintage Classic-Sports
and Racing Cars in the U.S.

☆ MANY OTHER ACTIVITIES ☆
Gala Party - Adolphus Hotel
Sunday Brunch
Awards Ceremony
Gift Shop
The Franklin Mint Concessions
Leake Automobile Auction



1930 Rolls Royce Phantom Wind Blown Coupe

TICKETS
Adults \$10⁰⁰
Children (under 12) Free



FOR TICKET INFORMATION
CALL
(214) 827-0534

CONCOURS
D'ELEGANCE
Dallas

SPONSORED BY THE DALLAS SYMPHONY ORCHESTRA LEAGUE
Benefiting the Dallas Symphony Association Community and Educational Outreach Programs.



November 22, 2010

Mr. Daniel Williams Peavy

Dear Mr. Peavy:

2011 marks the historic 100th Anniversary of the first running of the Indianapolis 500, and the Indianapolis Motor Speedway is offering an opportunity for you and the members of your car club to participate in the activities surrounding this momentous occasion. To help celebrate the history and tradition of this great event, we will be hosting the 100th Anniversary Celebration of Automobiles, a once-in-a-lifetime event to be held inside the hallowed grounds of the Indianapolis Motor Speedway on May 13 - 14, 2011.

The event is accepting entry applications for automobiles manufactured from 1911 to 1961, the time period representing the first 50 years of the Indianapolis 500. The Celebration will include two divisions. Division I will be cars representing the 24 manufacturers that competed in the first Indianapolis 500 in 1911 and Division II will be all other marques of automobiles manufactured during these 50 years. There will also be categories within each division, including: The "Carl Fisher Era" 1911 - 1927, the "Eddie Rickenbacker Era" 1928 - 1945, and the "Tony Hulman Era" 1946 - 1961.

We will be accepting only 250 cars to participate in the Celebration and if you have an automobile that should be considered, we would be honored if you would submit an application to participate. We would also like to encourage you to make plans to attend the Celebration and take part in the festivities, including a Celebration Banquet and opening weekend of practice for the Indianapolis 500!

If you would like more information or would like to participate in the 100th Anniversary Celebration of Automobiles event, an application form can be obtained by visiting our website at www.indianapolis motorspeedway.com/CelebrationofAutomobiles.

We look forward to seeing you at the Indianapolis Motor Speedway on May 13 - 14, 2011 and celebrating with you our appreciation for the automobile, the companies that built them and the heroes who drove them.

Very Truly Yours,

A handwritten signature in cursive script that reads "Jeffrey G. Belskus".

Jeffrey G. Belskus
President & CEO
Indianapolis Motor Speedway Corporation



100th Anniversary Indy 500 Celebration of Automobiles

The “100th Anniversary Indy 500 Celebration of Automobiles,” is for two broad classifications of automobiles manufactured between 1911 and 1961 – the first 50 years of the Indianapolis 500. These classifications are: 1) cars representing **the 24 manufacturers that competed in the first Indianapolis 500** in 1911 and 2) **full classic™** cars and other significant collectible cars.

As an exhibitor, you will enjoy numerous benefits, including:

- A chance to be a part of the celebrations around the 100th Anniversary Indianapolis 500, “The Most Important Race in History.”
- Opportunities to drive your car around the famed 2.5 mile Indianapolis Motor Speedway oval.
- Bronze badge access to Gasoline Alley, the Speedway’s famous garage area.
- Parking passes for personal car and trailer.
- Judged competition with awards across six classes of automobile.
- A participant’s trophy: an original brick from the famed “Brickyard.”
- The option to enjoy a **celebration awards dinner** (country club casual) starting with a **reception hosted by legends of the Indy 500** at the Indianapolis Motor Speedway Hall of Fame Museum – where all the winning cars of the Indy 500 that still exist will be assembled for a once-in-a-lifetime viewing. The dinner will feature Indy 500 winner interviews by radio personality, author and Indianapolis Motor Speedway Historian Donald Davidson.

The 100th Anniversary **Indy 500 Celebration of Automobiles** will be organized into six classifications broken down by the three early Indianapolis Motor Speedway track ownership eras: the “Carl Fisher Era” (1911-1927); the “Eddie Rickenbacker Era” (1928-1945) and the “Early Tony Hulman Era” (1946-1961). These three classifications will be applied to both the cars representing the 24 manufacturers that competed in the first Indy 500 and classic cars in general.

Specific to the manufacturers of the cars in the first Indy 500, any passenger car produced by those companies is eligible. For the record those brand names are:

Marmon	Lozier	Fiat	Mercedes
Simplex	National	Amplex	Knox
Jackson	Stutz	Mercer	Inter-State
Velie	Benz	Pope-Hartford	Cutting
McFarlan	Cole	Case	Westcott
Apperson	Alco	Buick	Firestone - Columbus

The classic cars category includes any automobile marque that was manufactured anywhere in the world between 1911 and 1961. Included (but not limited to) in this category are wonderful brands such as: Duesenberg, Cord, Auburn, Pierce-Arrow, Rolls Royce, Jaguar, Bugatti, Ford, Chrysler, Dodge, Plymouth, Chevrolet, Cadillac, Packard, Ferrari and many more.



February 11, 2011

Mr. Daniel Peavy

Dear Mr. Peavy:

The selection committee of the 100th Anniversary Indianapolis 500 Celebration of Automobiles is pleased to inform you that your 1913 Mercer J Raceabout has been selected to participate in our by-invitation-only event, scheduled for May 13-15, 2011.

As you know, only 250 of the most prestigious automobiles were to be selected for this once-in-a-lifetime affair at "the Racing Capital of the World." This is much more than a classic car show; it is a tribute to America's greatest racing event and a fitting kickoff to the celebration of "The Most Important Race in History," the 2011 Indianapolis 500 Mile Race.

The weekend will be filled with activities; enclosed you will find our tentative schedule. One of the highlights will be our VIP Reception and Celebration Dinner, to be held the evening of Saturday, May 14, and we hope that you will be able to attend. Your evening will begin in the track's Hall of Fame Museum, where the largest-ever gathering of Indianapolis 500 winning cars will be assembled. An elegant dinner will be served, followed by a presentation of the Celebration's major judged awards. To conclude the evening, radio personality, author and Indianapolis Motor Speedway historian Donald Davidson will converse with selected Indianapolis 500 winners. We anticipate that this "country-club casual" event will sell out quickly so reserve your tickets now!

Please complete the enclosed registration form and return it, in the enclosed envelope, no later than February 18. Should you have any questions, please contact either Peggy Swalls at 317-244-9500 (e-mail: pswalls@brickyard.com) or Katie Schultz at 317-492-6780 (e-mail: kschultz@brickyard.com).

In closing, may we respectfully request that you bring **ONLY** the vehicle(s) chosen by the selection committee. No substitutions, please!

Once again, we are honored to have your historic car displayed at our Celebration of Automobiles. We look forward to seeing you then.

Sincerely,

Mark Dill

Vice President of Marketing & Public Relations
Indianapolis Motor Speedway

Enclosures



Celebration of Automobiles - May 13-14 - 15, 2011* 100th Anniversary of the Indianapolis 500® Mile Race**

Exclusive Day (Private) for Celebration Participants - Friday May 13, 2011

7:00 am Gates open – Access for car owners
▪ Owners drive cars from north to south end of track

9:00 am Stutz Club Day
Marmon Club Day

Afternoon (Specific times to be determined):

Paced lap – by classification (Classic Cars, Classic Cars of the 24 marques of the 1911 Indianapolis 500® Mile Race)

(Honorary starter for each classification TBD)

- Cars from the first 50 years of the Indianapolis 500® Mile Race (from Harroun to Foyt)
 - Fisher Era
 - Rickenbacker Era
 - Early Hulman Era

Stutz vs. Hispano-Suiza (paced laps)
Blue Goose (paced laps)

Celebration of Automobiles - Saturday May 14, 2011

7:00 am Owners deliver Automobile Celebration cars to display locations
▪ Plaza and surrounding areas
▪ Organized by classifications

8:00 am Celebration of Automobiles on display

8:30 am Celebration of Automobiles judging begins

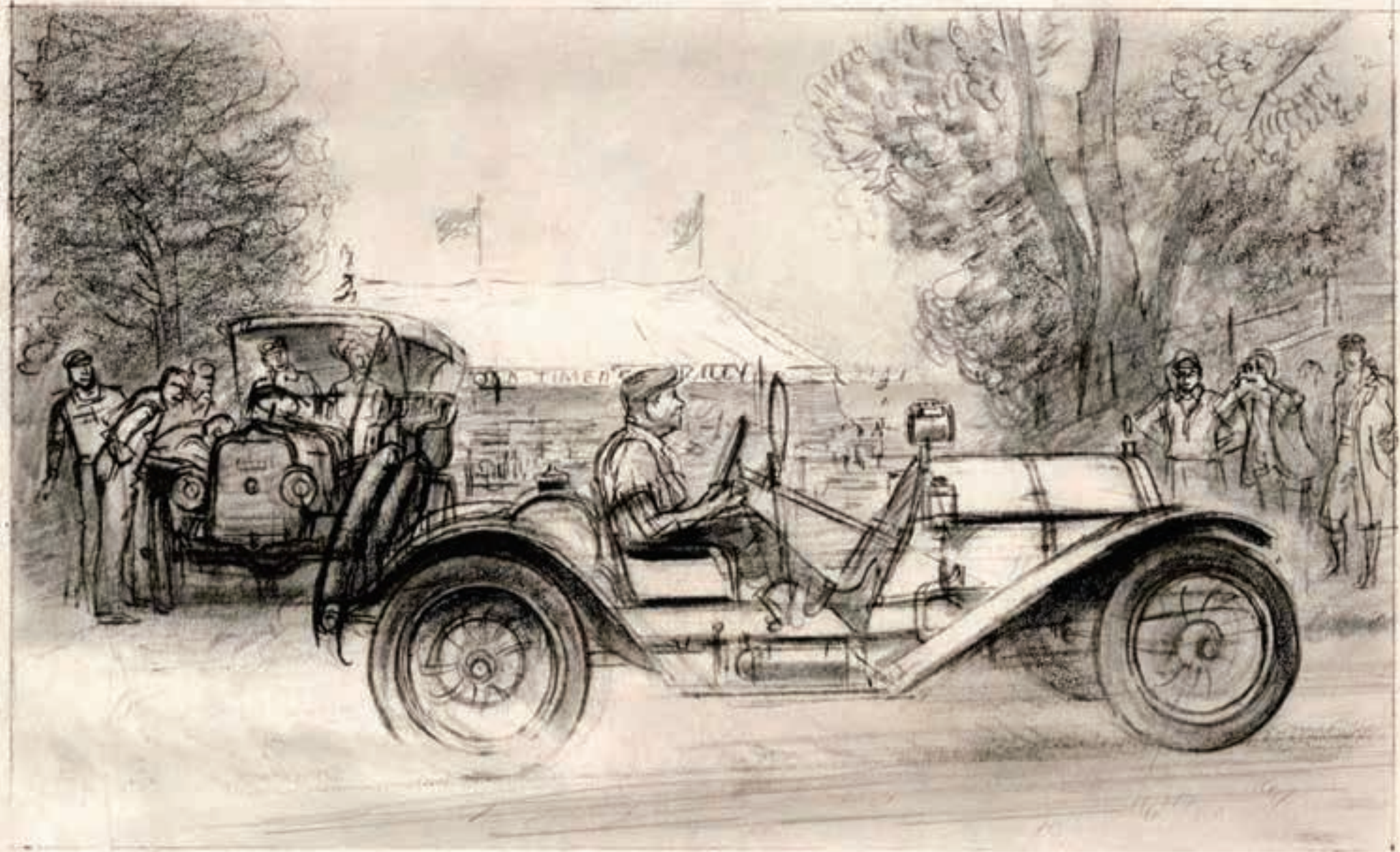
9:00 am Public Gates open
Automobile Celebration cars on display with owners

9:30 am Celebration of Automobiles judging concludes

Afternoon - Indianapolis 500® Mile Race Practice



①





Saturday August 24th

1 9 5 7

Dear Dan:-

Re' your visit here two weeks ago, I dispute your contention vigorously. As for stopping here "right at the wrong time", be assured it was definitely the RIGHT MOMENT for us all. I longed for a day off from my work and knew besides that you and Van would find Leo Peters congenial and well-informed company.

Van, Leo and I are many years your senior in our interest in early cars. But I must say in your brief 6-year "contamination" your accumulation of information, technical and otherwise, is startling. As for your enthusiasm, I'm sure it is unsurpassed.

Dan, as I mentioned before, I feel no immediate urge to sell the Mercer. While we use it infrequently it IS comforting to have it "just to look at" and show. There is the boost to the ego, also, in having something here which several genuine enthusiasts wish to possess.

The most memorable of these (because of his determined approach) first offered 7000. and then one-year later increased the bid to the astounding figure of 8500. Priscilla still thinks me sub-normal for having declined. As you know, probably, I paid Sam Baily 5000.

Eventually this ambitious (and probably wealthy) collector found a similar Mercer and the photo shows it as a little beauty. He failed to reveal its identification or source upon my inquiry.

Imagine, therefore, my surprise on getting his letter of July 22nd in which he again states his interest in owning my Raceabout! As yet I have not replied but I will renew my promise to him (as with all others) that when ready to sell he will be informed.

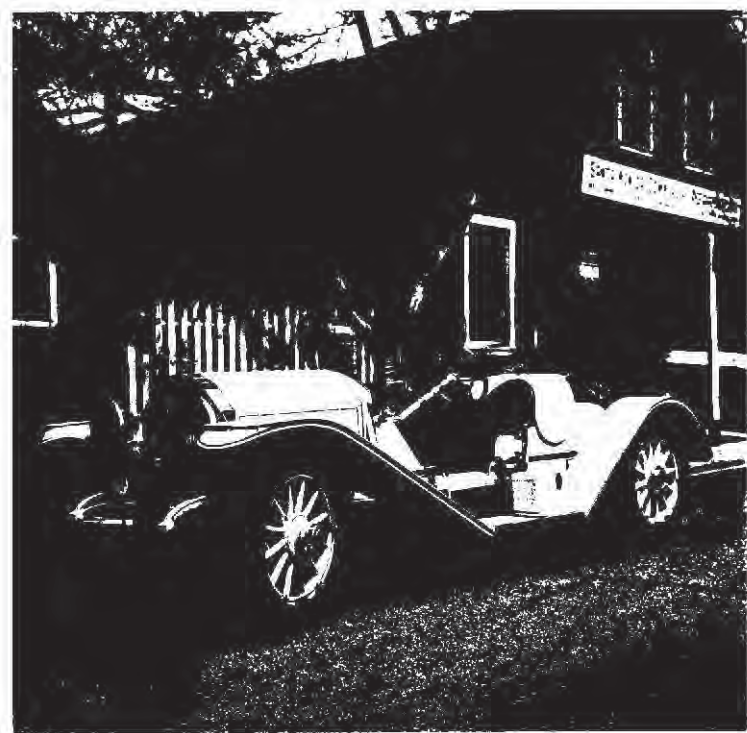
Van has been most kind in supplying me with ancient tire irons for a dwg I'm making, and the old programs he left with me supplied some long hoped-for information. Indeed, from what you say his guidance in your acquisitions and restorations has been mighty useful.

Now I must advise against the "showering of gifts", Dan. For one thing, the melons arrived yesterday after 9-days in transit and Priscilla found it necessary to reject them. Too far gone. Also, as we have one brass Mercer script it seems an unworthy exploitation of your generosity to accept the one you're having made. We DO appreciate your kindnesses. However, look at it from the viewpoint of the guy in little Boston Corners.

Well, I must get back to the drawing board. Thanks for your fine letter. I am prompted to suggest, "Let's keep in Touch."

With ~~very~~ kind greetings
from us both,

PETER



Would you trade your MERCER raceabout for this
raceabout? It is a 1912 MARMON. Much better
engineered car than the MERCER. Oil pressure
in engine even to the piston pins. This was
originally a roadster. Owner used my MERCER
raceabout for a pattern.

2
8
A

Monday, July 29th, 1963

Miss Ina Mae McGuire
Secretary to Mr. Dan C. Williams
P.O. Box 2220
Dallas, Texas

Dear Miss McGuire:

I had a nice little note this morning from Mr. Williams postmarked Copenhagen 7/25/63, so I presume his return to Dalla is not exactly immediate.

I have been working on the early stages of the paintings for Mr. Williams, and as I would like to get more than a hint of resemblance to your good boss, perhaps upon his return a few more photos could be taken.

The enclosed rough sketch marked No 1 shows the position of D.C.W. at the wheel of the Mercer. The head is shown in near profile but looking slightly to the left. That is, its position is just a bit beyond absolute profile.

The other sketch marked No 2 is a tracing of the 8 X 10 color photo from Negative 7097-2. Had this photo been taken with the camera lense focussing on the red cross marked A, the position of the head, figure and the car would come very close to the view I am showing. The sun-lighting in this color shot -from top-left- is also close to the lighting I am using.

I know Mr. Williams is going to be rushed with chores upon his return and squeezing in time to have photos made with the car, as per all the above, maybe difficult. If so, just a few good shots of his kindly face in the approximate lighting just described would, I am sure, be adequate. As of now, the car is completely and carefully drawn.

There is no tremendous rush. I'm quite sure to be engaged with these two paintings for the next three weeks, perhaps even longer.

With thanks for your cooperation,

sincerely,

Peter Helck
Peter Helck

RECEIVED

AUG 2 1963

D. C. W.

DAN C. WILLIAMS

P. O. BOX 2220

DALLAS 1, TEXAS



August 17, 1981

Mr. Peter Helch
Boston Corners
R. D. 2
Millerton, New York 12546

Dear Peter:

It was good news to have the letter from Roger Ellis that you have been appointed president of Mercer Automobile Company. No one I know has followed "The Racebout" as long as you with a continued dedicated interest.

Probably the only possession which I appreciate and value more than my Mercer are the two pictures of my Mercer - and Olds which you painted for me. I enjoy the one of the side view in my office each day and the other "racing" the T & P with the Olds and you and your son in old No. 16, whenever I am in the library-den at home.

I often think of the several visits and your hospitality which you graciously extended to our mutual friend, Joe Vanderveer and to me.

My Mercer - which you know was re-restored by Ralph Buckley is still running great and, frankly, I enjoy each ride as much if not more than my very first one - now many years ago. This jewel I keep in a garage at my home so I get to take a spin quite often.

Some of my cars I have given to our children and grandchildren but I still have:

DAN C. WILLIAMS

P. O. BOX 2220

DALLAS 1, TEXAS



1903 Curved Dash Olds
1914 Mercer Raceabout
1930 Model A-Two door Phaeton
1930 Dusenber Model J LeBaron Dual Cowl
Phaeton with Barrel Body
1957 Ford Thunderbird.

The dear old Pope - I let Harrah talk me out of it - and now it seems it might come up for auction with the rest.

Carolyn and I may come up for a foliage trip the last of September and if we get near Boston Corners, I'll come by - at least I'll call. As you might guess, I travel less now and is one reason we have not talked for awhile.

I sincerely hope you and your family are well. Warmest personal regards and a grateful thank you again for your two paintings of my Mercer - and your friendship.

Sincerely yours,

Dan C. Williams

DCW/jr

Sunday August 11th 1957

Dear Joe:-

Because I dont want them getting mislaid in my upset studio I am returning promptly (under separate cover) the 4 items you left with me to look over. These are the rare 1906 Vanderbilt Cup issue of AUTO TOPICS, the 1906 Elimination Trials program and the 2,24-hour race programs. These latter, by the way, gave me the long-wanted car numbers for these particular events, besides bringing back vividly recollections of those races.

I am retaining, as per your generous suggestion, the 3 programs from Brighton Beach, 1909, and the cardboard program, same track, 1910. Also, the 3 postcards, all of which I thank you for most cordially.

Your visit with Dan Williams was most timely and I enjoyed every minute of it, excepting perhaps the tale of the 5 scrapped Mercedes. This is sad! Dan is a full-blooded enthusiast with the means, apparantly, of indulging the hobby to the fullest. For a comparatively recent convert his grasp of the "finer points" seems remarkable. However, you're not exactly cloudy on such matters yourself....with your split-second recognition of that bit of Stevens-Duryea coachwork! Anyway, here's hoping you'll both pull in here again for more of the same.

Re' the old tire irons I mentioned, I need these for a dwg I'm doing for TRUES AUTO YEARBOOK. It will show Joe Tracy and Al Poole making one of their 11 tire changes in the 1906 Vanderbilt. This was prior to the Loco's demountable rim equipment in 1908. Dwg will show Poole just about to fit the fresh tire to the front left wheel. To give this incident conviction a few tire irons should be within his reach.

I would like the chance to PURCHASE these, Joe, as I am sort of overwhelmed by the gifts and favors (all for free) which have been pouring in of late. If you will pick out 2 or 3 items which will be logical in this tire-changing operation, circa 1906, and send them to me as soon as possible -not forgetting a bill for same- it will be a great favor.

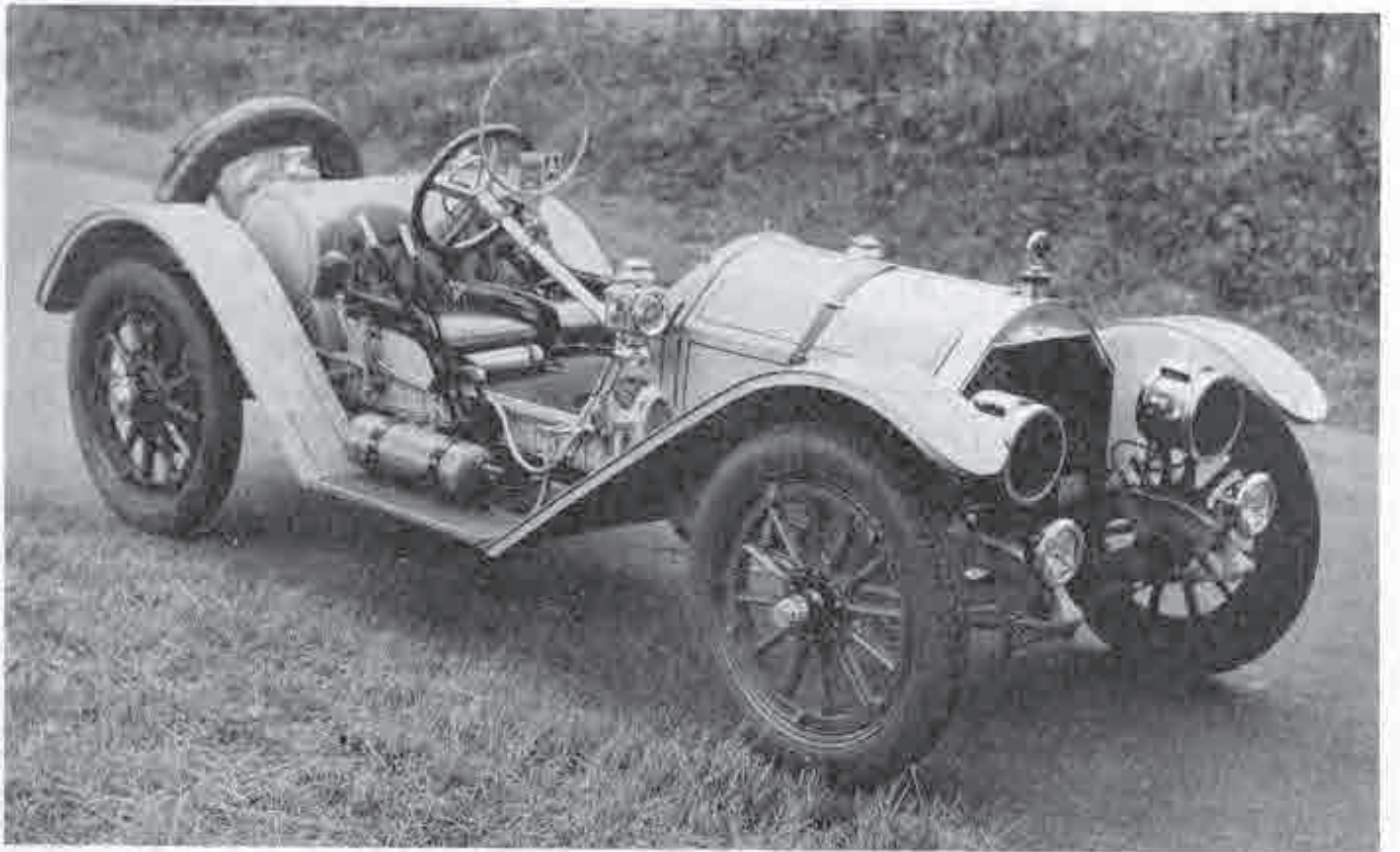
Hope you fellows got back to Kingston without misadventure,

as ever,

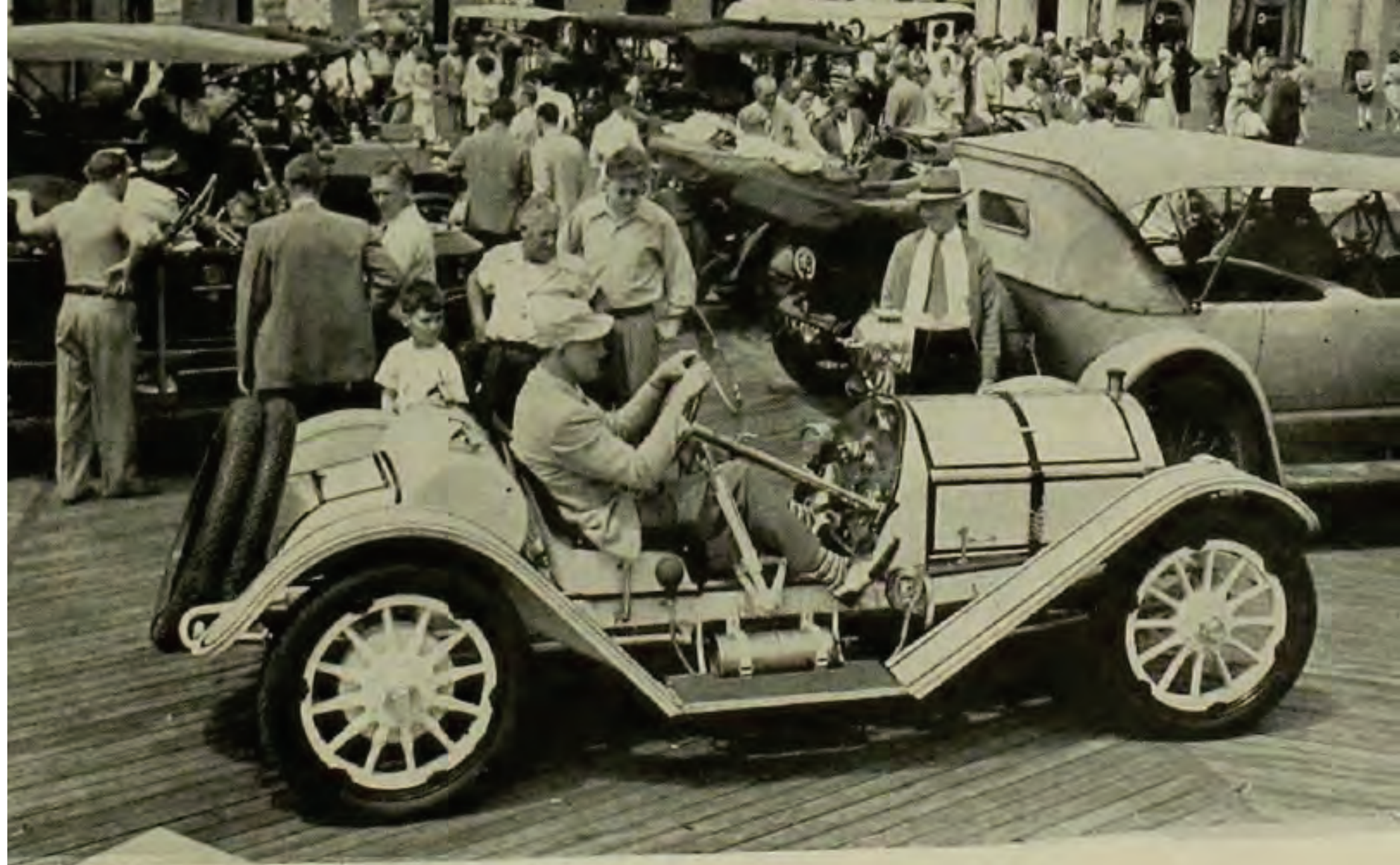
PEYE



John Fetterolf's 1913 Mercer as it was found in a junk yard
at Wolfeboro, N. H.



The same Mercer as shown above after a restoration job by Samuel Baily.



Reprinted from ETHYL NEWS, published by the Ethyl Corporation

Jack Fetterolf's 1913 Mercer raceabout together with other cars on the Atlantic City boardwalk.

RECONDITIONING FETTEROLF MERCER MODEL 35-J-1913 RACEABOUT By Samuel E. Baily

Editor's note: Sam Baily's own Mercer won the Club's 1942 award as "the most outstanding car" after he had completely rebuilt it. The work was no more than finished when he undertook a similar reconstruction job on the decrepit Fetterolf Mercer shown opposite. The car had been outdoors for years and, although most of the essential parts were present, it was in strictly junk condition. Below is Sam's outline of the procedure he followed. How he found hours enough for the work in his spare time is not revealed, and it is hoped new members will not be discouraged by the magnitude of such a restoration.

In order to proceed from the inside out, all units were removed from the chassis, and, with the frame only, in upside down position, the following repairs were made:

RUNNING GEAR

After frame was cleaned, cracks appeared in the lower flanges of the main frame at a point directly beneath the radiator. These cracks were arc-welded and reinforced with steel plates arc-welded thereto. Gusset plates also were installed at points where the subframe adjoins the front crossmember and where the front crossmember is riveted to the main frame. All frame rivets were tested and several loose ones were replaced. Front spring goose-neck hanger eyes had worn oval and were filled in with arc-weld and filed out round. Front and rear springs were taken apart and the scale and rust removed in fire, then coated with graphite, rebushed and replaced, using new shackles and spring bolts. Rebuilt Hartford shock absorbers.

STEERING GEAR

Front axle was squared. Ball-bearing sockets recentered in top of king pins and pins were rebushed by align bore method having had lower steel screw-in plugs annealed and bored out for bushings of the same size as upper bushings. New tie rod bolts and bushings installed. Cleaned, lubricated and adjusted ball and socket fittings on drag link. Dismantled steering gear and turned eccentric bushings to compensate for wear in cross-shaft, and removed pitman arm and relocated one-quarter turn to secure a new position in mesh of worm and gear, and adjusted ball thrust bearings above and below worm.

TRANSMISSION AND BRAKING SYSTEM

Rebushed radius rods and provided grease fittings on forward ends of radius rod mountings. Rebushed triangular torsion bar and installed new helical springs in torsion bar mounting to frame crossmember. Removed hubs from rear wheels and tightened spokes in hubs. Installed new outboard rear axle bearings. New universal joints were installed on the drive-shaft, also new brake shoe bearing bolts were installed. Turned down drums and relined brake shoes on rear wheels and on gear set. New brake springs. Trunion bearings were rebabbitted on radiator. New turnbuckles on brake rods and new clevis pins in brake and clutch linkage. Rebushed change speed lever shaft where fitted into gear box.

MOTOR AND ACCESSORIES THERETO

Ground crankshaft and align bored three main bearings. New piston rings and new connecting rod bolts. Reground valve seats and refaced valves. Dressed off cams and intermediate arms actuating valve pushrods. Trued up valve stems and pushrods. Rebuilt water-pump and provided grease fit-

ting at rear. Rebuilt magneto including new armature, distributor board, and points. Cleaned and repaired carburetor including new float and needle valve. New lower copper water manifold. New ignition wiring and spark plugs. New magneto and generator couplings. New connectors for spark and throttle control rods. New upper and lower radiator hose and clamps. Hand crank housing rebushed. New ball bearings were installed in magneto and pump shaft drives. Items on which excessive wear was not indicated and were therefore not replaced included the pistons, wrist pins, rod bearings, timing gears, cam shaft bearings, clutch plates, gear set, and differential.

WOODWORK

New fir panel seat lids, two new bucket seats, new dashboard, new running boards, new hood sills, new floor sills, new floor boards, new floor boards in rear deck, new oak bar supporting gas tank, new section in right body sill, repaired and rehung deck lid, new running board covering, fitted and installed new brass angle trim to running boards and hood sills. Refastened all mouldings. Refitted and installed cowl.

MISCELLANEOUS

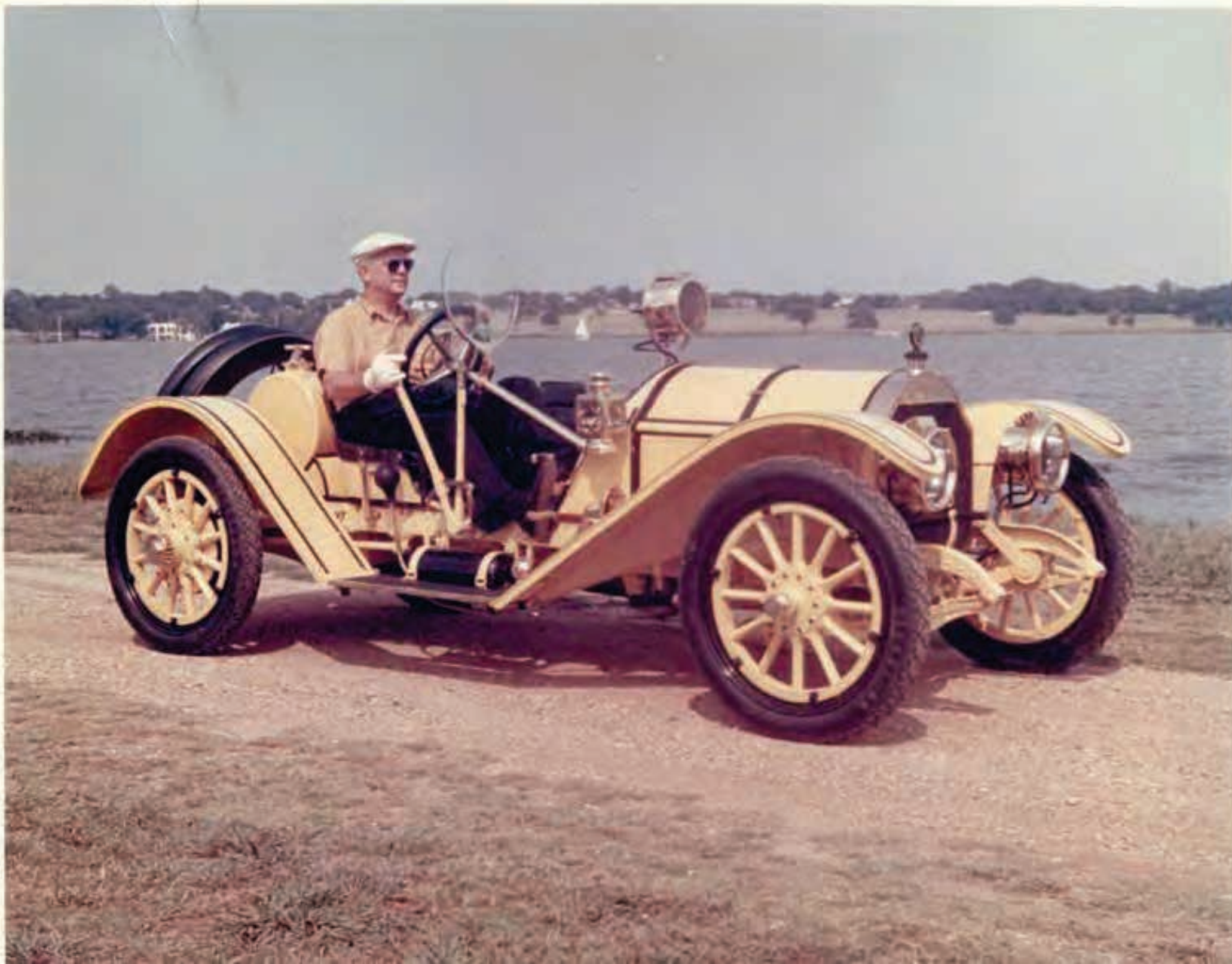
Electric headlights, battery on running board and light switch on steering column were discarded and replaced by Rushmore gas head lamps with Prest-O-Lite tank on running board. Auxiliary electric driving lamps installed on frame ahead of and below gas lamps and motorcycle battery installed in rear deck compartment. Monocle type windshield replaced lighting switch on steering column. Lighting switch located between bucket seats. New side lamp brackets were cast up in bronze and E. & J. side and rear oil lamps attached. Bulb horn installed. New motometer, new hood and spare tire straps, new rims, nearly new tires all of the same make. Luggage carrier located above rear deck was discarded. Fenders and spare tire carrier repaired. New air pump cover, handle, shaft and plunger installed, and new copper tubing for air pressure system and fuel lines. New rawhide lacings on radiator and cowl flanges supporting hood. New tire covers. Resilvered reflectors in all lamps. New upholstery. New hood clamps. New steering wheel nut and spark control lever. Fire extinguisher installed on floor board. New speedometer.

PAINTING AND FINISHING

Running gear Canary Yellow enamel with black stripe. Upper structure and fenders canary yellow lacquer with black stripe. Dash and wheels light walnut stain. Black hubs, Motor blocks glazed smooth and finished in medium gray lacquer. Exhaust system finished in high temperature black. Motor plumbing fixtures such as brass water manifold cover plates, copper upper and lower water manifolds, and intake manifold buffed.

Tips to Mercer owners when restoring and operating cars: Use a gauge, and care, when aligning motor and gear set as if out more than .003" performance will be somewhat sluggish. Ball sockets on top of kingpins must be recentered to secure free steering. Use hand brake, not only to equalize wear but such use relieves strain on transmission and is faster than the foot brake because of outside location of accelerator spoon. With magneto in two-point position use gear box freely as Mercer instruction sheet recommends 15 mph in first before engaging second, 25 mph in second and 35 mph in third before engaging fourth in normal driving. For fast getaway second speed should be used to 30 mph and third to 50 mph before "hooking her up" into high. And when using two spark system keep spark well retarded except at high speeds.









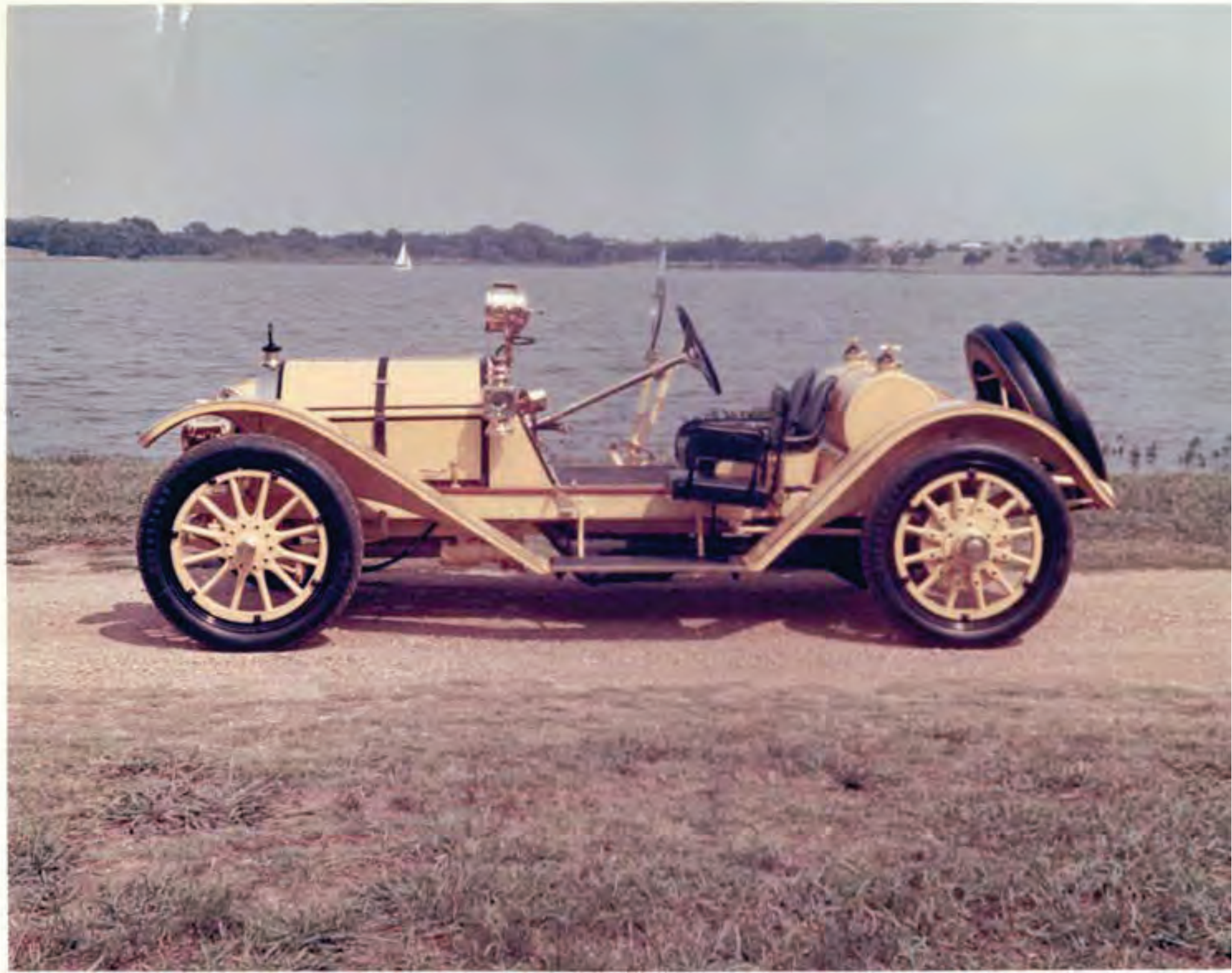
















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Dear Mrs. Williams:

I am saddened to learn of Mr. Williams passing. One of my fondest memories of him was a few years ago when I worked for the UT College of Engineering. Dean Ben Streetman and I came to see Mr. Williams and he showed us his cars. Not only did he show us, he gave us a ride in the neighborhood in the Mercer. I will never forget the heads that turned, and the people that clapped as we drove by. I have a photograph of that day on my wall and many ask about the car. This gives me a chance to talk about Mr. Williams and the afternoon we spent together.

Mr. Williams was a gracious man and I will always remember the kindness he showed me. You and your family are in my thoughts and prayers.

Sincerely,

Jeffery L. McLain
Executive Director, Institutional Advancement
Texas Tech University System

OFFICE DEVELOPMENT / P.O. BOX 41081 / LUBBOCK, TEXAS 79409

















