

Dear John,

Recently I was able to meet with George Doren & we were able to compare the pictures that you sent. George is THE authority as far as I am concerned. He grew up with these cars & many others & is also quite "historically oriented." As such, he will make every effort to corroborate his information. He also has access to one of only 2 copies of factory information that is known to have survived. When I showed him the picture that you sent, he seemed certain that you probably have a panel wagon or panel delivery - they were known both ways.

Barton, like manufacturers today, made 9 body styles in an attempt to appeal to everyone & prop up dismal sales - at least they advertised that many & probably did actually produce all of them. The way to accomplish this was to use a standard body style & modify it at the factory as orders were received. Of course, this could have been done by some subsequent owner also. However, from the pictures, it would appear that yours is a somewhat more professional modification than would have been done in a back yard. The fact that George indicates that your vehicle is listed as a "Panel" & the fact that "station wagons" had a wood body would seem to corroborate that you have a utility panel. Panel trucks had closed sides & a single rear door vs the windows & tailgate/leftgate that yours has. This further adds to the probability of a utility.

Your truck has the correct fenders (all trucks used the "early" style fenders) & seems to have a late grille (13 bars vs 15 on the earlier cars) & a late style hood. From this, I would make it a ^{mid to} late 39 or later vehicle. The headlights look like they may be a later conversion unit for sealed beam lights - not uncommon during the 40's. It's difficult to tell from the pictures.

My wife & I are partial to the commercial vehicles (we have a '38 pickup & a '38 panel) & have looked at quite a few over the years. Many have had windows cut in to various locations on the sides; always they appeared home made - not like yours. Considering that only approximately 6700 vehicles in 9 body styles were produced from '38-40, & that half were exported, & that a utility would have

probably been an "extra cost option" during poor economic times, it is surprising that any cars remain. In any case, you may have the only surviving factory utility panel at least it is the only one that has surfaced & that has even come close to being authenticated as such. It would definitely be worth restoring due to its uniqueness. These vehicles do have a "following" & that uniqueness can only enhance its value.

You asked about parts prices; it is hard to be specific because so many factors affect price - what is available when you actually want it, condition & completeness, scarcity, shipping weight, consideration for quantity purchase, etc. It is difficult to price many of these parts & I really do not want to appear evasive but quite often similar parts have different prices. This is due mostly to condition & DOES NOT MEAN different prices for different folks. We quote everyone the same price that we have established on an item & attempt to describe it as accurately as we can via phone, mail, or pictures before you buy it. We are simply attempting to get parts into circulation so that more vehicles are put on the street for all to enjoy the way we do. Some price examples on items currently in stock:

floors: \$300-500 / set complete; some pieces avail @ \$65⁰⁰
motors: \$350-1500⁰⁰
heads: \$100⁰⁰ - \$200⁰⁰
wheels: 50⁰⁰
fenders 100⁰⁰ - 250⁰⁰
wiper motors 45⁰⁰
transmissions 250⁰⁰ - 450⁰⁰
clutch disc 100⁰⁰
" Release bearing 55⁰⁰ (new)
bell housing 75⁰⁰
spindle pins & bushings sets 62⁵⁰ (Reproduced by us)
clutch shaft Assy 130⁰⁰ " " "
tail light 50⁰⁰
bumpers 10⁰⁰ - 300⁰⁰ used / chrome / or S.S.
Many small parts @ small prices.

I hope I have been of some help & look forward to hearing from you.
Good Luck with your truck.
Joe.

I also have drawings available to adapt a Sprinter/midget motor to the bottom without cutting the car if you have access to a crane or want to "stage" the restoration costs. I can also furnish the adapters, etc.