

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1988

Issue Number 117

EDITORIAL COMMENT

Sooner or later, all things must come to an end, and so I announce that I am stepping down as editor of the SAH publications.

I do so with great regret, for it is a decision that has been forced upon me as a result of a stroke, some six months ago, which caused me to lose all but about twenty-five percent of normal vision. Reading has become difficult, typesetting and typing are done slowly and inaccurately, and driving an automobile is out of the question. My wife Grace, who is known personally by so many of our SAH members, is now the family chauffeur. (It was she who suggested the name *Automotive History Review* for the SAH magazine, incidentally.)

Back in the fall of 1969 when Marshall Naul and I organized the Society of Automotive Historians, I owned a small printing business, and so the job of editing and producing the *Journal* (then called the *Newsletter*) fell automatically to me. After issue No. 29, because of the pressure of my printing business, I asked to be relieved of the job. John Peckham, Marshall Naul, Fred Roe and Walter Gosden followed as editors. When Walt became SAH vice president in 1983, I was asked to resume the editorship.

Now the time has come when I must pass the job along. Beginning immediately, all materials for publication should be sent to the SAH's new editor: Christopher G. Foster, 1102 Long Cove Road, Gales Ferry, CT 06335. Brigham Press, Inc. will continue to publish the *Journal* and the *Review*. By way of explanation, my company has been sold and is now in the capable hands of John Gruesen, my grandson, who has printed this and other antique automobile club publications for many years. I'll still be keeping an eye (or at least twenty-five percent of an eye) on things.

Editing and publishing the *Journal* and *Automotive History Review* has provided me with highly enjoyable employment in my retirement years, and I wish to thank all those who have contributed their time and effort to send letters, articles, pictures and other items of interest. All such material which has not been used as yet has been forwarded to Kit Foster. In the future, please send changes of address to SAH secretary Shelby C. Applegate, P.O. Box 501, Mt. Gretna, PA 17064.

— Richard B. Brigham

SAH BOARD MEETING MINUTES

Following dinner at the Mt. Gretna, Pennsylvania home of Shelby Applegate, the meeting was called to order at 8:50 p.m. on October 6th. Present were Beverly Rae Kimes, president; Henry Austin Clark, Jr., vice president; Shelby C. Applegate, secretary; Robert J. Gary, treasurer; directors Thomas E. Bonsall, Christopher G. Foster, Helen J. Earley, Matt Joseph, Jack L. Martin, Z. Taylor Vinson, James K. Wagner and William Cameron; chairman of publications Robert M. Hall III; and nominations chairman Charles Betts.

Shelby reported membership at 540 (462 U.S., 28 Canadian, 49 foreign), with 37 new members gained to date in 1988 (five reinstated, three deceased) and many new members signing up at the SAH Hospitality Tent at Hershey. The new Membership Directory is in the mail, and will be updated with additions and corrections periodically.

In his treasurer's report, Bob Gary noted the rising costs of printing and postage and opened discussion to the matter of a dues increase. Consensus was that dues should remain at the current level

as long as possible. Shelby suggested that a donation line be added to the dues renewal form so that those who can afford and might wish to make a contribution can do so. The board concurred. The Silent Auction is proving to be an effective fund raiser. Other fund-raising ideas were discussed and will be further pursued at the next board meeting. Bob requested permission to move some of our reserves to a mutual fund which will provide better interest, and this was approved.

Austin Clark reported on chapter activities. Darwin Lumley of the Southern California Chapter, which is now five years old, advised that his group meets five times a year and held its annual (and very successful) literature swap meet in July. John Montville of the Pioneer Chapter provided an update on its research study regarding vehicles built in that area. Tom Deptulski of the Leland Chapter in Detroit reported on several meetings of his group, as well as a V.I.P. showing of the new film about Preston Tucker. The Wisconsin Chapter activities were detailed by Bill Cameron, who noted that the forty active Wisconsin members are looking forward to celebration of their 10th anniversary in the spring of 1989. Beverly expressed the wish that more chapters be established and noted that the new Membership Directory includes a member by state index which will be useful to members who might like to organize a chapter in their region.

Public relations chairman Kit Foster reported that he has sent press releases to twenty-four publications worldwide, and that hometown newspapers have been notified of both election and award winners.

Nominations chairman Charlie Betts reported the re-election of president Bev Kimes, vice-president Austin Clark, secretary Shelby Applegate and treasurer Bob Gary. Elected to three-year directorships in the recent election were Helen J. Earley, John A. Gunnell and James K. Wagner. Because of persistent eye problems, Charlie asked to be relieved of the chairmanship next year.

Matt Joseph reported on the Cugnot/Benz Committee he chairs. The Cugnot is awarded jointly this year to Christer Olsson for *Volvo: Sixty Years of Truckmaking* (published by Forlagshuset Norden AB of Malmo, Sweden) and the late Andrew J.A. Whyte for *Jaguar: Sports Racing and Works Competition Cars from 1954* (published by G. T. Foulis/Haynes Publishing Group of Sparkford, Somerset, England). The Carl Benz Award is presented to Carl F.W. Larson for "A History of the Automobile in North Dakota to 1911," which was published in the Fall 1987 issue of *North Dakota History: Journal of the Northern Plains*, the periodical of the State Historical Society of North Dakota. Awards of Distinction are presented to Lawrence Dalton for the book *Rolls-Royce: The Classic Elegance* published in London by Dalton Watson and to John Katz for the article "F.E. and F.O. Stanley: The Challenge from Steam" which appeared in the Spring 1987 issue of *Automobile Quarterly*.

Beverly reported that Jim Wren and his committee had selected the Fondation de L'Automobile Marius Berliet of Lyons, France as recipient of the James J. Bradley Distinguished Service Award and that the SAH board had voted Keith Marvin as this year's Friend of Automotive History Award winner.

Since the last board meeting, Taylor Vinson has been working on the SAH by-laws revision, to simplify language and bring into accord with current Society practice. Board members supplied input throughout the process. After brief discussion, Matt Joseph moved for approval of the revised by-laws. The motion was seconded by Bill Cameron and approved unanimously. Beverly suggested that the by-laws become part of future editions of the Membership Directory.

Publications chairman Bob Hall reported that, because of



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RICHARD B. BRIGHAM, EDITOR
1616 Park Lane, N.E., Marietta, GA 30066

ROBERT M. HALL III
Chairman of Publications

EDITORIAL BOARD

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BOARD OF DIRECTORS

Through 1989	Through 1990	Through 1991
Matt L. Joseph	William T. Cameron	Helen J. Earley
Z. Taylor Vinson	Keith Marvin	John A. Gunnell
Jack L. Martin	Strother MacMinn	James K. Wagner

medical problems, Dick Brigham has resigned the SAH editorship, and that Kit Foster has been asked to take on the post. The enormous debt of gratitude that SAH owes to Dick Brigham was heartily acknowledged.

A membership questionnaire is currently being fine tuned by Shelby and Beverly so that the broad range of member talent and interests might be further defined in future editions of the Membership Directory. The "areas of interest" index in the Membership Directory has been widely acknowledged as very useful by members.

Beverly reported that we will be collaborating with the Historical Committee of the Society of Automotive Engineers with regard to our oral history and automotive document preservation programs, and that the Automotive Hall of Fame has approached us for assistance in its nomination process. The subjects of oral history/document preservation will be at the top of the agenda for our next board meeting, which will be held Friday, April 14th at 9:30 a.m. at the Detroit Public Library.

The meeting was adjourned at 10:50 p.m.

Respectfully submitted,
Shelby C. Applegate
Secretary/Membership Chairman

PRESIDENT'S MESSAGE

Hershey and our Annual Meeting in Harrisburg are now history. What happened there is noted in several features this issue, to which I'd like to append a few comments.

Our Silent Auction netted over \$3,500.00 – far in excess of what any previous single SAH auction realized. Bids numbered in the hundreds and arrived from members on three continents. As with any "prototype," our first Silent Auction indicated the wisdom of some refinements. Next year bids will close at 4:00 p.m. at the SAH Hospitality Tent on Thursday so that winners can be determined prior to and posted at the Annual Banquet on Friday. Accepting bids through the banquet cocktail hour made things really hectic for the organizers this year. At this writing, all 1988 Silent Auction winners have been notified and their prizes mailed. A list of all winning bids has been prepared for those who might like to know how close they came. And members are encouraged to check their shelves and files for duplicates and other items no longer needed to contribute to the 1989 Silent Auction. We are already gathering material for next year's event. To

receive the 1988 Silent Auction winning bid list or to submit contributions for the 1989 Silent Auction, simply write me % SMCW, 107 Avenue L, Matamoras, PA 18336.

Among the memories of our 1988 Annual Meeting that shall ever remain with me was the presence of Paul Berliet, accompanied from France by his long-time administrative assistant Monique Chapelle, Paul's son Yves and daughter-in-law Nathalie and their two children David and Emilie. That three generations of Berliets were on hand for the presentation of the Bradley Award was simply a delight.

Likewise was getting to know Christer Olsson, who traveled from Sweden with his charming wife to collect his Cugnot Award. Sadly, not on hand was Andrew Whyte, who died earlier this year and whose Cugnot will be presented to his widow Wendy by Kit Foster during Kit's upcoming visit to England. Collecting his Benz Award was North Dakota historian Carl Larson and on hand to accept his Award of Distinction was John Katz of *Automobile Quarterly*. As always, Matt Joseph and his committee did themselves proud with the SAH publications prizes.

Winner of the Friend of Automotive History Award was Keith Marvin, commended for his "lifetime of perceptive and detailed attention to the history of the automobile." In introducing him, David Lewis referred to Keith as "the very Sherlock Holmes of our profession" and "a gold medallist among letter writers."

And on the subject of letter writing, let me encourage all members to contact the *Journal* regarding research projects in which they are involved, both to bring us up to date and to elicit possible assistance. Camaraderie and sharing knowledge and experience shall always be among the foremost benefits of our Society.

Finally, a gigantic thank you to Dick Brigham for his years of dedicated editorship which has so benefitted the SAH. Although continuation as editor is no longer possible for him, Dick will remain a frequent contributor to Society publications. This delights our new editor Kit Foster. As it does us all.

— Beverly Rae Kimes

BRADLEY AWARD TO BERLIET FOUNDATION

At our Annual Meeting in Harrisburg, SAH director Z. Taylor Vinson introduced the Bradley Award winner as follows:

The James J. Bradley Award for 1988 is presented to the Fondation de l'Automobile Marius Berliet of Lyons, France. In order to appreciate the Foundation, you must first know something of the man behind it. And in order to appreciate Paul Berliet, you must know something of the man behind him, his father Marius.

The lives of Marius Berliet and Henry Ford were parallel in significant respects. Henry Ford was born three years before Marius Berliet and died two years before him. Both were farm boys who gravitated to a large nearby industrial center and, blessed with strong wills, began industrial enterprises that continue to this day. Marius Berliet built his first car in 1895, one year before Henry Ford. Ten years later, in 1905, the Berliet car had such a reputation for strength and quality that the American Locomotive Company sought a license to manufacture it here in the United States. Marius Berliet was so proud of this American connection that he adopted a locomotive as the symbol of his company. Paul Berliet is just as proud of this American connection, and the locomotive in a streamlined form is the symbol of the Foundation. Under Marius, Berliet became the largest producer of motor vehicles south of the Loire River, and in all France was exceeded only by Renault, Citroën and Peugeot.

This brings us to Paul Berliet. I told a friend of mine in England that I had met Paul Berliet. "What a nice man," he said. I told a friend of mine in France that I had met Paul Berliet. "What a nice man," he said. Marius must have thought so too, for he chose Paul over his three older brothers to take over the family enterprise while he was still in his twenties, reminiscent of the way that Henry Ford II, a year older than Paul Berliet, took over his family enterprise. The President of France must have thought so, for General DeGaulle encouraged him to investigate trade with mainland China, with the



The Annual Meeting was attended by a record 124 members. Above, from the left: Carl Larson accepts his Benz Award from Matt Joseph; Matt presents the Cugnot Award to Christer Olsson; Keith Marvin receives the Friend of Automotive History Award from David Lewis. Below: Three generations of Berliets with the James J. Bradley Award – Paul, son Yves, grandchildren David and Emilie. Photographs by Robert M. Hall III and C. McCord Purdy.



result that 12,000 trucks came off Chinese assembly lines before operations were terminated by the Great Cultural Revolution. And the French nation concurred, for it awarded him the Legion of Honor. Under Paul Berliet, the company became the largest builder of heavy vehicles in France, and, in Europe, exceeded only by Fiat and Mercedes. Today, SAH member Paul Berliet is, in the words of SAH member Griff Borgeson, “undoubtedly the most significant figure on the automotive history scene in France.”

Which brings us to the Foundation. After Renault acquired the Berliet factories in the late 1970's, Paul Berliet perceived that very little was being done to preserve the automotive patrimony of France. To be sure, there were several museums, and a few archives here and there, but there was no national consciousness of the importance of preservation. According to M. Berliet, when Citroën moved from its original offices a few years ago, not a paper was saved. Thus was born the Foundation in January 1982, jointly sponsored by the descendants of Marius Berliet and the industrial vehicle group of Renault, with Paul Berliet as its president.

The Foundation has two principal purposes. The first is the preservation and enhancement of the automobile heritage of the Lyons region. (This is no small undertaking; there were 244 manufacturers there – making it the only place in France that produced more kinds of cars than cheeses.) The second purpose is the preservation and enhancement of the trucks and buses of France.

The headquarters of the Foundation is Marius' old house, where Paul was born. Here's what the Foundation has accomplished in less than seven years: the acquisition of over 250 trucks, buses, cars, fire engines and military vehicles, vintage 1886-1982, of which over 100 have been restored, and the others presently being restored. The Foundation has generously lent some of these vehicles to nine

museums around the country, and makes them available for participation in rallies and other car meets. In the last seven years, the Foundation has acquired over 100,000 reference documents on 130 makes of vehicles. It has published technical books, participated in national and international conferences on industrial culture, and has put together a video recording on the story of the French truck. All this since 1982.

The Society honors itself by presenting the James J. Bradley Award to the Fondation de l'Automobile Marius Berliet.

SEMINARS AT HERSHEY

Something new was tried at the SAH Hospitality Tent at Hershey this year – informal seminars on both Thursday and Friday afternoons.

Thursday's, on the subject of oral history, was led by SAH president Beverly Rae Kimes, who brought the group up-to-date on the forthcoming SAH program in this field and then opened the floor to discussion. Numerous experiences were shared. Among them, former SAH vice president and editor Walter Gosden related his work in interviewing erstwhile employees and principals of the Franklin company, and emphasized researchers should initiate as many inquiries as possible, since only a fraction of them will be productive. He also reminded members to make things as easy as possible for the subjects they are trying to reach, by always enclosing a stamped, self-addressed envelope and otherwise minimizing effort and expense for the subject. “These people are thrilled to talk about their experiences,” Walt said, “and are excited to find someone interested after all these years.”

“Fun and Foibles: the Fascination and Frustrations of Researching Automotive History” was the subject of Friday's seminar. Filling in for seminar leader Bill Cameron, who unfortunately had taken ill, were Bev Kimes and Kit Foster. Members shared tips in unlocking the doors to automotive history. Bev cited Bill's technique of venturing into a bar near the site of a one-time automotive factory and saying in a loud voice, “anyone know anything about the XYZ company?” In addition to yielding much information from primary sources, this technique usually gets the researcher a free drink! Kit related the excitement of meeting the grandson of a major manufacturer virtually “right around the corner” and emphasized the importance of speaking about automotive history outside the customary circles. A serendipitous address to a local historical society, he said, put him face to face with the daughter of one of his research subjects.

Lancia specialist Tom Stewart told of his introduction and indoctrination to the marque, and an ensuing career of seeking Lancia cars and memorabilia worldwide. Hayden Shepley related his experiences in writing about the cars built in Essex County, Massachusetts and emphasized the importance of becoming known in local history organizations and working with local libraries. Bev Kimes added that when writing to such institutions to be specific in your request – or to tell them precisely what you know about the subject and ask if they know anything else.

Heads weren't counted at the first seminar, but at least twenty-five people attended the second. And the sessions were enjoyed by everyone who attended. Seminars will be planned for Hershey next year – and any ideas for subjects and leaders will be welcomed.

PIONEER CHAPTER MEETING

The Society's Pioneer Chapter held its traditional autumn meeting on Saturday, October 22nd at the White Hart Inn in Salisbury, Connecticut. Present were president Nat Dawes, secretary-treasurer John B. Montville (both of whom were reelected to their posts), Rande Bellman, Kit Foster, Walter O. MacIlvain, Keith Marvin, John Peckham, Fred Soule and Helen Dawes.

A discussion ensued on the brochure currently underway by the chapter regarding the motor vehicles built in the Mid-Hudson Valley (explicitly, the counties of Dutchess, Orange and Ulster). Work on this project has been undertaken with a stipend provided by the Mid-Hudson Region of the AACA. Following the business meeting, Fred Soule presented a slide program outlining the many vehicles of the region and their history over the years.



Advertising in this column is offered free to SAH members on a space available basis. Ads for information, historical automotive books and literature, photographs, drawings, etc., are acceptable, both for sale and wanted. Ads for automobiles or parts are not acceptable

WANTED: *Lincoln, America's Cars of State*, published by Ballantine, New York; have only seen in softback cover. Also any books, articles, literature, photos on Lincolns, old copies of *WOZ* and *Continental Comments* at good prices. **Marvin Arnold, P.O. Box 153545, Irving, TX 75015.**

WANTED: Printed materials for Durant, Star, Rugby (commercial and export) and Flint, as well as two offshoots, the DeVaux and Canadian Frontenac. Seeking factory literature, photos and whatever might turn up — such items as dealer service pins, company handouts to customers, etc. **Jeff Gillis, 2700 Timber Lane, Green Bay, WI 54313.**

WANTED: *Automobile Trade Journal*: any before 1913, December 1916, January 1919, October-December 1939. **Peter Richley, 14 Queens Road, Ashford, Kent, U.K. (233-620552).**

SAH STATIONERY & DECALS

SAH stationery on heavy stock with our Society logo embossed and "The Society of Automotive Historians Inc." printed in blue at the top is now available to members. The envelope carries the Society name in blue as well. Packet of 25 letterheads/envelopes is \$5.00 plus \$2.00 for shipping. Send check (U.S. funds) made out to the Society of Automotive Historians to Shelby C. Applegate, P.O. Box 501, Mt. Gretna, PA 17064.

SAH decals are available in either inside or outside mounting format — for car window, briefcase, car bumper or wherever. Three inches round, with the SAH Cugnot logo printed in black on a background of gold. Decals are \$2.00 each, plus \$.25 postage per order. (UK members inquire about special Sterling rates.) Specify how many of each type (inside or outside mounting). Send check (U.S. funds) made out to the Society of Automotive Historians to Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335.

BACK ISSUES OF SAH PUBLICATIONS

Automotive History Review: with the exception of No. 2, all issues are available. Price is \$3.00 per copy plus \$1.00 postage per order in the U.S.

Newsletter/Journal: Nos. 3, 4, 6, 7, 23, 26 and 43 are out of print. All others are available, although supplies of Nos. 1, 2, 5, 8, 9, 12, 33, 34 and 39 are limited and are priced at \$1.00 each (with no quantity discount). The price schedule for other issues is as follows: single copies, \$1.00; any ten issues, \$8.00; any twenty-five issues, \$17.00. Please add \$1.00 per order for postage in the U.S.

For shipment outside the U.S., please make payment in U.S. funds and add 10% for shipping.

Make checks payable to the Society of Automotive Historians and mail to Fred Roe, 837 Winter Street, Holliston, MA 01746 U.S.A.

LETTERS FROM OUR MEMBERS

ABOUT AHR NO. 23

I thoroughly enjoyed the latest issue of *Automotive History Review* (No. 23), which arrived recently. Two nice, interesting articles from Keith Marvin, some fine reflections on World War One vehicles and their usages from Mr. Berliet, some fine analysis by Max Gregory, "and" (as the advertising often says) "much more!"

I hope others appreciate all the work you put into our publications.

J.H. Valentine, Box 5026, Playa del Rey, CA 90296.

THE CAR ON THE \$10 BILL

Just a short note to thank you for the great job you do as editor of the *SAH Journal* and *Automotive History Review*. Being the "pro-bono" editor of our local AACA Region newsletter, I can appreciate the amount of work that goes into it!

I thought you might be interested to know that the *Journal* has been of assistance to my wife in her job as reference librarian at the Greenville County (SC) Library. She recently received a reference question as to the make of the car on the \$10.00 bill! Remembering that I had showed her an article in *Journal* No. 108 on that subject, she borrowed my copy (I keep them all, much to her consternation at times!) to show the patron who was quite impressed, I understand, though disappointed it wasn't the infamous Hupmobile!

Thanks again for the terrific job — am eagerly awaiting my next issue!

Austin M. Case, P.O. Box 1872, Greenville, SC 29602.

MARMON CUM METEOR HEARSE

I just received the *Automotive History Review* and I was very pleased with the contents as I am interested in old car history, the people who made the cars and the towns and cities in which factories were located.

The article on the Meteor was very good. In an earlier letter I mentioned that I once owned a Meteor hearse which was actually a Marmon straight eight. It was licensed and titled in Michigan as a 1931 car. I bought it in 1947 from the original owner who was retiring from the funeral business. It was sold to a man who had a large family and he later came back and traded it in on a 1942 Ford. I sold the Meteor again to a man in North Park (suburb of Grand Rapids) and he used it for awhile and then it sat outside for many years and I finally forgot to look for it. Probably was junked? I thought you might be interested in seeing a picture of this hearse.



Victor C. Johnson, 630 Valley Avenue NW, Grand Rapids, MI 49504.

GEORGIA AUTOMOBILE HISTORY

I am in the process of collecting and researching materials related to "Automobiles and Automobiling in Georgia Before 1920" and would like to communicate my interests and needs. I seek the following —

- Personal reminiscences of automobiles (first seen, first ride, adventures, etc. — and individuals willing to be interviewed)
- Photographs illustrative of the topic
- Diaries, letters and miscellaneous accounts on the topic
- Clippings from the period related to the topic
- Postcards of this period which include automobiles
- Objects related to the topic (early license plates, documents, etc.)
- Printed materials (graphics, illustrations, etc.)

My home address is 733 Ridgewood Avenue NW, Gainesville, GA 30501 (telephone 404-535-7166). My office telephone is 404-535-6201.

**Steve Gurr, Professor of History, Gainesville College,
P.O. Box 1358, Gainesville, GA 30503.**

HUDSON LIGHT SIX ENGINE DEVELOPMENT

Having read Don Butler's description of Hudson's development of the light six (*The History of Hudson*, Crestline Publishing Company, 1982) and his paragraphs about the development of the Super Six, I can't help but think that there must be more history somewhere behind these industry-shaking developments.

The 6-40, with its small bore-long stroke formula (3½ by 5 inches) was a far cry from the big-bore fours of the Hudson models 33 and 37, which the 6-40 replaced. Howard E. Coffin "and his 47 engineers" are given credit for this development. But surely there must be more of a story than that. Who at Hudson recognized the future in mid-sized light sixes? Stevens-Duryea had been making a light six since before 1910, which should have shown the way for the larger companies. But look at Cadillac, which stuck to the four-cylinder big-bore philosophy from 1909 to 1915.

Not satisfied with its unqualified success with the 1914 model, Hudson devoted a substantial amount of engineering time to making more than thirty upgrades for the 1915 season. The 1916 6-40 apparently was meant to be a six-month fill-in, until the Super Six arrived in January 1916. The former received only some superficial restyling ("Yacht line") while the real engineering effort was being devoted to the Super Six.

With the Super Six, Hudson, only little more than two years after setting the standard for light sixes, was able to hit the mid-priced market again with a significantly advanced engine, the first actually built by Hudson. High compression, truly effective counterbalancing and an improved carburetor all seemed to come together more effectively in the Super Six than any other company had been able to muster in a light six. What went on behind the scene at Hudson? How many months of direct development time did it take to obtain the Super Six patent of December 28th, 1915? Hudson engineer Stephen I. Fekete has been given credit for working out the breakthrough counterbalancing. Who was he? Had he jumped ship from another manufacturer?

Some SAH member's musty files today must contain some insights into the brainstorming and experimentation that went on at Hudson from early in 1913 through the end of 1915.

**Harcourt Hervey III, 2120 Huntington Drive, Suite B,
South Pasadena, CA 91030.**

SOURCES AND RESOURCES

Am presently writing the history of the Lincoln 1920-1951. Will answer inquiries and questions on Lincoln and Continental cars at no charge. Would like any help members may wish to offer on Lincoln, photos, etc. (can be returned to sender).

**Marvin Arnold,
P.O. Box 153545, Irving, TX 75015.**

FIRST CAR HEATER?

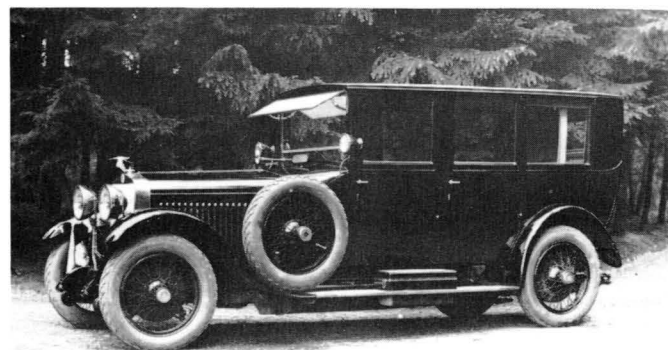
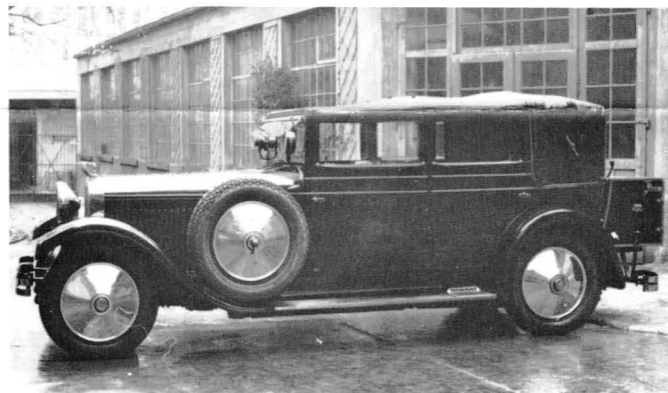
One of the "Who's on First" questions in *Journal* No. 109 asked about the first car heater. As a candidate for introducing same as "standard equipment," I submit the notorious Edward Joel Pennington and the 1896 Kane-Pennington. In an early issue of *Cosmopolitan* magazine that year, T.A. De Weese wrote an article entitled "Progress toward the Age of the Horseless Carriage." His description of the "Kane-Pennington machine invented by E. J. Pennington of Racine, Wisconsin" concludes with the following: "In the winter time a set of runners can be attached directly under the front wheels, the exhaust passing through the muffling box, serving to heat the vehicle, so that one will be able to enjoy a sleigh-ride in thorough comfort."

**Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, NV
89433.**

SKODA AND HISPANO-SUIZA

My own interest is Czech car history. I am very interested in membership in the SAH and hope that some of my materials might be useful to you.

I beg to send you two very rare photos. The cars were built in the Skoda factory in Pilzen under license from Hispano-Suiza. The engine was a water-cooled ohc in-line six-cylinder of 100 by 140 mm for 6654 cc, with a power output of 74 hp. The clutch was dry, single plate. The gearbox was three-speed, forming single block with the engine. The conventionally designed chassis carried 33x5 (895x150 mm) wheels. Overall weight was 1950 kg. Peak speed was 120+ kph. Fuel consumption was about 21 liters/100 km.



From 1925 to 1929 about 50 cars with individual luxury bodies were built. These two cars carry coachwork by Brozik of Pilzen. The basic price of the chassis was 155,000 crowns (about 4600 U.S. dollars at the time). The car with the wire wheels was very well known and was built for President Masaryk.

These cars were the top Skoda productions of all time.
**Dr. Jan Tulis, Svatopluka Cecha 42, 612 00 Brno,
Czechoslovakia.**

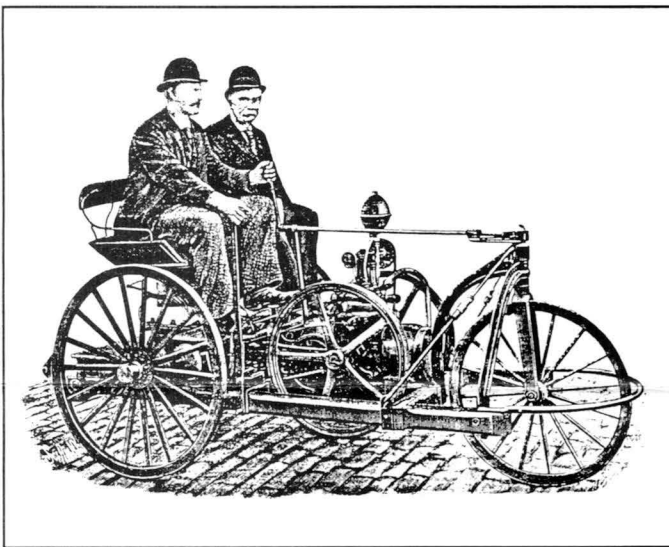
A NAME OFTEN MISSPELLED

As far as I know, there never was a single Kaiser-Fraser dealership. Mr. Harry M. Bennett may have been the first Kaiser-Frazer dealer (*Journal* No. 116). However, as editor of the Kaiser Frazer Owners Club, Int. quarterly magazine, it would have been gratifying for me to see some supporting evidence for the claim that Mr. Bennett was "first."

Of course, the incorrect "Fraser" is nothing new. K-F dealers themselves frequently were guilty of using advertising and sales items for their "Kaiser Fraser" or "Kaiser-Frazier" dealerships. Some of these items survive too in the form of newspaper ads, pencils, rulers, etc.

It's also amazing how many people refer to the cars with the dual moniker "Kaiser-Frazer" ...as in "I see you are driving a Kaiser-Frazer." That is, when they are not mistaking them for Hudsons or Pontiacs or And then there are the Henry J. Kaiser-Frazers or is it the Kaiser-Frazer Henry J's?

B.F. Walker, Box 13006 SFA, Nacogdoches, TX 75962.



GAS ENGINE TRICYCLE

Verily, the field of usefulness formerly held by the horse is narrowing daily. To steam, electricity, and the ubiquitous bicycle comes an ally in the form of explosive gas, so cunningly applied to the propulsion of vehicles as to threaten his utter rout. The accompanying illustration shows the latest improvement in adapting the gas engine to the running of wagons on ordinary roads.

This tricycle is propelled by a two horse power Golden Gate balanced gas engine. It has been tested on the streets of the city under varying conditions as to grade and roadway, and has proved in every instance satisfactory, being easy to control as regards starting, regulating speed, turning, stopping, etc.

The machine is calculated to carry three persons on the single broad seat, though operated by one, with surplus power sufficient to trail one or two buggies or a loaded wagon, according to the character of the road. It carries twelve hours' supply of gasoline, or two and one-half gallons, and can easily attain a speed of from ten to twelve miles per hour on favorable ground. Being geared in such a manner that the movement of a lever increases or decreases the speed enables the driver to climb grades of considerable pitch.

It is claimed to be perfectly safe and is simple in construction, the design of the inventor being to have as few pieces and parts as possible. The wheels and frame supporting the engine are strong and the entire machine is constructed in the most substantial manner, as if intended to withstand hard usage. It was built on an order from a gentleman in Santa Maria, Cal., by A. Schilling & Sons, 211-213 Main Street, manufacturers of the Golden Gate gas engine.

Reprinted from January 12, 1895 Scientific American



POWER BEHIND THE WHEEL: CREATIVITY AND THE EVOLUTION OF THE AUTOMOBILE, by Walter J. Boyne. 240 pages, 191 photos (76 in color and 115 in duotone). Hardbound, 9¾ by 9¾ inches. ISBN 1-55670-042-3. Stewart, Tabori & Chang, Inc., 750 Broadway, New York, NY 10003. \$35.00.

This is a perceptive and accurate story of what the automobile has been all about from its inception until relatively recent times. It looks like a "coffee table" book but open it up and Oh My! The story is there. It is accurate. It has continuity. It has an ongoing interest, and its illustrations mirror its text. This is one book you won't lend your best friend unless he has something on you! Seriously, it is one of the better books on general automotive history. Get it. You'll see.

A Literary Guild selection, *Power Behind the Wheel* is embellished with a formidable array of photographs – some original and others by crack photographer Linda Lewis who made a big splash with her work in Leon Mandel's *American Cars* published five years ago. The author – a former director of the National Air & Space Museum of the Smithsonian Institution and author of the best-seller *The Leading Edge* – has done himself proud on this one. You won't be disappointed.

– Keith Marvin

EARLY MOTORING IN SOUTH AFRICA: A PICTORIAL HISTORY, by R.H. Johnston. 224 pages, 420 b/w illustrations. Softbound, 8½ x 11 inches. ISBN 0-86977-559-6. G.C. Struik, Publishers, Cape Town, South Africa and available from New Holland Publishers, 37 Connaught Road, London WC1N 3DA, England. (Request price.)

Initially published in 1975 in a hardcover edition, this current softbound edition of *Early Motoring in South Africa* carries a 1987 copyright date and the few copies which have surfaced in the U.S. arrived here a year later, so we can regard it as a new work.

Historically, automotive progress was slow in South Africa because of the lack of decent roads connecting the cities although respectable numbers of cars were in use in Cape Town, Johannesburg, Bloemfontein and smaller communities. Those were the days of the Boer War and the period during which the Union of South Africa consisted of the Transvaal, Natal, Orange Free State and Cape of Good Hope. By 1910, when South Africa tied these places together into one geographical and political package, motoring had come a long way. And the pattern has continued ever since. Today no less than 5.4 million motor vehicles are registered there.

The photographs in this book are of great variety from the earliest days to the mid-1930's, and the text heading each section and the captions are replete with information explaining what motoring in South Africa was all about over a nearly fifty-year period.

– Keith Marvin

Society members are encouraged to submit reviews of books in the automotive history field which they believe will be of especial interest to fellow members. The format used by Keith Marvin above is the most useful in conveying pertinent information to readers. Please direct all book reviews to Christopher G. Foster, 1102 Long Cove Road, Gales Ferry, CT 06335.

What follows, reproduced in its entirety from the October 24th, 1936 issue of *Automotive Industries*, was submitted by Z. Taylor Vinson. Very interesting....

Rear Engine, Front Drive Car Described by Ford in Patent Specification

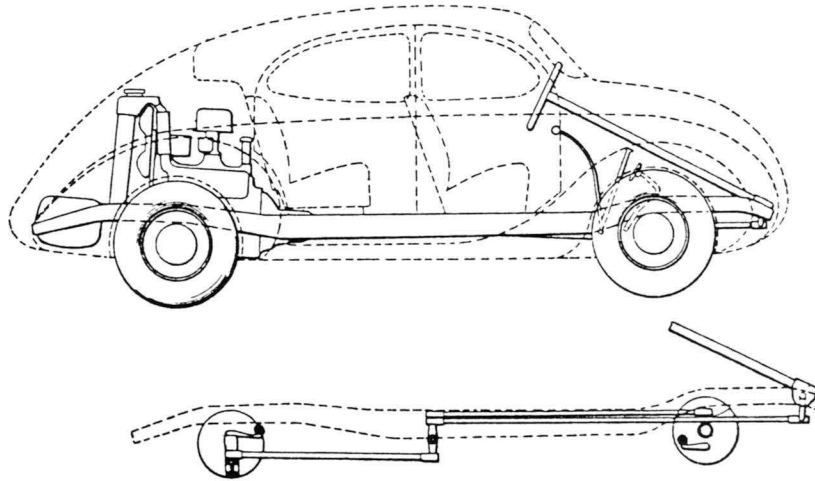
A PATENT issued to Henry Ford and assigned by him to the Ford Motor Co. (U. S. Patent No. 2,051,474, issued Aug. 18, 1936) bears the title Motor Vehicle Brake, but the

specification seems to indicate that the original application had a wider scope, for in the introduction the applicant stated: "The object of my invention is to provide a motor vehicle wherein the arrangement of chassis elements is especially adapted for use in connection with a vehicle body of streamlined shape. The body *per se* forms no part of my invention, the novel design and arrangement of the elements which make the use of such body more practical constituting my invention."

The inventor continued:

"What is believed to be a novel characteristic of my vehicle construction is that the motor is disposed directly over the rear axle, there being a drive shaft and torque tube extending therefrom forwardly to the front axle which is driven by the motor. Several advantages arise from this construction, the first being that the seating arrangement of the vehicle may be materially improved, it being possible to place the seats well forwardly of the positions occupied by the seats in the conventional car, so that the passengers are disposed substantially at a point intermediate of the front and rear axles. The vertical movement or bouncing of the passengers due to road irregularities on the wheels is materially lessened for this reason.

"Further, this construction incorporates all of the inherent advantages of vehicles having the torque tube type of drive. Still further, the applicant's con-



struction differs from the many designs of rear-engined cars in that his engine is placed directly over the rear axle, whereas in all of such vehicles with which applicant is familiar the engine is placed either forwardly or rearwardly of the rear axle. It will be apparent that when the engine is placed forwardly of the rear axle an excessive wheel base length is required to provide for a given passenger compartment area while, when the engine is placed rearwardly of the rear axle then an excessive length of the vehicle is required or else the rear wheels must be placed directly under the rear seat of the car. It is believed that only when the engine is placed directly above the rear axle that the most desirable seating arrangement, wheel base, and length of body can be obtained.

"It has been proposed in the past to place an engine directly above the rear axle of a vehicle and to transmit the engine torque through a return gear box, disposed forwardly of the engine, rearwardly beneath the engine to the rear axle. Aside from the disadvantage in cost and inefficiency of the return gear box, such device has a further disadvantage in that the clearance required for the driving axle on such a unit necessitates placing the motor a considerable distance higher in the frame than is required where a 'dead' axle is employed. Such a dead axle may be bowed downwardly at its center,

of course, to clear the motor when same is placed in a very low position. Consequently, with the arrangement shown a very low center of gravity is obtained together with an ideal seating arrange-

ment, car length and weight distribution.

"A further object of my invention is to provide a front wheel drive vehicle wherein both the front and rear wheels are simultaneously pivoted to steer the car. The vehicle is believed unique in that about 60 per cent of the steering is accomplished by the front wheels with only 40 per cent resulting from the rear wheels. This construction permits a short turning radius with a permissible angular movement of the front driving wheel universal joints while at the same time the rear end of the car, being moved laterally to a lesser degree than the front wheels, is prevented from swinging in toward the object away from which the front end of the car is being steered. This arrangement eliminates a major inherent defect in all other four-wheel steered vehicles of which the applicant is familiar.

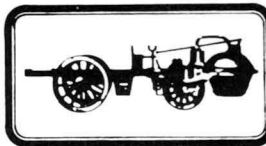
"Still a further object of my invention is to provide an improved brake hook-up whereby the brakes on all four wheels are simultaneously operated."

From the foregoing introduction to the specifications it would appear that the invention covered the general chassis lay-out. The patent, however, has only a single claim and that covers "a mechanism for operating the brakes of a steerable vehicle."

It may be pointed out that the patent was issued on an application filed March 19, 1934.



BEEP BEEP. We could tell you but we think it would be more fun for you to guess the identity of the fascinating albeit somewhat bizarre three-wheeler herewith. The photograph is from the collection of Henry Austin Clark, Jr. Let's hear from you on this. We'll let you know if you're right and/or provide the correct answer in an upcoming *Journal*.



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