

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January-February 1989

Issue Number 118

EDITORIAL COMMENT

As I sit down to write this introductory message, there are two contradictory emotions competing for my thoughts. The first is a sense of excitement and fulfillment, for I've long felt that inside every writer and historian is a latent editor just waiting to burst out. Balancing this aggressive optimism is a sense of very heavy responsibility. Publications are the lifeblood of any learned society, especially one as geographically dispersed as ours. Our *Journal* and *Automotive History Review* must at the same time be accurate and timely, and must appeal to the broad interests of our members. My predecessors have each walked that tightrope, and with your help and contributions have brought us periodicals that were products of their own style and reflective of the interests of the membership. I hope that under my stewardship that balance is maintained.

I have been asked whether I intend to give the publications a new look, a new personality. Not yet. I aim to maintain continuity with Dick Brigham's excellent efforts of the last five years, and to rely heavily on Dick's advice and guidance in putting each issue together. And Dick has assured me that "Automotive Oddities" by Arby Bee will be forthcoming from time to time. But any publication eventually takes on some of the personality of its editor, and as time goes on you'll see my own style coming through.

I have two priorities for both the *Journal* and *Automotive History Review*. The first is that they be useful to you, the membership. To this end, I hope to cover all aspects of automotive history at some time. This means that any subject relating to the history of cars or commercial vehicles (indeed anything with wheels and an engine) is welcome. This includes material about the vehicles themselves, their makers, their manufacture, their owners, and even some ephemera which might merely be attached to them. Sure, mascots and license plates have their own specialty organizations, but that doesn't mean they aren't germane to what we call automotive history. We shall always have room for members to exchange information on projects, and to request the help of others, for we are primarily a network of practicing historians helping one another.

Secondly, I feel that the publications should be a showcase for our own work. To be sure, there are articles published elsewhere, and source material not generally available, which could benefit the membership if reprinted in our pages. But I will always try to give first preference to articles by our members, especially work which covers new ground and has not appeared in print before.

Finally, I'd like to issue an appeal for help with all of this. Let me know what you like and what you don't, what's useful and what's not. Above all, keep those contributions coming. Dick has forwarded to me all material in his keeping which has not yet been published. I have acknowledged all of it, I believe. If you have submitted something but are unsure of its status, please contact me and we'll try to figure out what went awry. But keep up those new contributions: manuscripts on completed projects, letters, billboard items, book reviews, and news of interest to historians. In particular, I welcome submission of photographs for the outside cover of the *Journal*. These can take the form of any of the suggestions above, period photos of cars, their manufacture, their makers, or anything in between. If you're concerned about having photos from your personal collection in my keeping for an indeterminate period of time, send me a photocopy of the print and I'll let you know when I'd like to use it. That will help us both to be better organized.

So, with excitement and a sense of responsibility we begin work on another era for our publications. Together I think we'll do just fine.

— Kit Foster

NEWS

AUTOMOTIVE HISTORY COURSE

Former SAH president Howard L. Applegate, associate professor of history at Lebanon Valley College, Annville, Pennsylvania, is currently teaching a course entitled "American Automotive History." Offered at the college during the spring semester of January to May 1989, the course covers the history and development of the American automotive industry through leadership case studies of some of the industry's most influential individuals.

DOING SOMETHING INTERESTING in automotive history? We're sure the rest of the membership would like to hear about it, too, so write and tell us about it. We'd like to include news from members in the *Journal* on a regular basis.

MUSEUM CENSUS

The International Historical Commission (CHI) of the International Automobile Federation (FIA) is conducting a census of the world's automotive museums. Much of this data will become part of the FIA's computer data base, which is accessible to researchers, journalists, tourists, and others in most parts of the world. Automotive museums are asked to send the following information:

- Name, postal address and telephone number
- Street address and directions for motorists
- Specialization, if any
- Is there a library, and to whom is it accessible?
- Days and hours open and cost of admission

Please send this information, with a brochure if available, to Griffith Borgeson, USA Delegate, CHI/FIA, 8 Place de la Concorde, 75008 Paris, France. There is no charge for this listing.

THIS 'N' THAT

Occasionally we receive something from out of the blue which defies regular classification. Secretary Shelby Applegate forwarded a query from a Mr. Bob Beach of Champaign, Illinois, which was sent to our address at the National Automotive History Collection. Mr. Beach writes "what, please, inspired Wilhelm Maybach to name his 1900 car a 'Mercedes'?" Did Willie have wonderful memories of travel to South America or a girl friend in Spain?" Should we have saved this item for the April issue?

George Hanley has brought to our attention an item appearing in *SAE Update*, published by the Society of Automotive Engineers. The SAE is looking for information on the design of early four wheel drive vehicles, especially the Twyford automobile manufactured in Brookville, Pennsylvania. *Automotive History Review* number 14 contained an excellent article on the Twyford written by member Donald J. Summar, a copy of which has been forwarded to the SAE. SAH members with further information are invited to communicate with *SAE Update*, 400 Commonwealth Drive, Warrendale, Pennsylvania 15096, or call (412) 776-4841.



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THE GAS ENGINE TRICYCLE REVISITED

by David L. Cole

The article about that strange and wonderful gas engine tricycle that appeared in the November-December, 1988, *Journal of the S.A.H.*, No. 117, is interesting enough as it stands, but there is a little more information about the vehicle that may be of interest to automotive historians. As a resident of the town in which the tricycle was supposed to have been used, and as a researcher with a keen interest in such early self-propelled machines, I have gathered whatever I could find about the vehicle.

It appears that the *Scientific American* lifted the story and the picture of the gas engine tricycle verbatim from the December 15, 1894, issue of *Mining and Scientific Press and Pacific Electrical Review*, a magazine very much like *Scientific American* but published in San Francisco. The story, as reprinted in *Scientific American* for January 12, 1895, does not make it clear that the vehicle was built in San Francisco, but the readers of *M&SP&PER* did not need any such clarification. Westerners who read that paper knew of A. Schilling and Sons and the Golden Gate gas engines they had been building in San Francisco as early as 1891. Even the story in *M&SP&PER* appeared several months after the tricycle was built. The evidence indicates that it was built in the first few months of 1894, so the specifications for it must date from late 1893, very early for any American motor vehicle.

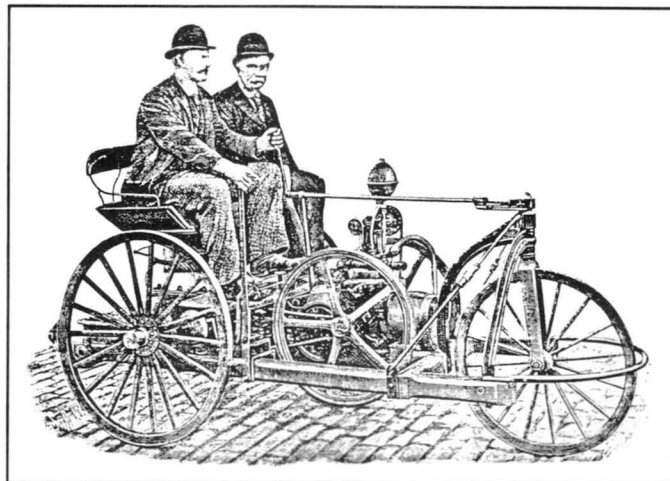
One would think that so unusual a machine in a little town like Santa Maria, which had a population at the time of about 1,500, would have attracted considerable attention, but it seems it did not. The sole reference that can be found to it in the local newspaper, the *Santa Maria Times*, is in the issue for March 24, 1894:

"Messrs. Doane and Thornburg sold a gasoline roadster a few days ago to a resident of this valley who contemplates using it instead of a horse and buggy for riding around the valley. It is mounted on bicycle wheels and is good for 15 miles an hour. It is 1½ horsepower and will carry two persons over any ordinary wagon road."

The specifics cited there do not comport entirely with what one sees in the description given by the technical journal in San Francisco, or in the illustration, but this is the same vehicle, all right. Doane and Thornburg were well-known building contractors in Santa

Maria at the time, and they also had the franchise to sell Golden Gate gas engines in this area.

The most unfortunate omission from that *Times* story is, of course, that there is no indication as to who designed, commissioned and took delivery of the tricycle. Nor has any information about him been found elsewhere. There was a competing newspaper at the time in Santa Maria, *The Graphic*, but few issues survive, and none for the spring of 1894. Newspapers for the surrounding area have been searched for this time period with negative results — the gas engine tricycle never made the papers, it seems. The *Times* has been checked all the way through 1900, and no reference to the tricycle has come to notice. The man responsible for the vehicle, if he intended to keep his anonymity, was entirely successful.



The only reference to the vehicle found in any later publications is in a recap of the original story, which appeared as a part of a review of American motor vehicle developments in the December 24, 1898, issue of *M&SP&PER*. Again, the same illustration as was used in '94 appears, and the story, while rewritten, adds only that the tricycle, built four years previous, "has since worked satisfactorily". If it really did perform as expected, one would think some mention of it would have appeared in the local papers.

The likelihood that it was satisfactory is remote, however. The wooden wheels with iron tires, of the type used on wagons, would have afforded little enough traction on the brick streets of San Francisco, where the vehicle was tested and where the photo was taken for the illustration in the paper, but on the sandy roads around Santa Maria, it is unlikely the tricycle would have been able to make much headway, let alone pull anything. And as for safety, those whirling flywheels just inches from the driver's and passenger's feet look positively terrifying. They appear to skim just above the ground, too, so that on a high-center dirt-road, of the type found in the rural areas where the vehicle was intended to be used, they would have continually kicked up dust, dirt, or sand all over the people on the seat. Finally, the lack of any suspension medium, save the full elliptic springs supporting the seat, would have made the thing exceedingly uncomfortable to go motoring in, even at ten miles an hour.

On the other hand, the designer of this tricycle showed much original thinking in his design. Most horseless carriages of this vintage look more like horse-drawn conveyances of the time, with an engine haywired on underneath, but with this one, the designer started with a clean sheet of paper. The forward mounting of the engine, and the low center of gravity that this feature and the underslung chassis made possible, would not appear in American automobiles in general until well into the 20th Century, yet here they are in 1894.

The tricycle with the Golden Gate gas engine was entirely forgotten around Santa Maria until Beverly Rae Kimes made inquiry to the local historical society concerning it about 1982. Since that time, local historians have managed to gather the information you see here, but there is still much more to find out, and perhaps some day we will be successful in compiling the full story on this marvelous machine.

ADOPTION OF NEW BY-LAWS BY SAH BOARD

As reflected in the board meeting minutes published in the November-December issue of the *Journal*, on October 6th, 1988 the board of directors unanimously voted to revoke the existing by-laws of the Society, and to adopt new ones. Drafts of proposed changes had been circulated among the board and officers for six months, and the final version incorporated their comments. Under the old by-laws, this action is not effective until 180 days after notice in the *Journal*, and in the meantime members have the right to petition to modify or revoke any of the new requirements, provided that the petition is signed by not less than two per cent of the Society's voting members. As of December 12, 1988, the date of publication, the Society had 553 members. Thus, a petition must be signed by at least 12 members. Petitions should be addressed to the Secretary. In the absence of a petition, the board will consider the comments of individual members. For reasons of economy, the new by-laws will be included in the next Membership Directory. Members desiring an earlier copy may receive one upon request to the Secretary.

In most substantive respects, the new by-laws restate the old ones, but in clearer terms and with more logical organization. The intent was to produce a readable document of an informative nature, rather than a legalistic one. Where previous language appeared ambiguous, it was clarified. Where a provision appeared redundant, no longer needed, or impractical, it was dropped. A precis of the new by-laws, by article, follows:

ARTICLE I: IDENTIFICATION

States the purposes of the Society, identifies the fixed address in care of the National Automotive History Collection, and cites the principal mailing address as that of the secretary.

ARTICLE II: MEMBERSHIP AND DUES

Adds the statement that membership is open without regard to race, religion, creed, color, sex or national origin, but gives the Board the right to refuse membership to an applicant.

States that the dues are established by the Board.

States the cutoff date for non-payment of dues: suspension April 1, termination August 1.

Credits a member joining after November 1 with dues for the following year.

Clarifies membership privileges: receipt of publications, permission to indicate membership on letterhead or biographical material. Prohibits use of membership for endorsement or promotion of products or writings.

ARTICLE III: BOARD OF DIRECTORS

Changes terms to end at close of annual meeting. States that there is no limit on the number of terms directors may serve.

Clarifies powers: adopt and amend by-laws, create committees, designate depositories and signatories, remove officers, agents, directors, fill vacancies, appoint an executive committee, delegate the powers of an officer to any director, submit issues to membership by mail for decision when necessary, and other powers as necessary to conduct the business of the Society.

Provides that the President ask the annual meeting to ratify the actions of the Board since the last meeting.

ARTICLE IV: OFFICERS

Changes term to two years. States that there is no limit on the number of terms an officer may serve.

ARTICLE V: VOTING RIGHTS

Specifies voting rights for Founder, Life, Active, and Honorary members.

States that proxies are valid only for a specific meeting.

ARTICLE VI: NOMINATIONS AND ELECTIONS

Requires that "late" ballots be preserved unopened.

Provides a tie-breaking mechanism: counting of "late" ballots, and if a tie still exists the Board will choose.

ARTICLE VII: MEETINGS

Provides for annual meeting at Hershey or alternate place selected by President with concurrence of Board.

Allows special meetings called by President, 7 Directors, or petition of 15 per cent of the voting members. Petition is to be verified by Secretary.

Specifies two regular Board meetings, one in first half of the year, one at Hershey.

Allows special Board meetings in person, by mail, or conference telephone.

Specifies a quorum of 7 Directors, 15 per cent of the membership.

States that a quorum is not required for the annual meeting.

ARTICLE VIII: AMENDMENTS

States that the by-laws may be amended by vote of two thirds of the membership. A petition of two per cent of the members may propose an amendment.

States that by-laws may also be amended by vote of 7 Directors, subject to recall petition of two per cent of the members within 90 days.

States amendments are effective if no recall petition is received within 90 days (vice present 180 days).

Allows the Board to amend Articles IX and X (Publications and Awards) without member approval.

IX: PUBLICATIONS

Provides for a publication committee appointed by the President.

Gives the Board the power to appoint editor(s).

Identifies *SAH Journal* and provides for attempt to publish six times per year.

Identifies *Automotive History Review* and provides for attempt to publish twice yearly.

Identifies a membership directory to be published from time to time.

ARTICLE X: AWARDS

Gives the President power to appoint award committee heads.

Allows the committee heads to appoint committee members without limitation on numbers.

States that the selection of committees is final.

Allows committees to select one or two award winners, or to withhold the award.

Enumerates the Cugnot, Benz, James J. Bradley, Friend of Automotive History awards, and Awards of Distinction.

Allows the Board to modify or terminate an award, or create additional awards.

ARTICLE XI: CHAPTERS

Allows three members to petition to establish a chapter.

Provides for establishment of chapters with Board approval.

Allows chapters to adopt own rules, by-laws, and officers not inconsistent with Society purposes and by-laws.

Omits present provision for sections.

Thus the principal substantive change is the adoption of a two-year term for the four officers, and the change of terms to end at the conclusion of the annual meeting. Assuming that the new by-laws become effective in June 1989, the officers elected this year will be chosen for two years beginning at the end of the annual meeting.

HAVE YOU PAID YOUR 1989 DUES?

LETTERS

THE RIKER ELECTRIC AMBULANCE

I was very much interested in the letter from Nelson Boland in the July-August issue of the *Journal* concerning early motor vehicles in general and the Riker electric ambulance in particular.

This is not intended to be nit-picking in any way, but I am interested in the writer's statement that President McKinley "had ridden in a Locomobile Steamer in 1899. Not long after McKinley's death, Riker sold his company and became employed by the Locomobile Company, where he designed the gasoline-powered cars soon made by that company. It seems ironic that, while McKinley never rode in a gasoline-powered road vehicle, the owners of the electric and steam vehicles later combined to produce gasoline-powered vehicles."

I have no intention of refuting Mr. Boland's statement, but would like to bring up these points:

1. We are familiar with the fact that the Stanley twins sold their motorcar business in 1899, the same year that Mr. Boland states the President rode in the Locomobile Steamer. However, in his book, *Presidents on Wheels* by Herbert Ridgeway Collins (Bonanza Books, New York, N.Y., 1971), the author noted that "in 1899, President McKinley experienced his first ride in an automobile," quoting a contemporary account of the Chief Executive's ride in the "steam carriage of F.O. Stanley."

Now this might seem to many a minor point. To me, in the interest of accurate automotive history, it isn't because this was the year the Stanley company changed hands and surely F.O. Stanley would have been operating one of the vehicles carrying the Stanley name rather than that of Locomobile which came after the sale had been consummated.

2. Further, there appears to be a case of semantics in the statement that Mr. McKinley "never rode in a gasoline-powered road vehicle." I had heard this statement most of my life and saw no reason to question it until reading another contemporary account quoted in Collins' book noting that in the summer of 1901, while spending a three-month vacation with his wife at their home in Canton, Ohio, a car was put at the President's disposal and further explaining that Mr. McKinley enjoyed riding on straight roads but showed considerable concern whenever corners were encountered.

On Page 162 of *A Pictorial History of the Automobile*, edited by Philip Van Doren Stern (Viking Press, 1953), there is a picture of President McKinley in his sartorial elegance – top hat and all – in the seat of a rear-entrance tonneau touring car of unknown make and this would pretty clearly imply that, unless he was posing for posterity, he very possibly did ride in a gasoline-powered car, unless this was a steamer also. It was very possibly the car he used in Canton during his final fateful summer.

The Riker ambulance shown accompanying Mr. Boland's interesting letter is without doubt the very same vehicle which conveyed the President to the hospital after being shot in the Buffalo Exposition's Temple of Music that fateful day of September 6, 1901 as I understand there was only one such vehicle constructed at the time for use at the event.

Keith Marvin, Village One Apartment A-13, 587 Broadway, Menands, NY 12204

DURANT FAMILY REGISTRY

I am the head of the Durant Family Registry and have run the club for the thirteen years since its beginning. I have always been on the hunt for original items related to the company. In the years since I've been collecting Durant items, it never ceases to amaze me what turns up. I was recently in Lansing and there met an old friend who serviced the cars when they were new. He came wearing four service pins from the company. More recently, we made contact with a man in Poland who has located and intends to restore a 1929 Rugby bus. The vehicle survived the occupation, war and aftermath in excellent shape, hidden until just last year. One can only wonder what is out there.

Jeff Gillis, 2700 Timber Lane, Green Bay, WI 54313.

COMMENTS ON SODOMKA

As a new member of SAH, I have a great pleasure every time when *Automotive History Review* comes to Prague. It brings a lot of interesting information – especially on American cars. I was very pleased to find a short article on Sodomka's coachbuilding (*AHR* No. 23). His firm had wide contracts with the Aero factory in Prague, making both special and series convertibles. This is the reason we (Aero fans) give a lot of attention to the history of Sodomka. In our archive, we have nearly 150 photos of Sodomka's creations and a lot of other materials. From this point of view, I am feeling entitled to add a bit of information to your article. The complete history of the firm would, of course, fill a book.

The firm was established by Josef Sodomka, Sr., and his son Josef took over the firm in 1933. In the late thirties, when the production of special bodies was at its peak, several tens of designs came from his drawing board yearly. The trend of production was directed to buses and specials on lorry chassis during WWII and after nationalization. These cars are being made in Vysoke Myto under the make "Karosa."

On page 5, the text under the photos in the middle ought to be changed: the left photo is Tatra, the right is Aero 50 which was produced in 1936-42.

I am enclosing a photo of an Aero 50 Sodomka Special which was made for Mr. V.M. Kabes, Jr., son of the owner of the Aero factory, who lives in Washington, DC. A similar car exists in the Blackhawk Collection in California. Its story has been covered (not too accurately) in the British magazine *Classic and Sportscar* in December 1985, which caused a lot of attention here. We started a detective search for "Arizona" Aeros (as we gave them this nickname) and until now six cars of this style in "baroque" French fashion (a la Figoni et Falaschi) have been identified. Alas, based on photos only, it seems that the Californian one is the only surviving piece.



As far as Professor Bernardi is concerned, you may find further information in *Quadrioglio*, the magazine of Alfa Romeo fans, 3/1984, 1985. It is available from Alfa Romeo Vertriebsgesellschaft mbH, Larchenstrasse 110, 5230 Frankfurt am Main 80, German Federal Republic.

Karel Jicinsky, Kronoska 2/1529, 120 00 Prague 2, Czechoslovakia.

A NATIONAL AUTOMOBILE MUSEUM?

A good project for the artists among the Society would be to do a painting, or series of paintings, of "Automobiles of Your State," to, say, 1910. (I'm doing Nevada's four).

Do we need a national US Government automobile museum? All the collections seem to be so vulnerable, if owned by individuals or corporations. A gigantic, earthquake- and fire-proof, climate-controlled museum, featuring *all* makes, not just the classics, seems logical. Thoughts? I'll answer any commentaries.

Deane R. Fountain, 1917 Douglas Street, North Las Vegas, NV 89030.

IN APPRECIATION

I wonder if I might beg an inch or two in the *Journal* for a matter which I feel is of paramount importance.

I note in the last issue that our founder, Dick Brigham, SAH Member No. 1, is retiring as Editor. I would feel remiss indeed if I didn't just mark this occasion by a few words. And, as a founding member myself, a former vice president, president, director and contributor to the SAH's publications, I hope I might have the necessary clout to do so.

All I want is to say thanks to Dick Brigham for what he envisioned and in which he followed through in collaboration with Marshall Naul.

To Dick, we can never quite repay what we owe him collectively or what automotive history and its adherents owe him. Without his, and Marshall's, vision, there might never have been a Society of Automotive Historians. Dick was that spark which ignited international interest in the history of the motor car and I think we should all pause and think a moment how grateful we should all be that he took the time and interest to get the Society started. There were a number of us who had the same interests and who longed for the same goals of achievement. But the point of the matter is that Dick took the bull by the horns and did it. He has stuck with the group through thick and thin ever since, guided its excellent publications and otherwise maintained faith with his original vision.

Dick has been honored for his singular position in the Society, and has also been honored as a "Friend of Automotive History." But I don't think that is enough for this visionary who believed in something in which we all believed but actually went out and did something about it. Without Dick, Marshall, and one or two others, there wouldn't be a Society of Automotive Historians today.

Might I make a suggestion? I think it would be a fitting tribute to Dick Brigham to drop him a line and express our appreciation for what he had the guts to do and what has become a fine and an envied historical society. I think Dick would appreciate that.

I'm writing to Dick this very day to express my appreciation for what he did for us and I hope every member of the Society of Automotive Historians will follow suit.

**Keith Marvin, Apt. A-13, The Village One Apartments,
587 Broadway, Menands, NY 12204.**

MONTHLY PRODUCTION AND SALES DATA

We are researching the behavior of production and sales during the 1920's and 1930's — an era when new techniques of "production control" were being introduced. At that time, the typical pattern of sales was highly seasonal; several anecdotal accounts suggest that sales during the spring months regularly ran as much as four times faster than sales during the winter months. Most of the automakers appear to have recognized the potential advantages of smoothing production relative to sales, in order to use their factories more efficiently, and offer steadier employment to their workforces.

Our project, ideally, would document this so-called "production smoothing". To make such a claim, however, we would need data on production and retail sales, by month, for one or more individual companies. We should stress that we want to maintain the distinction between production and factory sales; indeed, by examining that difference we can infer the behavior of manufacturers' inventories. Also, we would prefer to avoid, if at all possible, the use of registrations data as a proxy for sales.

Any assistance in developing such data, for the period 1924-1940, would be greatly appreciated. Naturally, we would be pleased to provide any assistance possible in the preparation of the data, and to share data with researchers having similar interests.

**David Wilcox and Anil Kashyap, Federal Reserve Board,
Stop 80, Washington, DC 20551.**

LOCOMOBILE SOCIETY OF AMERICA

I am writing to acquaint you with the establishment of the Locomobile Society of America. The Locomobile, as you know, was one of the finest examples of American automobiles made in its day. There is, however, no book published, no roster of surviving motor cars and no compilation of the existing technical facts, data or even history of the car, other than a few scattered magazine articles.

The Locomobile Society has been formed to try to correct all that before it becomes irretrievably too late to do so. I have spent the better part of a week copying many of the remaining Al Riker papers lodged in storage in the Bridgeport Public Library and plan to return to both the Detroit Public Library and the Henry Ford Museum in the next few months. In addition, the preliminary layout for a historical and reference book has been done, with much assistance from the surviving Riker family for the early years.

I would be most interested in whatever assistance could be rendered by SAH members. I additionally keep the national roster for the surviving Cole motor cars.

**Norm Buckhart, The Locomobile Society of America,
3165 California Street, San Francisco, CA 94115.**

MYSTERY COMMERCIAL

The enclosed photograph of an unidentified vehicle came to my notice through a study of the activities of the Freighters transport equipment firm in Australia. The machine is, however, of U.S. origin as the illustration was used in connection with demonstrating the progress made by the company, Trailmobile Inc. of Cincinnati, over a period of forty-four years to the mid-1950s. Freighters Ltd. in Australia had then entered into an agreement for use of Trailmobile technology, with the U.S. firm taking up a shareholding. At that time it was stated that Trailmobile was a subsidiary of Pullman Inc., other subsidiaries being Pullman Car Mfg. Co., maker of rail cars and the M.W. Kellogg Co., oil refinery and chemical industry installation engineers.



As can be made out from a perusal of the photograph, the commercial vehicle shows that it is composed of an ordinary delivery van, which would have been just as happy with a horse in front, being drawn by a kind of powered wheel attachment. Cugnot had apparently won over a convert!

The van could have been the work of any builder of horse-drawn vehicles but the origins of the mechanical "horse" lie within the ambit of automotive interest.

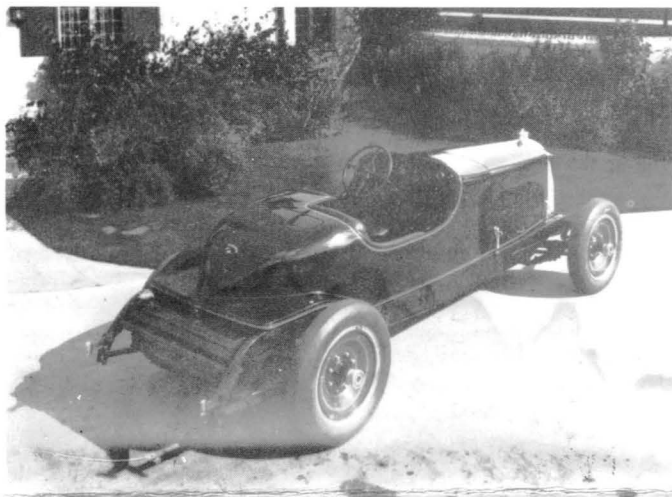
**Max Gregory, "Beltana", RMB 8825, Drouin South,
3818 Victoria, Australia.**

PROTOTYPE PACKARD

The remains of the Col. Jesse Vincent prototype Packard speedster, originally built in the summer and fall of 1928, have been located and acquired. This car was the basis for Packard's later 6th and 7th Series production Speedster models, and was, until recently, thought to have been destroyed many years ago.

While this car is an exciting major find, supported by substantial historical documents (primarily Packard Motor Car Company photographs), much additional research documentation will have to be gathered to assure proper and authentic restoration. Can you help? All correspondence regarding this unique Packard will be much appreciated.

**A.J. Balfour, Clark Components Korea, Inc., 7th Floor
- Royal Building, #5, Dangu-dong, Chongro-ku, Seoul 110-071,
Korea.**



An original photo of the Col. Jesse Vincent prototype Packard Speedster, taken at the Packard Proving Grounds, Utica, Michigan. An article on this car appears in the Fall '88 issue of *The Packard Cormorant*.

HUDSON LIGHT SIX

Mr. Harcourt Hervey's comments on the Hudson Motors 1914-16 Model 6-40 struck a bell. After a long hiatus, I rummaged in the dusty files and submit the following facts and conjecture.

The first 6-40 was introduced in August, 1913 as the "Pattern Car." I've never confirmed the ad agency, but Lord & Thomas had many connections during this era. The 6-40 replaced the four cylinder Model 37, which used a Continental engine manufactured next door to the Hudson factory on land sold to them by a group of Chalmers & Hudson executives. The bore and stroke was 4 1/8 by 5 1/4, dimensions shared with the gigantic six cylinder 421 CID Model 54 on a longer wheelbase. Factory records call the 37 engine a Continental C and that of the 6-54, a Continental 6-C. The 288.6 CID 6-40 is referred to as a Continental N and was an en bloc casting instead of the paired castings of the earlier engines.

The summer of 1912 saw the Hudson Motors famous "48 Engineers" campaign designed to bolster sagging sales. John Conde covers this in *The Cars That Hudson Built*. If you compare all these ads, you find about 57 different engineers plus misspellings. The motor experts were listed as W.A. Frederick, Chief Engineer of Continental; W.H. Deddig, formerly of Pope-Toledo, Daimler Mfg. Co., Long Island, Olds and general superintendent of Continental; H.J. Elwert, chief inspector of Continental, formerly of Olds; and M.E. Tyner of Hudson 1910-12, who then moved to Buda in late 1912. Less Tyner, this same group continued the 6-40 development.

Much of the 1916 Hudson Super Six development was covered in *Cars & Parts*, June & July 1971, with the Menno Duerksen articles based on interviews of Charles Vincent.

My files on Stephen I. Fekete show he was a Hungarian, educated in the Royal Institute of Technology in Budapest. He was associated in Havre, France, with the Westinghouse Company as an engineer. Later he came to America and worked as a "designer" at Olds, Buick, and the American Locomotive Company. He started at Hudson in 1910. His contemporaries described him as brilliant but "Prussian" in personality and afraid of Negroes. He became a HM Company director in 1922, when the company "went public," and was designated Chief Engineer in 1925. His patents seem to start in 1914 involving gearing (1,164,080), and include a flat-head valve design (1,210,621) and the 1916 Super-Six crankshaft (1,165,861) filed in late June, 1915. Every HM patent through 1918 carried his name and he dominated the company filings through 1920. This included much of the Essex development. He stayed until the Depression.

Who at HM recognized the future of the 6-40? Obviously a large number of people, but nothing happened without the approval of President Roy D. Chapin. He was a hands-on manager, helping design the body lines of the '16 "Yacht line" with Coffin, while awaiting introduction to his future wife, the daughter of the mayor of Savannah, Georgia.

In a similar vein, I still haven't found any of the early dealer magazines, Thomas & Chalmers Detroit Doings, or dealer correspondence. Any leads?

D.J. Kava, 1755 Bandera Drive, Beaumont, TX 77706.

ANOTHER FIRST HEATER?

In *Journal* No. 117, Ralph Dunwoodie offered one answer to the "Who's on First" query regarding the first car heater. Let me offer a second.

The February 1896 issue of *The Horseless Age* included mention of the organization in Paris of the Compagnie Française des Voitures Automobiles for the purpose of introducing a motor car service throughout the French capital. According to the report, the cabs were to be powered by 4 1/2 hp gasoline engines, seat three passengers "and will be warmed in winter by the exhaust and the water used in cooling the cylinders." How successful these vehicles were I have no idea.

Interestingly, Ralph's submission of the Kane-Pennington as described in *Cosmopolitan* was published just about the same time - which means that thus far the "race to be first" with a car heater seems to have ended in a dead heat. That is, until another member comes up with an earlier reference.

Beverly Rae Kimes, 215 East 80th Street, New York, NY 10021.

RUTENBER UNITS

Automotive History Review No. 15 had a listing of proprietary engine usages which included the Rutember units. In researching the local Tourist and Durocar brands I found them to use some of them in their higher-priced lines in later years.

Cyls	Bore & Stroke	Brand & Model	Years
4	4.50 x 5.00	Tourist N	1905-08
		Tourist G, M	1907
		Tourist R	1908
4	4.00 x 4.00	Tourist G	1908-10
4	4.50 x 4.75	Tourist H-40	1908-09
		Tourist L	1908
		Tourist S	1908-09
		California H-40	1910
4	5.00 x 5.00	Tourist H-50	1908-09
		Tourist L, T	1908
		Tourist U	1908-09
		California H-50	1910
4	4.125 x 5.25	Durocar 35	1910-11
4	4.25 x 5.50	Durocar 45	1910-11
6	4.50 x 5.00	Tourist Y	1908

Certain of these engines also found their way into a small quantity of commercial units built to order, such as fire apparatus. I have not included those. Most commercial units by the two firms utilized in-house two-cylinder engines.

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

OBITUARIES

DONAT A. GAUTHIER

Donat A. Gauthier, SAH member number 362, and a pioneer member of the Leland Chapter, died Tuesday, November 22, 1988, at a Montreal hospital. Mr. Gauthier's ancestors came to North America as fur traders in "Upper Canada". He studied at the University of Ottawa, McGill University, and later did graduate work at Purdue University. I first met him about 1930, when, as a youngster, I accompanied my father to the basement of Gauthier's home where he manufactured fuel mileage testers. My father purchased them in quantity for use of salesmen selling his (my father's) patented device for improving mixture distribution, and consequently fuel economy. He was a French consular official in Detroit for many years, and later became a consultant to the Renault and Peugeot companies, and the Richier power crane company, all of France. A renowned historian specializing in Great Lakes history, he was also nationally known for his research on the fur trade era in Canada. In addition to SAH, he was also a member of the Society of Automotive Engineers, the Detroit Institute of Arts Founders Society, and the Engineering Society of Detroit.

— George P. Hanley

A.B. INNES DICK

The Society is saddened to learn of the death of A.B. Innes Dick, of Solihull, West Midlands, England, on October 31, 1988. Innes Dick, member number 465, had a keen interest in cyclecars, and in Miller racing cars and engines. The *Journal* expresses its sympathy to his daughter, Jane Fletcher, and other members of the Dick family.



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 welcome, both for sale and wanted. Ads for automobiles or parts are not accepted.

FOR SALE: The book *Automobiles Built in Essex County, Mass.* describes with numerous photos scores of obscure low-production or one-off motor vehicles spanning over 100 years. Included are 20 steamers, 9 electrics, and dozens of gasoline cars, trucks, and motor cycles. Available at \$8.00 postpaid from the author **Hayden Shepley, Box 41, Port Orange, FL 32029.**

WANTED: Original or copy of 1909 Reliable-Dayton Model J Light Delivery catalogue; Photos, articles, etc., of all three-wheel cars, esp. Davis; anything on Smith Form-A-Truck; anything on Eshelman products, esp. cars; anything on T-Ford tracked vehicles, esp. WWI army tank; non-half-toned photo of J.W. Carhart's 1873 steamer, SPARK and/or 1878 Wisconsin Steam Wagon Race contestants. **Walter E. Wray, Route 2, Argyle, WI 53504.**

WANTED: Information. Am currently writing the history of the Sebring-Vanguard Citi-Car/Commuter Vehicles Commuta-Car. In need of any brochures, printed literature, or road tests for the early years of the car. **Patrick R. Foster, 42 Buckingham Place, Milford, CT 06460.**

WANTED: Literature, photographs, anything at all on Packard military staff cars in WWII, cars and trucks in WWI or the Mexican campaign. Also looking for rare and unusual Packard magazine ads and postcards. **Bob Zimmerman, 365 St. Leger Ave., Akron, OH 44305.**

WANTED: Sabathé: Urgently seek information on this researcher and his thermodynamic theories. **Griffith Borgeson, Mirail, 84240 La Motte d'Aigues, France.**

WANTED: License plate photos, post cards, articles, ads, and registered owner license number books from anywhere. **Jeff Minard, 2808 Oak Ave., Manhattan Beach, CA 90266.**

THE MYSTERY CAR

The back cover of *Journal* number 117 bore a photograph of a jaunty three-wheeler, a print from the Henry Austin Clark, Jr., collection. We asked you to tell us what it was, and you did. First with the correct answer was Ralph Dunwoodie, who commented:

"It is a Cyklonette, manufactured by Cyklon Maschinenfabrik GmbH, Berlin, Germany. To place a date on it is another matter, since it changed so little in appearance during its years of manufacture from 1904 to 1922. Most of my reference material is 1911, but I feel that this particular vehicle is probably in the late teens or twenties.

Note that the two tubes jutting up from the motor are water-filled finned tubes for cooling the valves. Unique! I've often wondered if it doesn't have some tie-in to the Phanomobil as they are so similar in appearance." Ralph sent a generous helping of photocopies from his archives to substantiate his identification.

Also returning correct answers were Bob Myers, Hayden Shepley, and Charles Bishop, the latter sending copies of source material in the car's native German language. Three other members thought it was the similar Phanomobil also mentioned by Dunwoodie, but examination of photos of both vehicles gives a pretty conclusive nod to the Cyklonette.

There's no mystery about the car which adorns the cover of this issue, but there will be other puzzles to identify in upcoming months, one of which has stumped all comers — including the owner of the photograph. Our thanks to all who exercised their detective skills on this one.



KLASSISCHE WAGEN 1919-1939, by Ferdinand Hediger, Hans-Heinrich vonFerson and Michael Sedgwick. German text. 400 pages. 986 B&W photos and diagrams. Hardbound in cardboard slipcase, 9" x 11½". ISBN 3 444 10348 4. Hallwag AG (Publishers), Berne, Switzerland. Price: 89 Swiss francs.

This is an updated and greatly expanded edition of a trilogy of smaller books authored by the three gentlemen listed above, the last of which, *Klassische Wagen III: England/Amerika*, by the late Michael Sedgwick, was reviewed in the November 1979 issue of the *SAH Newsletter*.

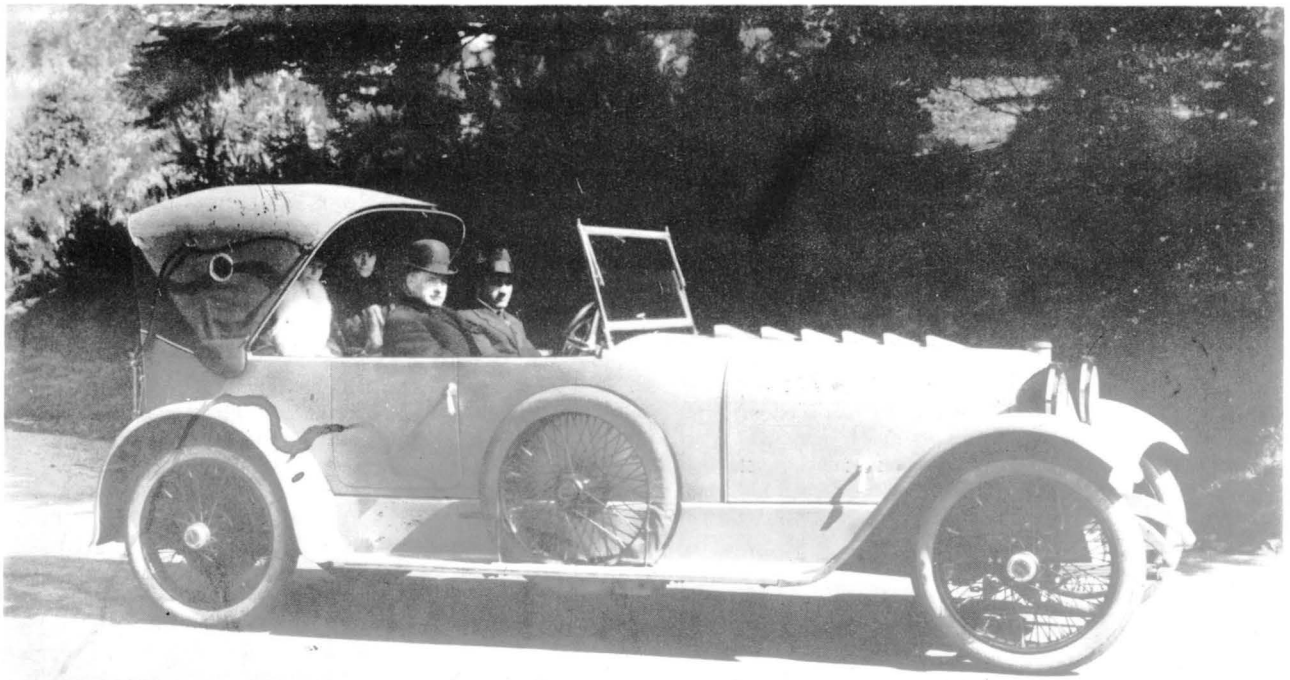
As the reader may observe, this is a much larger and far more ambitious publication and includes automotive histories comprising a two-decade time span for some 78 different makes of automobiles representing ten countries.

More than 60 percent of the illustrations are new and did not appear in the original trilogy and although the "Classic" period followed doesn't coincide with CCCA standards, there is sufficient overlap to make the contents challenging. Too, one will find certain cars — undoubtedly classic in concept — in these passages, even though the makes are all but unknown stateside.

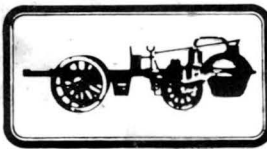
Great care has gone into the preparation of this work which should appeal to classic car lovers, those fluent with the German tongue and that happy band who love to look at pictures, especially of cars which may be entirely new to them.

As far as I know, there have been no plans made for an English edition of *Klassische Wagen 1919-1939*, but with nearly 1,000 illustrations alone, I think this book will have more than a token appeal to interested parties who will gladly overlook any inconvenience encountered in dealing directly with the Swiss publisher.

— Keith Marvin



1917 Fageol Phaeton, manufactured by the Fageol Motor Company of Oakland, California. Few people agree on just how many Fageol motor cars were built, but it certainly wasn't many. The then-astronomical price of \$17,000 was no doubt partly responsible for the car's short lifetime in the marketplace. Henry Austin Clark, Jr. Collection.



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