

SAH JOURNAL

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EDITORIAL COMMENT

What is a(n) historian? It depends on whom you ask. Webster defines the term as "an expert on history; authority on history," or "a writer of history; chronicler." That seems to cover most of the possibilities, and the vast majority of Society members could be classified under one of those definitions. There are those, however, who would subdivide us into "proper historians" and "history buffs," the latter term bearing a certain pejorative connotation.

Actually, Webster comes to the aid of the buff, by defining our use of the word as "a well-informed student of some activity or subject," but we know what the detractors mean. The implication is that history as a hobby is of somewhat lesser quality than history as a profession or as an academic discipline.

That should arouse the dander of a number of members, for while we all consider ourselves serious students of history, few of us practice it as a profession or teach it to others. One might consider the historical journalist as a "proper historian," for certainly many of them make a living at writing history, but sometimes even journalists admit otherwise. "Since I've never styled myself an 'historian'," said one journalistic friend of mine, "I may not be held to the strict standards of that honored profession." I cannot help but think, though, that such an admission is a cop out. Surely the strict standards of source attribution and the labelling of conjecture as such apply to all honorable beings?

The fact is, I think, that there are many forms of history, and as many types of historians. Some are thorough and factual, heavily footnoted, and, others would claim, dull. Some are entertaining and accurate, but lack the tenacity to carefully validate every source and maintain that trail of attribution that is an essential part of "excellent" history. Some favor published sources, some dote on personal recollection of those who were there, and still others consider the photograph the only accurate record of people, events, and automobiles from another age. Some concentrate on the very earliest days of motorized transport, and others tell us that history includes last week. To us collectively, I think, none of these styles is any less important nor less genuine than any other. We are many different people with many different backgrounds and interests, but we are a network with a common bond. We must recognize that each of us has a contribution to make in the world of automotive history. As you read the historical articles in our publications, you will notice that they embrace a wide range of periods, subjects, and styles, but each one is significant, and brings out new knowledge on some aspect of our common interest. There is no hierarchy of historians within the SAH.

In describing us, one could do far worse than to quote from the familiar hymn text by Lesbia Scott: "One was a doctor, and one was a queen, and one was a shepherdess on the green. One was a soldier, and one was a priest, and one was slain by a fierce wild beast." To my knowledge, we have no members with royal blood, nor have any of our colleagues come to an untimely end because of unfriendly wildlife, but I believe we have members from all the other sociological groups. To continue the metaphor, one might paraphrase Ms. Scott's final refrain: Historians are folk just like me, and I mean to be one too.

— Kit Foster

NEWS

MARVIN NAMED CORPORATOR

SAH director Keith Marvin has been named a corporator of the Museum of Transportation in Brookline, Massachusetts. The Museum is located in the carriage house of the former Larz Anderson estate, many years ago the birthplace of the Veteran Motor Car Club of America. After an unsuccessful venture into downtown Boston in the early part of this decade, the museum reorganized and returned to Brookline about four years ago. In addition to public displays and activities, the museum is conserving part of the original Anderson collection of vehicles. Their current exhibit, "Putting America on Wheels: America Paves the Way," a tribute to the automotive industry of the region, is featured elsewhere in this issue.

OUT-OF-PRINT BOOKS

Tom Warth, former Society director and founder of the publishing and bookselling firm Motorbooks International, has retired from his former enterprise and formed a new firm specializing in rare and out-of-print motoring volumes. T.E. Warth, Esq., of Marine-on-St. Croix, Minnesota, maintains a stock of volumes for sale, and additionally will search for any titles not available from stock. The firm's current listing of automotive and motorcycle books covers some 3000 titles in 140 subject categories, and indicates those in stock and their current prices. The aim is to eventually expand the list to include all out-of-print motoring books published since World War II. T.E. Warth, Esq. does not deal in automotive manuals or sales literature.

For information on ordering "The List," or to inquire about a specific title, contact Tom, David Cysewski, or Suzanne Vadnais at T.E. Warth, Esq., Lumberyard Shops, Marine-on-St. Croix, MN 55047 or call (612) 433-5744 (FAX (612) 433-5012). T.E. Warth also buys out-of-print volumes and complete libraries.

OBITUARY

JERRY E. GEBBY

Honorary member Jerry E. Gebby of Tucson, Arizona, passed away early in April. With his passing, we have lost another of those few remaining witnesses to the early years of the automobile age. Jerry loved racing, and like the late Peter Helck he kept in touch with his racing friends from the early years and considered it an obligation to relate for younger people much of his racing knowledge.

Editors and authors came to rely on Jerry for racing stories. He had attended Indianapolis races since before World War I, and with his keen observation and sharp memory he was able to recall much that might otherwise have gone unrecorded. His contributions in words and photos have enriched our own and many other club publications, as well as several books.

Jerry was also a true American machinist, able to conceive and build almost anything. A Duesenberg partisan, he made parts and modifications for those cars, built guns, and even tackled the restoration of a P-III Rolls Royce with down-to-earth practicality.

Jerry Gebby was an integral part of the automotive hobby scene for as long as it has existed. His presence and contributions will be missed by all of us to whom he was a friend and collaborator

— Fred Roe



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AT THE MUSEUMS

SAH member Randy Mason, Curator of Transportation at the Henry Ford Museum, never tires of telling us that museums are primarily *not* for historians. Rather, they are interpretive devices concocted by historians, designers, and communications professionals to present history to John and Jane Q. Public, who, without having strayed into the museum halls, might not have cared a hoot for anything that happened before last week. As historians, then, we have a certain responsibility to participate in the museum "process" (if we dare call it that) as part of our outreach effort, to ensure that history is presented to Mr. and Ms. Public in the most correct light.

To that end, from time to time in these pages we will take note of what various museums are doing in interpreting automotive history. What follows is a roundup of news and experiences from a number of museums gathered over the last few months. Members having news or impressions of museums to share are invited to communicate same to *SAH Journal*, and we are particularly anxious that members with connections to museums keep us informed of their recent doings and future plans.

MUSEUM OF TRANSPORTATION

Massachusetts' Museum of Transportation has moved back to its birthplace at Larz Anderson Park following an unsuccessful venture in downtown Boston. It is located in the carriage house of the former Anderson estate in Brookline, just west of Boston. In mid April, the museum opened its most ambitious exhibition since the move, a salute to the automaking industry of New England entitled "Putting America on Wheels: New England Paves the Way." On view are cars built in each of the six New England states, the majestic Wasp, the only car built in Vermont, awing visitors as they enter the hall. Other examples of Yankee ingenuity include the Kelsey Motorette, and 23 other cars from the 500 automakers who built vehicles in the region between 1895 and 1925. "New England Paves the Way" is on view throughout the summer months; call (617) 522-6140 for latest information.

SAN DIEGO AUTOMOTIVE MUSEUM

After years of very difficult and protracted organizing and negotiating efforts, San Diego, California, area enthusiasts were jubilant at the opening of one of the nation's newest interpretive halls of automotive history on December 17, 1988. The museum offers a "core" collection of cars on long-term loan from the Imperial Palace Collection and several area collectors, and augments this with rotating exhibits of several months' duration, each with a central theme or message. The introductory exhibit, on display until the end of March, emphasized the world's performance and racing cars. The current showing honors the fiftieth anniversary of the Mercury marque, and this autumn a new exhibit on the history of automotive styling is planned, for which SAH director Strother MacMinn, of the Art Center College of Design, and stylist Dick Teague provided much insight and assistance. The museum curator, SAH member Nick Fintzelberg, promises us a treatise on the "lessons learned" from organizing a non-profit automotive museum. The museum is located in San Diego's Balboa Park; call (619) 231-AUTO for information.

SPEEDWAY HALL OF FAME MUSEUM

The Hall of Fame Museum at the Indianapolis Motor Speedway recently opened a new exhibit honoring auto racing legends Al Holbert, A.J. Foyt, Jr., and Harry A. Miller. The exhibit includes Holbert's Rothmans-Porsche 962-C which he drove to victory in the 1987 *24 Heures du Mans*, the Lowenbrau Porsche 962 which ran up 15 record wins in four years and the Porsche 2708, the first Indy car built by the firm.

The winning cars of A.J. Foyt, Jr. on display include the Bowes Seal Fast Special from 1961, the Sheraton-Thomas Specials from 1964 and 1967, and 1977's winning car sponsored by Gilmore Racing team.

The final section of the display features four exceptional cars designed and built by Harry Miller: the 1925 Miller 122, driven by Ralph DePalma in his final Indy appearance, the 1925 Miller 121 Junior Eight, the 1928 front-wheel-drive Miller 91, and the 1935 Miller-Ford 220.

On display in another new exhibit is the evolution of the rear engine, beginning with the 1941 Gulf-Miller, the 1961 Cooper Climax, and the 1963 Lotus driven to second place by Jim Clark in his rookie year at the Speedway.

For information on the Hall of Fame Museum, call (317) 248-6747.

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 (\$4.00 for overseas surface mail). 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.

PROPHESYING WOE

by Arthur Lee Homan

Many will comment that this is not history, nor is it presented as such. Instead, it is commentary on our time, and readers are invited to consider what we can learn about the past from the present and future, and vice versa. This article first appeared in The Upper Hudson Valley Automobilitist in January 1988. It is reprinted here with the kind permission of the author and UHV Automobilitist editor Keith Marvin. — Editor

Seen any good television analyses of the October 1987 Wall Street etcetera debacle?

One of them focused on the future of our favorite industry. It was skillfully done with interesting visuals, interspersed with cut-backs to various "authorities", chiefly an attractive, on-the-north-side-of-forty woman who is the automotive analyst for some prestigious outfit, *The Wall Street Journal*, or *Fortune* or Shearson Lehman Brothers or the like, plus a professor of automotive affairs from one of Michigan's numerous universities. Their message was one of unalloyed gloom. Like most "authorities" on the automobile industry, they knew all about the industry but very little about automobiles.

Ordinarily, your resident curmudgeon pays little attention to such people. They resemble astrologists who impose arbitrary notions on very real phenomena and make predictions accordingly, usually wrong. But for once there was a ring of truth in their measured tones. They pointed out how many foreign automobiles were now being built in the U.S. of A., as it were — Volkswagen, Nissan and Honda, and how many are building vast assembly plants here like Mazda, and they projected that by the mid-nineties the combined output of all the automobile factories in the U.S. would exceed the projectable market by 4 millions per year — repeat, 4 million per year! Four million unsaleable cars!!

When that day comes, the wailing and gnashing of teeth will exceed anything that even St. John of Patmos could have imagined. We are already wailing.

Remember the summer of 1986 when the automobile people discovered that their dealers' inventories of 1986 models meant that the introduction of the 1987 models in September would be met by stony indifference on the part of the suckers or "punters" as the Brits call them? That bankruptcy would flourish more swiftly than any Biblical "green bay tree"? Something had to be done. It really wasn't practical to call out the National Guard and force people to buy Horizons at bayonet point.

And remember what happened then? Some bean-counter in Detroit suggested, "Let's cut the interest rate and finance our own cars." (This was not new. The automobile manufacturers had been financing at a good profit their own cars for two generations.)

And lo! It was done! Who needs the banks with their 14% interest? Sure enough: 3.9%, 1.9%, 0%. Again, sure enough. The surplus 1986's disappeared off the lots as if it were manna on the Sinai desert if the Israeli housewife didn't scoop it up before 10 a.m. in 12000 B.C. Everybody breathed easier until it was noticed that the brand-new 1987's were sitting on those self-same lots giving the suckers the glad eye, but the Johns weren't having any of it.

Anecdote: A month or so ago, after the 1988 models had begun to arrive, a friend of mine who lives in our outback wanted to buy a left-over Buick Century. His local Buick dealer had gone belly-up and my friend, not wishing to do his own leg-work, asked me to canvass our Capitol District Buick dealers to see if they had any Buick Century un-dead 1987's. Did they ever! Tact forbids that I name names or indulge in the discredited score-keeping of "body count" but there were enough of that Buick ilk to satisfy the most demanding bargain hunter.

But then, it is easy to extrapolate the current relatively mild over-production into the 4 million deluge of 1996. It is also easy to predict what kind of automobiles will be in competition in that yet-distant year. The process of automating every function of a motor car will have continued. Not content with the present computerization of automobiles whereby the physiology of engines and automatic trans-

missions are beyond human modification, to say nothing of repair, the manufacturers are already offering ABS braking, four-wheel steering and just over the horizon looms something called "active suspension" which seems to imply that an automobile wheel approaching a carelessly-discarded railroad tie at a 90 degree aspect will somehow spot the obstacle and levitate itself over the tie without discomfort to the passengers and, indeed, without their knowledge. These innovations are probably a Good Thing but they mean that no 1997 automobiles will be in any real sense more attractive than another.

Certainly there will be an occasion anomaly — A Yugo, a Chevy Sprint, or, on the other end, a Lotus or a Ferrari but, just as of this writing, the kinship between a Toyota Corolla and a Chevy Nova is patent to all but the most gullible shopper, ten years from now, although the wedge-shape may have metamorphosed into an ovoid, all the cars you and I want to buy or can afford will be egg-shaped.

This scenario has been easy to construct, but what is needed is not more Casandras like your correspondent but some less-nostalgic prophet who will see a clear solution to the impending mess.

Four million surplus automobiles will not only ruin large segments of the industry but will bring down much of our support system.

Readers with far-seeing vision are encouraged to write me at 13 Elmgrove Avenue, Troy, New York 12180 and I will pass their solutions to the appropriate CEO's.

As a further incentive, the seer with the most eagle vision will receive a prize (in 1997) of a 1940 MoToR Show Number (unfortunately vandalized by a thoughtless teen-ager [no relation]).

Courage, chums!

Arthur Lee Homan is a founder member of the Society of Automotive Historians and of the Automobilitists of the Upper Hudson Valley. This is the thirty-second in a series of "Homan Homilies" which have appeared in the UHV Automobilitist since 1980.

AUTOMOBILIA PUBLICATIONS

It has been some time since we have reported on the output of AUTOMOBILIA, a major international publisher whose address is Viale Monte Santo 4, 20124 Milan, Italy. All of its publications' texts are in English as well as Italian, and in many cases are in French as well. Some recent titles are: *Ferrarisissima*, a twice-yearly hard-cover, luxurious periodical devoted to this single make. Size is 10 x 11.5 inches. The price is \$60 per volume or \$110 per two-issue year. Hard cover.

Le Grandi Automobili, an opulent, soft-cover quarterly, 10.25 inches square, addressed to the sophisticated general enthusiast and connoisseur. It is noted for its high artistic quality. For this and the following titles it is best to write for current prices which include shipping charges.

Chiti Grand Prix, a biography in three languages by top writer Piero Casucci. Aside from his famous stint with Ferrari, Carlo Chiti has been designing for Alfa Romeo throughout most of his career, and is in the limelight with Alfa again, at the present moment. 120 pages, hard cover.

Lamborghini Miura, a tri-lingual book by Stefano Pasini. The history of one of history's most charismatic cars, richly illustrated in color and black and white. 84 pages, 11.25 inches square, hard cover.

Carrera Panamericana "Mexico", by prominent Swiss automotive writer, Adriano Cimarosti, in three languages. This is a huge, encyclopedic, and highly definitive work on the immortal Mexican Road Race, which took place between 1950 and 1954. Over 380 pages, 10 x 11.5 inches, a vast wealth of great historic photos and excellent, authoritative text. A masterpiece.

AUTOMOBILIA also publishes the *Lamborghini Review*. A note to the publisher will bring full details concerning these titles.

— Griffith Borgeson

LETTERS

FORD PUBLICATIONS SOUGHT

I am currently researching and working on the following projects:

"Salesmanship and Service, Compiled Writings of the Master, Henry Ford." Directed to the general hobbyist, as well as the present day auto dealer and salesperson. Everyone has encountered untrained or inexperienced salespeople, or lost customers from a lack of salesmanship and fair treatment.

"Buffalo Built Ford." History and photographs of the Ford Model T factory, Model A factory, and V8 factory, assembly plants, and stamping plant. Includes branch operations, area salesroom architecture, photos, blueprint plans. It will be as complete a guide for restoration as research provides. This would be helpful to all restorers, not just Buffalo area enthusiasts.

"Ford Model A Buyer's and Restorer's Guide." (Model T and V8 editions to be offered later.) Includes information from "Buffalo Built Ford," all aspects of authenticity and monthly production changes. Directed more to the fussy restorer/enthusiast than the general collector. This will not be a "price guide" or "auction update." I plan to include my own research which includes previously unknown information not in other publications.

"Old Ford News." A newsletter with a target date of May 1989 for the first issue. It will be of interest to all Ford product enthusiasts. It will have a monthly section on each vehicle (T, A, V8, Lincoln, Fordson, Mercury, Zephyr.) I hope to include tips for restorers, factory photos, pages reprinted from original old publications such as "Ford News," the "Service Bulletins," branch letters, "Ford Times," "Ford Dealer and Service Field," sales literature, dealer albums, parts books, and anything else of interest from my library or contributions from readers. I also plan a free want ad section and as low a subscription rate as I can afford. All letters and criticisms will be welcome.

I have printed the pages missing from the current service bulletin reprint books. These pages include monthly issue title pages/covers, photos, sales pitches, showroom photos, cars, indexes, etc., etc.

I need a list of all the publications of Ford Motor Company, including form numbers if possible. I have seen them, but have so far been unable to obtain one. I especially need an original Ford Service Bulletin for November 1929. I actually need more than one, but would like at least one to complete my 'A' collection. I also need some Model T bulletins, including all of 1926, 1927, and some Fordson in the 1930-1940 era. Buffalo branch letters or photocopies are especially needed also. I also want photos of factories and sales-buildings in the Buffalo and other areas, and blueprints of buildings, all to include in my newsletters and books.

I will photocopy anything in my collection in exchange for my research needs. I am also interested in information on any Buffalo area vehicle makes or related companies, and the "Porter" vehicle.
John Porter, 3738 Windover, Hamburg, NY 14075

MR. PENNINGTON AND FUEL INJECTION

In "Spinning and Weaving at the Motor Mills" (*Automotive History Review* No. 18) I see that Max Gregory refers to a Mr. Pennington. My information says that Mr. Pennington was Edward Joel Pennington, born in Franklin, Indiana, in 1858, also known as "Air-ship Pennington." Could this be our friend of Kane-Pennington engines? Mr. Pennington's doings are described in *The Horseless Age*, *American Machinist*, and *The Autocar*, 1895-1898. I do not think I have any of these articles. My info says Pennington was in England in approximately 1896 at the motor syndicates of GHCC Ltd. and Daimler Motor, etc. This Pennington info comes from "The Pre-history of the V-type Engine" by Griffith Borgeson (*Automobile Quarterly*, Vol. 21 No. 3).

Scientific American Supplement No. 1099, January 23, 1897, has an article describing the DeDion & Bouton Gasoline Tricycle such as was being "unpacked" by Mr. William McNeil when he was at the Motor Mills.

Regarding Daimler engines, *Scientific American* Supplement No. 1100, January 30, 1897, describes and illustrates the PHENIX engine (motor). This motor was the *new* replacement engine (motor) to succeed the aging Daimler motor. I wonder why this PHENIX motor was not offered to the British.

In response to the question about early fuel injected type engines in *SAH Journal* No. 115 and James Crank's comments in No. 116, I can offer a copy pic of the Antoinette V-type aircraft engine. This info comes from Griff Borgeson in *Automobile Quarterly* Vol. 21 No. 3. The fuel injected engine would surely *not* be of the first design, because of the "fuel distributor design with only one fuel pump." The earlier engines of Mr. L'vasseur did have individual fuel pumps as noted by Borgeson.

As far as the Owen-Thomas engine having a type of fuel injection pump with pressure sealing via oil pressure, I cannot see the reasoning behind that setup. *SAH Journal* No. 115 prints a drawing or sketch of said fuel pump: a six plunger gasoline pump and distributor (of gasoline) operated by an internal cam (lobe). Oil pressure before and after starting/running this Owen-Thomas engine would have been a problem. No mention of the type of fuel injectors is given in the article by Arby Bee. I shall further my education regarding Owen-Thomas engines of that type. **Tom Crotty, RR 1 Box 61, Beecher, IL 60401**

READING THE CATALOG

I want to second Keith Marvin's excellent comments on the new edition of *The Standard Catalog of American Cars 1805-1942* which is an absolute necessity in everyone's library. In addition, I should like to add an observation of my own concerning this book.

Reviewers have enough to do to describe the format and content of books like this. What strikes me about the new volume is something that is perhaps harder to convey in a review. We do not think of "catalogs" and other forms of assembled knowledge as something to be read, rather as something to be referred to. But this book has great entertainment value which adds immensely to its usefulness. Just open it anywhere and read a few of the stories of obscure makes and attempts at makes. Almost every one of them has charm and wit and some kind of human interest that is presented in a light-hearted way. The facts are there too, thousands of them, that the reader cannot help but absorb while being entertained by the stories. Not many compilations like this "catalog" can grasp the reader's attention in this way.

I suggest that members keep this book next to their favorite armchair so that they can dip into it for half an hour or so whenever the TV is shut off (or even when it is still on). If we all do this pretty soon we will become walking Detroit Public Libraries. **Fred Roe, 837 Winter St., Holliston, MA 01746.**



ANOTHER MYSTERY

There is indeed a mystery about this automobile, for neither your editor, president, nor the owner of this photo know its identity, nor anything about the driver or passenger. That it was posed there is no doubt, for the gentlemen would not be likely to drive off the edge of the concrete apron. Someone among the membership must know what it is, so let us hear from you. We'll report, as usual, in the next *SAH Journal*. The photo is from the Henry Austin Clark, Jr. collection.

THE DICKINSON MORETTE

Over the past few years, I have restored a 1902/4 Dickinson Morette which I believe to be the only existing example of this early British vehicle. I wish to present a brief summary of information I have gathered and the associated bibliography so that members may share and add to this documentation of automotive history.

The Dickinson Bath Chair took its first form with a woven basket body on a light steel tube frame. This was powered with a two-stroke engine mounted on the front forks, driving the front wheel through roller friction. The motor could be engaged by lowering the steering tiller. A device attached to the rear wheel hubs would allow the operator to propel the vehicle forward manually. The engine would then be engaged for starting. Mr. Dickinson was noted as a clutch specialist. Critics worried about the spark plug fouling as the engine sloped downwards. One article reports on catalytic ignition. The single passenger model sold for 50 guineas (the guinea being one pound one shilling, or about \$5.25 at the time), while the two passenger model sold for 70 guineas. The cars were available with a basket body or enameled aluminum panels.

Soon after, Mr. Dickinson came out with the Morette which is the configuration that I own. The engine was changed to a Clement type 2½ hp four-stroke, and propulsion was by means of friction roller clutch to a layshaft which drove the front wheel by means of a chain. The carburetor was a fixed speed F.N. type, and speed was regulated through an electrical switch mounted in the tiller handle, allowing the operator to turn the ignition on and off. The 140 pound 38 x 66 inch Morette was capable of 12-15 mph with a range of 70 miles.

A two cylinder, 4 hp version, introduced at the Crystal Palace Motor Show in February 1902, had the capability of turning on the extra cylinder for additional power. This model had a heavier frame, and the engine was coupled to the layshaft through a flat belt clutch rather than rubber rollers.

The literature I have assembled to provide this information is listed below:

<i>Motor Cycling</i>	Dec. 3, 1902 p. 301
<i>The Autocar</i>	Jan. 10, 1903 p. 45
<i>Bicycling News</i>	Jan 14, 1903 p. 26
<i>Scientific American</i>	June 13, 1903 p. 450
<i>The Motor</i>	Aug. 5, 1903 p. 637
<i>The Motor-Car Journal</i>	Aug. 8, 1903 p. 442
<i>The Automotor Journal</i>	Aug. 8, 1903 p. 838
<i>Bicycling News</i>	Sept. 16, 1903 p. 23
<i>The Motor Cycle</i>	Nov. 11, 1903 p. 769
<i>The Motor Cycle</i>	Dec. 2, 1903 p. 887
British Patent 1830 (1902) Printing Machines	
British Patent 23793 (1902) Motor Carriages (not granted)	
British Patent 16058 (1903) Motor Carriages (not granted)	
British Patent 16059 (1903) Pump Connections	
British Patent 7801 (1905) Motor Omnibusses	

I have attempted to obtain copies of the void (not granted) Motor Carriage patents from the library of the Science Museum in London, to no avail. Patent 7801 was filed April 12, 1905 by B.E. Dickinson of 12 Drewstead Road, Streatham, London, by his agent, John P. O'Donnell of Palace Chambers, Westminster, London, and accepted on May 12, 1905 by Mr. Dickinson's widow, Marion Elizabeth Dickinson of the Streatham address. Letters to the above addresses have been returned.

I often wonder how the Morette made its way into this country. The earliest ownership I can trace is its purchase by Henry Wing, Sr. (founder of the Vintage Motorcycle Club) at the auction of the Ivor Johnson Bicycle Company's spare parts inventory in the 1930s. I would be delighted to hear from anyone who can add to my list of sources or has any suggestions for further pursuit of my investigation. **Richard T. Friedman, 41 Oakview Terrace, Jamaica Plain, MA 02130.**



Richard Friedman's restored 1902/4 Dickinson Morette. Note that the rear axle is firmly fixed to the tubular frame, while the seat is suspended on leaf springs.

BACK TO THE FUTURE

SAH Journal No. 106 had a letter discussing an automobile built by Peter (Pierre) Turon which was on display at the Los Angeles auto show in September, 1915. Included were drawings from his U.S. Patent No. 1,155,629, which was based on his earlier 1,012,936. I have now acquired a copy of the earlier patent.

His December 1909 submittal, "Front Wheel Drive for Automobiles," was in reality a hub-locking part-time front drive, such as appears today on some 4x4 light pickups. It was the universal joints on the front axles in his earlier patent design which were determined to be inadequate, replaced by ball-jointed universals.

How did Turon determine this inadequacy? By use of a very tough proving-ground, the annual Los Angeles to Phoenix desert "road" race. Entry number 20 in the October 1913 run was the L'AVENIR car, having a 354 cubic inch engine of unspecified origin, entered by Pierre Turon. The drivers were his son, Leon G. Turon and Victor Salaudoux. The car did not finish the race, perhaps due to some universal joint problems.

"L'Avenir" in French is about the same as "Future" in English. In the auto show program from September 1915, Turon's advertisement called it "The Car of the Future," so perhaps the correct name of the auto he built should be what he called it, L'AVENIR. Whether the auto show auto was the same one entered in the earlier race, with modifications, or if it was a completely new vehicle is not known. **J.H. Valentine, P.O. Box 5026, Playa del Rey, CA 90296-5026**

The Car of the Future

FRONT DRIVE
MORE POWER—LESS FUEL

On Exhibition in The Balcony

Invented and owned by

Pierre Turon

330 Winston St. Los Angeles.

FOUR WHEEL STEERING

Concerning the four wheel steering mentioned in *SAH Journal* No. 119 by Max Gregory of Australia, I was not aware that Ford had a patent on four wheel steering in 1936. In 1987, the T.V. program *MOTORWEEK*, I believe it was, showed a story about an experimental van Chevrolet had just built which had four wheel steering. The rear wheels turned the opposite direction from the front wheels and just as far. They showed it making a U-turn on a two lane road at very slow speed. It was said that this was the only experimental vehicle made with 4WS and that they had no plans to produce vehicles for sale to the public with 4WS. I certainly hope not, but more about that later.

During the European War which began in 1914 and became World War I, the Jeffery Co. of Kenosha sold thousands of "QUAD" trucks to England and France as well as to users in this country. Jeffery became Nash after Mr. Charles W. Nash resigned from General Motors and bought the Jeffery company in 1916. The QUAD was advertised as "Drives, Brakes and Steers on All Four Wheels." The rear wheels turned the opposite direction from the front wheels, making it possible to make a U-turn on a narrow road. The steering column was perpendicular and at right angles to the frame, not on a slant as in a passenger car. The perpendicular steering column allowed the steering gear to operate a tube which ran from the otherwise conventional steering column back along the left side of the frame to a simple set of gears connected to a tie rod running to each rear wheel spindle. Every Jeffery or Nash QUAD I have seen pictured has been with single solid tires, front and rear.

In today's modern world two Japanese firms offer 4WS on their high-powered turbo coupes: Honda and Mazda. The Honda is completely mechanical and relies on the position of the steering wheel to determine whether the rear wheels turn the same or opposite as the front wheels. The Mazda system is mechanically actuated, but uses a separate hydraulic rack to actually move the rear wheels. Below 22 mph, the Mazda rear wheels move the opposite direction from the fronts. Above 22 mph the Mazda rear wheels move the same direction as the front wheels. Both the Honda and the Mazda systems steer the rear wheels about five degrees. Both claim it aids in lane changing on the highway and both claim it also aids in parallel parking and in city driving. No mention is made of getting in or out of shopping center parking spaces, or a toll booth drive, or a drive in bank. Likewise, no mention is made of someone making a fast turn to avoid an emergency situation on a city street at 20 mph, especially on a slippery street.

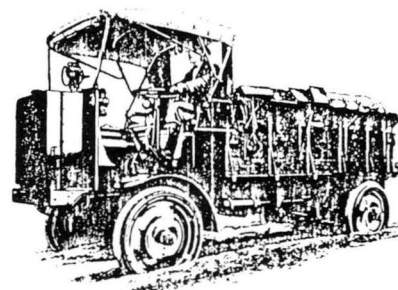
Also in today's modern times, some of the people who build the "monster" or "big foot" style pick up trucks for the car crushing contests have equipped some of these vehicles with 4WS. Since these vehicles are all individually built, the system of 4WS can vary with each individual's preference. Some of these vehicles have rear steering only which must make them very interesting to operate.

Max Gregory's letter states that only one car was made by Caldwell-Vale with 4WS. The more modern 4WS Chevrolet experimental van was the only one made. The 1936 Ford 4WS patents were apparently not used beyond the experimental stage. One of the quarter ton experimental General Purpose U.S. Army vehicles of 1940-41 was made with 4WS. (Wasn't it a Bantam?) The QUAD truck of the 1914-1919 era is the only vehicle I am aware of that was actually mass produced with 4WS. Its top speed was around 15 mph so it wasn't overly dangerous. Also, just as important, many soldiers in World War I did not have a great deal of any experience driving a motor vehicle. Because of this, plus the fact that they were in the age group where they were in the prime of their lives, they immediately became used to the strange handling characteristics of 4WS.

The biggest objection to 4WS is that none of us is used to how differently it makes the car handle. Had we all grown up with 4WS, then what we now know as conventional front only steering would be dangerous to drive. A few years ago people in this country had to get used to the handling of the low priced Chevrolet Corvair and Volkswagen beetle for the same reason: no one was used to the way the rear mounted engine changed the weight from front to rear

The Jeffery Quad

Drives, Brakes and Steers on
All Four Wheels



Efficient in War—Economical in Peace

and made the rear of the car whip around or upset when an ordinary steering maneuver was made. Present day Kubota riding lawn mowers also have a model with 4WS. Thankfully they won't be used on the roads and they probably won't go fast enough to get the operator in serious trouble. **Nelson Bolan, 2131 NE 41 Street, Lighthouse Point, FL 33065**

TOURIST REUNION

Horseless carriages built in California are a rarity. However, from 1902 to 1908 the Auto Vehicle Company of Los Angeles, California, built a quantity of two and four cylinder Tourist vehicles. It is estimated that less than 30 of these vehicles now survive.

Richard Burnham of Pasadena, California is organizing an enclave of these Tourist automobiles and their owners. The event is to coincide with the annual Crescenta Concours of the Horseless Carriage Club of Southern California on September 24, 1989. Tourist cars and their owners from around the United States have been invited to attend this event. Several authorities on the Tourist cars and the company, including Jim Zordich of the Los Angeles County Museum of Natural History, Gil Klecan, the Chairman of the Board of the San Diego Automotive Museum, David Rice, and Richard Burnham are expected to attend.

Although this enclave is scheduled in connection with a Horseless Carriage Club event, anyone interested in Tourist automobiles, and the history of the Auto Vehicle Company of Los Angeles should make every effort to attend the event. Local news coverage is expected.

For further information regarding this event, please contact Richard Burnham at the following address: **RICHARD W. BURNHAM, 985-F So. Orange Grove Blvd., Pasadena, CA 91105. Harcourt Hervey III, 2120 Huntington Drive, South Pasadena, CA 91030.**

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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.**



THE BEHRING COLLECTION, by Rob Haeseler. 372 pages. 381 color photos plus 150 historic prints. Full grain leather binding, 17" x 11". ISBN 0-9617992-O-X. The Behring Museum, 3750 Blackhawk Plaza Circle, Danville, Cal., 94526. \$400.00 plus \$15.00 postage and insurance. (California residents please add \$26.00 state sales tax.)

This is a limited edition, highly specialized book depicting the 70+ cars on current display in the \$100 million facility comprising the Behring Collection in Danville, California. It lacks nothing either in its excellent text or in its exquisite photography, including a photograph of each car itself as well as a number of other shots showing dashboards, interiors, front and rear views, builders' plates and other material which puts the subject in question apart from its peers. As an example, in the specially-built 1926 Daimler salon cabriolet built by Barker for H.H. the Maharajah of Rewa, in addition to the car itself are clear, good-sized color shots of the canvas-backed cane folding chairs attached to the side of the car in which bearers could ride with His Highness on tiger-hunting forays, as well as closeups of its boa constrictor horn and the Maharajah himself. This car otherwise, both in view and intricately described in the text, was perhaps one of the most elaborately imaginative automobiles ever built on any chassis. It is typical of the type of car in the collection.

Some of the cars are well-known generally; most of them not, but all of them of great interest and beautifully restored.

This is an expensive book, true, but I think a valuable one as a perfect example of what great publishing can be. It is complete, with only minor errors which most would either miss or overlook, and has been produced with an eye toward perfection without being ostentatious in any way. The text abounds in esoteric information surrounding the cars themselves and their history.

The book should find favor anywhere. It is unique in its specialized field and despite its size and weight (13 lbs.), it may readily become the jewel in the crown of any good automotive library.

- Keith Marvin

DIRECTORY UPDATE

NEW MEMBERS

- Koberg, Oscar 1364
191 Garafield Road
Deltona, FL 32725
- Jones, Robert C. 1365
7752 East Valley Vista
Scottsdale, AZ 85253
- Rolseth, Asbjorn 1366
Rypesnaret 7
2044 Frogner
NORWAY
- Crowe, Arnold F. 1367
The Willows
Meer End Road
Kenilworth, Warwickshire CV8 1PU
ENGLAND
- Burnham, Richard W. 1368
985-F South Orange Grove Blvd.
Pasadena, CA 91105
- Humphreys, Barry 1369
RR 1, Hillside
Trenton, Nova Scotia B0K 1X0
CANADA

- Vest, Eric M. 1370
1730-C Brownstone Road
Toledo, OH 43614
- Gittell, Myron L. 1371
Box 175
Kiameshia Lake, NY 12751
- Goedde, John 1372
P.O. Box 478
San Mateo, CA 94401
- Waddell, Donald R., Col. 1373
5710 East Hwy No. 98
Panama City, FL 32404
- Vellekoop, Ronald, Dr. 1374
52 Center Street
Millville, PA 17846
- Nicklin, Larry 1375
15718 Canyon Ridge Road
Leo, IN 46765
- Fenster, Julie M. 1376
5731 Thompson Road
DeWitt, NY 13214
- Sandler, Paulo Cesar MD 1377
Av. Macuco 49 ap. 41
Sao Paulo - SP 04523
BRAZIL

REINSTATED

- Erickson, E. Jarvis 602
21421 Climax Road
Alderwood Manor, WA 98036
- Handley, Harry M. 268
312 Church Street
Lewisburg, WV 24901

NEW ADDRESS

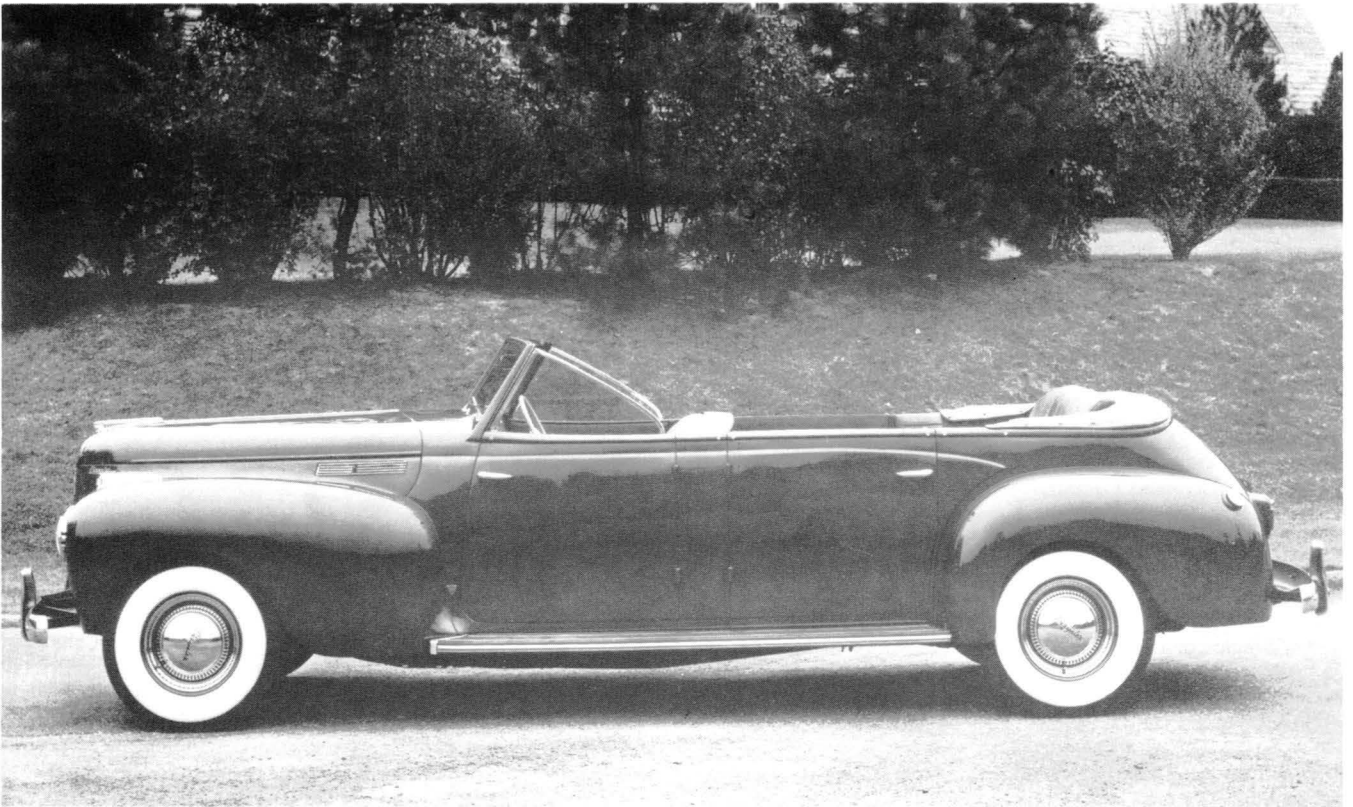
- Rhoads, Paul A. 350
7N 982 Cloverfield Drive
St. Charles, IL 60175-6838

CORRECTIONS

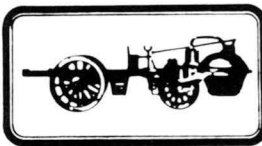
- Currie, David G. 716
26151 Lake Shore Blvd. No. 1821
Euclid, OH 44132
- Ross, Donald M. 1355
544 East Avenue J-1
Lancaster, CA 93535

DECEASED

- Gebby, Jerry E. 384H



1940 Chrysler Imperial with body by Derham of Rosemont, Pennsylvania. The era of the touring car or phaeton was all but over when this car was delivered. The windwings of earlier open cars had metamorphosed into glass panels approaching the size of a full window, which, from all appearances, retract in the same way. From the James Petrik Collection.



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