

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July-August 1991

Issue Number 133

EDITORIAL COMMENT

Henry Ford had a thing about the “p” word. Henry’s “p” word was “patent” — not just any patent, mind, for Henry himself held a number of patents. The patent that had Henry up in arms was one granted to George B. Selden for something described as a “safe, simple, and cheap road locomotive.” Selden had been successful, not in building a motor vehicle, but in patenting the idea of doing so, and this bit of hubris was used to extract royalties from those early manufacturers who *did* build cars.

Nevins and Hill give an account of how Henry was at first rebuffed by the Association of Licensed Automobile Manufacturers, the body organized to collect the license fees for use of the Selden patent, and how he later took on the organization in court in what was to be a successful challenge to the application of the patent to the majority of American motor vehicles. The campaign was long and hard, and fraught with legal maneuvering and wide publicity. Some of this, naturally, involved a battle for people’s minds. If buyers and dealers of Ford cars could be convinced that they, too, were targeted for prosecution, then Ford’s growing empire might be toppled even without a favorable court decision.

Henry Ford realized that he had a responsibility to his customers and dealers, and that if he did not stand up for them they might well desert him. Without loyal customers, even a legal victory would be an empty triumph. He purchased an advertisement in the July 28, 1903 edition of the *Detroit Free Press*. “NOTICE to Dealers, Importers, Agents, and Users of Gasoline Automobiles,” it read. “We will protect you against any prosecution for alleged infringements of patents.” It went on to detail Ford’s argument against the applicability of the Selden patent to Ford cars, and concluded with a bit of boasting about Henry Ford’s pioneering efforts with gasoline automobiles and the competition successes the cars had enjoyed. Sales of Ford cars continued unabated.

As writers and historians we have our own “p” word which strikes fear into the heart of mild-mannered researchers. In *SAH Journal* no. 131, president Matt Joseph expounded on the dishonesty of plagiarism, the presentation of the words or thoughts of others as one’s own, without attribution. In this issue, former SAH president Frank Robinson gives counsel on how, with a bit of care, one can steer well clear of any such allegations (“Give Credit Where Credit is Due,” page 5).

This re-emphasis on ethical scholarship has its value in reminding us all of our moral and legal responsibilities toward the work of others, but it may also have a negative effect on the writing of history. Persons new to automotive history may be hesitant to write, leery of submitting their works for publication if they sense that everything they do will be immediately subjected to scrutiny by a panel of “experts” assembled for this purpose.

When this matter of plagiarism was described at the recent Society board of directors meeting, director Strother MacMinn made a particularly poignant observation that, while writers and researchers may overtly or inadvertently plant the seeds of plagiarism, it is editors and publishers who are able, and have the responsibility, to prevent them from germinating. Though it is *possible* to have plagiarism without publication, it certainly isn’t likely that we’d have very much of it.

This editorial responsibility is one that had occurred to me, too. And since one of my other responsibilities is to encourage people to write and to be published, I’m saddened by anything that might serve to discourage people from exhibiting the fruits of their research. My advice to writers of history, history that might be published in *SAH Journal* or *Automotive History Review*, is to become knowledgeable about the rules of expression and attribution, but not to become obsessed by them. I have in the past exercised the editorial prerogative and duty to scrutinize all works submitted

to me for style, tone, content, and attribution. When I see significant failings in any of these, I work with the author to revise the work so that it will be appetizing, nourishing, and digestible, and so that it will pass the scrutiny of the most persnickity reviewer.

To paraphrase Henry Ford, then, let me offer this “Notice to researchers and writers of automotive history.” The editor will take every measure to protect you against allegations of plagiarism for works appearing within the Society’s publications. The definition of plagiarism could apply to works submitted to SAH publications, but I will do my utmost to insure that your works, as published, are above contempt. Not all of them may win prizes, of course, but none should be cause for complaint. We were pioneers in the writing of automotive history, and we will continue to be exemplary stewards of the written word.

— Kit Foster



UK SETS DATE FOR WORKSHOP

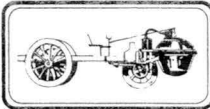
The Society’s United Kingdom Chapter has selected Sunday, September 29, 1991, as the date for its upcoming meeting and workshop. The event will be held at Britain’s National Motor Museum in Beaulieu, Hampshire.

Chapter Secretary Peter Card reports that the meeting will feature displays of automobilia and that Lucas Industries will be sponsoring a gallery of photographs covering their Great King Street premises from 1895 to the present. In addition, members Jonathan Wood, Robin Barracough, Mike Worthington-Williams, Cyril Posthumus, and Richard Waterhouse will speak on historical topics in their respective areas of expertise. It promises to be an exciting and informative event. UK members and others interested in attending may contact Peter for further information at 54 Willian Way, Letchworth, Hertfordshire SG6 2HL ENGLAND.

HELP WITH HOSPITALITY AT HERSHEY

The Society traditionally provides a hospitality tent during the AACA National Fall Meet at Hershey, Pennsylvania. This year’s meet will be held on October 10th, 11th, and 12th. The tent is provided for the convenience of members attending the show, as a place to relax, meet old and new friends, and have a snack. The tent serves another important purpose as a means of attracting prospective new members. It is important that both members and strangers entering the tent be greeted and have their questions about the Society answered.

Members are asked to volunteer an hour or two to assist at the hospitality tent. We understand that everyone has a number of commitments at Hershey, and that time is at a premium. But please give serious consideration to volunteering for a couple of hours. Contact the Hospitality Committee chair, Stacey P. Hanley, 1665 Northumberland, Rochester Hills, MI 48309 and let her know when you can help. Contact her as soon as possible, but in any case by September 15th.



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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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Subscription to SAH Journal is by membership in the Society of Automotive Historians. Dues \$20.00 per year.

Membership inquiries, renewals and changes of address should be sent to the Secretary at P.O. Box 339, Matamoras, PA 18336

TREASURER'S REPORT

Cash Accounting for 1990 as of December 31, 1990

INCOME

Dues	\$ 11860.00
Interest	2828.28
Contributions	543.28
Other - Decals	197.25
Other - Stationery	124.00
Other - Publication Sales	282.25
Refund from Sho-Aid, Inc., Philadelphia (AACA Show)	21.10
Mailing Labels, 3 sets	60.00
Awards Banquet (103)	1905.50
Silent Auction	2234.77
SUB-TOTAL	\$ 20056.40

EXPENSES

Non-Profit Corporation Fee, Indiana	\$ 10.00
Publications (Brigham Press)	7933.91
Start-up costs, postage fees, & permits (Printercraft)	483.78
Printing of 800 Directories and posting	1689.81
Catalog envelopes for overseas mailing and Directories	138.00
Silent Auction printing and mailing	458.40
Silent Auction expenses advance for billing and shipping to Jim Wagner	500.00
President's expenses	1058.80
Secretary's expenses	859.32
Editor's expenses	903.15
Editor's advance	200.00
Detroit Conference, tentative for '91-'92, Tom Deptulski expenses	200.00
Membership Drive:	
Printing expenses (Imagecrafters)	180.34
Susan Wikler Shoemaker, brochure	1175.00
Table and chairs, AACA Show, Philadelphia	196.50
Back issues of publications - Fred Roe	31.08
Returned checks (3)	66.25
Philadelphia Board Meeting luncheon	152.66
Award Dinner at Hershey Country Club	2585.00
Hershey tent rental - Big Top Rental	179.14
Toilet rental - Waste Management	68.90
Hershey space rental from AACA	135.00
Board dinner at Applegate's and tent refreshments	432.75
Liability insurance (2 policies) - J.C. Taylor, Inc.	476.00
Cugnot-Benz Awards and expenses	1079.49
Bradley & Friend of Automotive History Awards	690.00
Nominating and Election Committee - George Ward	55.50
SUB-TOTAL	\$ 21938.28

AVAILABLE CASH

Balance in checking - December 31, 1990	\$ 6000.17
Balance in reserve funds - December 31, 1990	
Prime portfolio	24422.46
Federal portfolio	7852.00
TOTAL in Reserve Funds and Checking	\$ 38274.63

Respectfully Submitted,
Robert J. Gary, Treasurer

ANNUAL MEETING AND BANQUET OCTOBER 11TH

The Society's annual meeting and banquet will be held Friday, October 11, 1991, at the Hershey Country Club in Hershey, Pennsylvania. As is traditional, the meeting will feature the presentation of the Society's 1991 awards for publications and excellence in automotive history. Complete details of the meeting and banquet reservation forms will be mailed to all members in the near future.

AT THE MUSEUMS

SMITHSONIAN EXHIBITS INDY

"The Indianapolis Motor Speedway" is the title of a new exhibit at the Smithsonian Institution's National Museum of American History. Included in the exhibit are the 1930 Miller racing car which is reported to have run more races (12 between 1930 and 1947) than any other, and the STP Brawner Hawk driven by Mario Andretti to his only Indianapolis victory in 1969. On display with the cars are 67 of the original Speedway bricks, the gift of the Indianapolis Motor Speedway Corporation.

The exhibit opened on April 30th, and will run through the end of 1991. The museum, located at 14th Street and Constitution Avenue NW in Washington, DC, is open daily except for Christmas Day. Admission is free.

OBITUARIES

SAM FLINT

Sam Flint of Smithers, West Virginia, member number 1406, passed away recently. A fairly recent member of the Society, he had a particular interest in all types of vehicles. SAH Journal expresses the sympathy of the Society to the Flint family.

RAYMOND A. WOLFF

Raymond A. Wolff, of Milwaukee, Wisconsin, died suddenly in Las Vegas, Nevada on March 23, 1991. Ray was an honorary member of the Society (No. 383H) and, among many other affiliations, a former president of the Auburn Cord Duesenberg Club. He was visiting Las Vegas doing what he loved best — viewing Duesenberg cars and discussing them with the small group of that make's devotees and historians who had assembled there for just that purpose.

Ray Wolff's specialty was the tracing and recording of the history of individual Duesenbergs and he was tenacious and determined in pursuing this facet of automotive history. Years ago, investigating the background of specific cars was mainly an exercise in curiosity, but with the escalation of values and the elevation of certain automobiles to the status of celebrated objects, if not actual works of art, the need for an accurate and authentic provenance for vehicles such as Duesenbergs has become extremely important. Thus the work of Ray Wolff and others who have pursued this specialty must be recognized as a significant contribution to our knowledge of the automotive past, as well as an important tool in the automotive present.

Mr. Wolff is survived by a son and two daughters to whom we extend our deepest sympathy.

— Fred Roe

JEFFREY CONDE

SAH Journal expresses the sympathy of the Society to former president John Conde, whose son Jeffrey, 46, was murdered near his home in Tasco, Mexico, in April.

PRESIDENT'S MESSAGE

As a student of automotive history, I feel myself increasingly called on to defend the automobile and all of the social, economic, and political changes that it has wrought in our civilization. I am called on to perform a role of advocacy for the automobile, and this seems somehow in tension with my training as an historian. I am sure that many of us have felt this tension, because the automobile is today under severe attack. Roles of advocacy are known to historians and can be, in fact, part of the historical process.

That process is one of constant revision. The obvious and often used analogy is to the swings of a pendulum. That analogy doesn't go far enough. A pendulum traces the same trajectory with each swing. Historical revisionism is supposed to cut ever finer swaths in pursuit of "the truth."

Each age rewrites history, because more pertinent facts are usually available to craft it with, and because there is a base of interpretation on which to build new constructions. Historical revision is a maddeningly slow process, but it usually works to advantage. Our knowledge of and views towards movements like abolitionism, populism, and progressivism have all benefitted from the the working of the historical process. The same can be said of our knowledge of Henry Ford.

Sometimes revisionism goes too far. This can happen because an author or "school of thought" distorts the historical process — usually in an attempt to expunge what it considers to be previous factual or interpretational error from the historical record. Often this happens when the research into and writing of history becomes excessively "present minded." That is to say, when history is written to impose the values and standards of one age on the facts of another age. But even this kind of distortion serves a purpose. It adds to the body of knowledge about a topic or topics, and later waves of revision can correct any excesses that have occurred.

In this sense, history becomes a kind of long range, adversarial, forensic process. The adversaries may be separated by decades, centuries, or even millennia. At its best, the debate is cordial, and the strictest standards of evidence are observed. Of course, passions sometimes intrude, and there is a deterioration from those standards. That is usually regrettable.

In the last few years the automobile has come under blistering attack by a group that is often referred to as "the intellectuals." I have never been certain what that term means, or what membership in that group entails. Years ago, I settled on a working definition that an intellectual is anyone who can read without moving his/her lips! Apparently the term has a more significant meaning for some people.

Recently, I was asked to read and review some documents that were being semiofficially circulated at a high level in a state agency. The documents were essays on the future of the automobile. They began with the assumption that the automobile has no future and has been nothing but a temporary and tragic mistake. Okay, I've seen that sort of thing before, and even own a few books that attempt to make that point. What was shocking about these documents was that the point was made historically, and the levels of distortion were truly incredible.

I have ambivalent feelings about the impact of the automobile age on human civilization. Most of us share some level of doubt in these matters. Certainly the creation of a middle class society in the United States has been largely tied to engineering and economic factors that relate to automobiles. Just as certainly, the automobile age has produced enormous problems in how we live, and it promises to spread some of these problems all over the world. All of this is controversial stuff and reasonable people will disagree on the fine points and nuances of the thing.

What is shocking to me is that some people attempt to use history to assassinate the future of the automobile. In that process they often seem willing to resort to the basest kind of distortion of fact and interpretation. It all amounts to something that is not a productive part of the historical process or enterprise.

Certainly it is legitimate to use history for predictive purposes. Historians will disagree on the extent to which history can or should be made to predict the future, but most of us will agree that the potential exists to some degree. However, I would think that historical method is most fragile when it is applied to creating a continuum from which to predict the future. That doesn't stop people from rushing in and using history as an intellectual battering ram. I would accuse those who portray the history of the automobile as a monolith of unmitigated social and economic disaster, as the basis for predicting the short term demise of the car and its culture, of a violence

against the historical method. They have distorted the past to select a future. I think that this is a serious mistake.

In attempting to correct this mistake, I begin to feel like an advocate of the automobile, and this feels like another mistake. There is no formal or generally accepted definition of historical method, and the rules of historical evidence have never been worked into dogma for the field of history. The resulting anarchy gives historians great methodological freedom, but carries great responsibility to stay within reasonable bounds of discourse. When the automobile-haters exceed those bounds by using history to predict a selected future, they damage a very fragile and important enterprise — the work of history and its revisions. They may cause other historians to assume roles of advocacy, and that is a bad situation.

★ ★ ★ ★ ★

In the past several years I have convinced several people to join the Society of Automotive Historians, Inc. In some cases these people were professionals in the field of history or journalism, but in many cases they were not. People in this latter group often respond to an invitation to join SAH with words to the effect of ". . . but I haven't written [published] anything." They are often surprised to find that this is not a requisite for membership in SAH, and that many of our members have joined us simply out of an interest in our topic.

It is important that many of our members have published a great variety of material in a large number of periodicals, journals, books, and other formats. It is just as important that many of our members have joined us as "consumers" of automotive history and will never contribute to the field beyond having an interest in it. We need both kinds of members, and we should realize that both can make enormous contributions to our field. Writing thick tomes is an impressive credential, but there are other ways to be involved in automotive history.

Perhaps one of the things that SAH should be working very hard to accomplish is to help those who have never published anything publish an article or articles on the topics of their particular interests. I have already seen some very good material produced by people who had thought that they were non-authors. For those who will never write anything, your membership in the Society is also greatly appreciated.

★ ★ ★ ★ ★

One of the reasons that people have difficulty writing a first or second article is that they are intimidated by the possibility of committing an error in print. In this matter I speak as a seasoned veteran. I have published hundreds of articles and have probably committed thousands of errors in print. Some of them have been detected by others. In most cases the corrections offered were in a helpful and courteous spirit. In a few cases, corrections were made in arrogant, hostile, and/or condescending tones. I have even encountered people who seem to thrive on the errors of others and seek them out, cultivate them, and correct them with a brutality that is genuinely offensive.

Recently, a storm trooper in the "minor fact police" found two transposed numbers in a date in something that I had written and produced a two-page diatribe against this typographical error. Not only was the date corrected, but my integrity, character, and probable ancestry were brought into question. The letter of "correction" was never published, but a small paragraph of correction was. The individual who wrote that letter has not, to the best of my knowledge, produced anything but a series of such letters to those who make small errors. What a barren and unproductive existence.

My plea here is to avoid writing brutal letters of correction to publications when authors (or printers and/or editors) make small mistakes. Certainly errors in history should be corrected, otherwise they may be perpetuated. Corrections should always be made with humility and friendliness. Everyone makes mistakes, but the heavy-handed, stinging correction of error is annoying to the recipient and can be devastating to unseasoned authors. That has the potential for discouraging them and others from writing history.

★ ★ ★ ★ ★

In *SAH Journal* no. 131 I announced that Paul Lashbrook will be overseeing our silent auction this year. I also related some of the background of our early silent auctions. In that account I correctly gave all of the credit of having the idea to our treasurer, Bob Gary. However, I erred in also crediting him with the entire administration of the silent auctions through 1989. Our secretary, Jim Cox, has written to me to remind me that he and his wife, Bev Kimes, did a tremendous amount of work organizing those auctions and in tallying the results and distributing the goods. I stand corrected.

— Matt Joseph

THE MARSH FRONT-DRIVE TRUCK A COMMERCIAL CURIO

By Keith Marvin

The April 1927 issue of *Automotive Industries* contains an interesting item about a front-wheel-drive light truck built in Hudson, New York. Appearing in the magazine's "Forum" column, it describes the vehicle built by C. M. Marsh, and while it does not actually state that production was planned one certainly gets the impression that this was the case. This subject, I feel, is one that should be of considerable interest to readers of *SAH Journal*, both because of its curious design and because of the unanswered questions it evokes.

As far as I can determine, this was the only attempt at building a motor vehicle in Hudson, a city of about 9,000 people located about thirty miles south of Albany in New York's Columbia County. Hudson's well-known connection with the automobile industry is, of course, the Holbrook Company, an automobile custom body establishment which flourished there (having moved from New York City) from 1921 until it went out of business a decade later.

One may get a fairly good idea of Mr. Marsh's design from the article, but the circumstances surrounding its announcement and subsequent disap-

pearance from view remain a mystery. After checking with the usual truck authorities, and a few of the unusual ones, both within and without the SAH, I came up with no more than appeared in *Automotive Industries*. It is more than obvious that the last paragraph of the story was damning the new experimental vehicle with feigned praise. Personally, I feel that progress of the Marsh truck ended with this prototype, and I wonder if, in some dark corner of Hudson, it might still exist.

Who was C. M. Marsh who had been "experimenting with front drives for automobiles for many years"? At the time of the article's publication, a good many front-drive automobiles had been built in the United States, none of them commercially successful. It wouldn't be until 1929, when both the Cord L-29 and the Ruxton made their bows, that major attention began turning toward the fwd principle.

I hope that some of us might just be able to turn up more evidence on this interesting experiment by Mr. Marsh of Hudson, and who knows? The truck itself might come to light, too.

Front Drive Design Makes Use of Fifth Wheel for Steering and Power Transmission

C. M. MARSH of Hudson, N. Y., who has been experimenting with front drives for automobiles for a good many years, has recently built a light commercial car embodying this drive, of which a photograph is shown herewith. The four-cylinder engine is located under the seat and is arranged with the flywheel end forward. It is combined with a three-speed transmission into a unit powerplant.

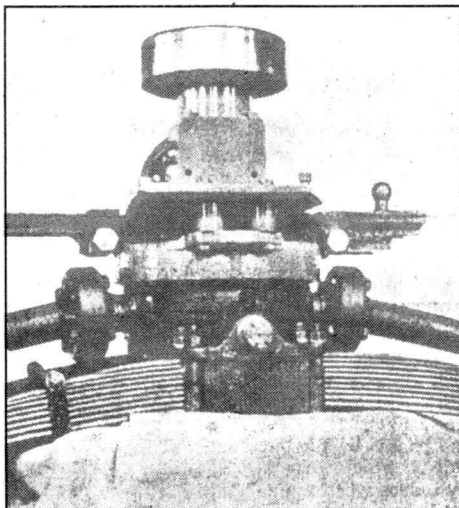
At the center of the frame in front there is a fifth wheel, by means of which the car is steered and through which the power is transmitted to the front driving wheel. To make the steering easier the fifth wheel is made of the ball-bearing type. The power enters the upper part of the fifth wheel through a horizontal shaft, whence it is transmitted to a short vertical shaft concentric with the fifth wheel by means of a pair of spiral bevel gears. Another pair of spiral bevel gears transmits the power to the differential gear, from which connection is made to each front driving wheel by means of a shaft with two universal joints.

The front wheels are carried on spindles which are supported from the lower member of the fifth wheel by means of three semi-elliptic cross springs—two at the same level below the wheel axis and the third centrally

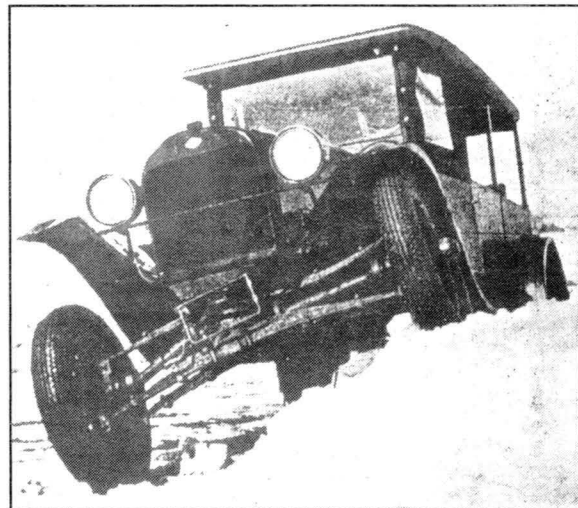
above the axis. A ball stud is fastened into an arm secured to the lower member of the fifth wheel, from which the usual drag link connects to the arm of the steering gear.

Among the advantages claimed for this construction by the inventor are the following: Better acceleration, especially under conditions of heavy going; by providing a transmission brake, four-wheel braking without drums on the front wheels; freedom from skidding and greater stability, due to the three-point support of the chassis frame; reduction in the strains on the chassis due to the three-point support; short turning radius; small unsprung weight both in front and rear; body may be placed very low for stability and ease of loading and unloading.

It is to be expected that automobile engineers will not look very favorably on the fifth wheel method of steering, owing to the heavy shocks which collisions with road obstacles must impose upon the steering mechanism. A number of the features of the design are the subject of patents or patent applications, including the means provided for compensating for the torque reaction on the front axle, so as to eliminate any influence of the driving power on the steering mechanism.



Close-up of the fifth wheel used on the Marsh wagon



Front view of Marsh front-drive delivery wagon

From *Automotive Industries*, April, 1927, courtesy Keith Marvin

GIVE CREDIT WHERE CREDIT IS DUE

by W. F. Robinson

One of the most important things we can do as historians is to pass on our knowledge to others. Probably the best way to do this is to write it down and have it published. Not all of us do, but we certainly encourage such activity, in our own publications, in other scholarly journals, and in the commercial press. It is important that we bear in mind, as we engage in these activities, that the use and presentation of such material is subject to certain rules.

Over the centuries, certain conventions have become accepted with respect to the use of the ideas and research of others. Clergy cite the authority of the Bible, scientists build on earlier published work, and lawyers bolster their points with legal precedents.

Along with these conventions arose the concept that copying another's work and passing it off as one's own was a serious misdeed. We all learned early in life that copying from another student's answers or paper was inexcusable. It is no different for adults. There has recently been a flurry of controversy over the discovery that parts of Martin Luther King's doctoral dissertation were plagiarized.

Save yourself embarrassment. Give credit to others whenever you use their material, and put quotation marks around material that you are quoting *verbatim*. It boils down to an issue of fairness. All knowledge is a matter of accretion of many minds. When someone has made a real contribution it should be acknowledged.

Academics have raised the practice to cult status, and it doesn't take much hunting to find books where only a fraction of the page is text, the rest but a jangle of footnotes. But it isn't necessary to go to extremes to be gracious and correct. The purpose of writing is to provide for the exchange of ideas and information, and often the least pretentious form of presentation can be the most effective.

SAH exists primarily to be a forum on automotive history. We tend to be unpretentious and informal, but the extension of this informality to the haphazard presentation of ideas can be dangerous. The blithe use in print of another's insight, often based on long periods of study and patient digging, without giving credit, arouses anger and annoyance. If you don't have an exact citation for a point you wish to make, at least qualify your text by indicating that you are using another person's gem.

Footnotes, whether at the bottom of the page or tucked away at the end, tend to break up the flow. The reader is never sure whether to immediately consult the note, so as to fully understand the point or its derivation, or whether to keep reading and come back to it later. A thicket of "loc. cit.," "op. cit.," and similar jargon can be intimidating. But the proper effect can be achieved by simply mentioning sources in the narrative.

Most published material is also covered by copyright, which is a matter of statutes and a great quantity of case law. The important point with copyright material is to ask permission for its use. Most publishers and authors are generous with their permission, but such permission must be sought and stated in your text or credits.

There is a vast amount of thought in the public domain. No one knows who gave the Model "T" the name of "flivver," and there is considerable controversy over the derivation of the word "jeep." Today it is a registered trademark of Chrysler Corporation. Someone must have been the first to credit the self-starter with interesting women in automobiles after the bugbear of cranking was banished, but who was it? The history of invention is full of simultaneous unconnected instances, and if more than one mind can conceive a single invention then more than one may coincidentally hit the same thought. Embarrassing as such instances might be, we are addressing the careless or willful use of another person's intellectual property, which is his or hers just as much as if protected by patent or copyright. The watchword is caution.

None of the above should intimidate anyone from accumulating material, researching, and writing. Nearly every member has something to share, and should feel free, even be encouraged to express it in writing. Information should be disseminated, and with the automobile having reached its centenary those with personal knowledge of its early days are few. Those who have talked to them ought to get those memories and opinions on paper.

We are a society of kindred spirits, and from my experience a group more than willing to be helpful. Asking another member to review a manuscript can be very helpful, and protect against embarrassment.



STEAM CARRIAGE QUESTIONS

I am researching old steam carriages built circa 1685 to the 1870s. Has anyone ever heard of the Mathew Broderick vehicle built in Copenhagen in 1825? According to *American Mechanics Magazine*, it ran from Paris to Copenhagen. How about the Ravelle (internal combustion-engined?) car of 1868?

I am also trying to find out more about the Ashworth steam carriage built in Halifax, Nova Scotia in 1788, and also the Apollos Kinsey vehicle built in Hartford, Connecticut in 1787. Was Francis Moore's vehicle of 1769 merely a legend, or did James Watt really have jealousy toward him? Maybe Hero actually did build a self-propelled aeliophile on wheels!

I have seen a picture of the Nuremburg self-propelled cannon of 1760-1770, and I don't see how it was steered. Was it really competition to Cugnot's *fardier*? If anyone would like to correspond, I have a lot of opinions and many questions. Maybe Solomon de-Caus shouldn't have been locked up in the Paris Asylum after all! **Dean Lehrke, 1927 Telephone Street, Fort Mill, SC 29715.**

THE NEW ENGLAND AUTO LIST

The *New England Auto List and Tourist* was begun in 1907 and reported in weekly issues information on motor vehicle registrations for the six New England states. This information included license number, owner and owner's address, make of automobile or truck, model year, taxable horsepower, and serial number. Annual issues summarized information at least for the years 1912, 1913, and 1914. The 1913 issue, for example, has nearly 700 pages with 68 listings on each page for a total of 50,000 entries.

The latest issue I have seen is dated December 2, 1922, by which date the listing was reduced to the *Massachusetts Auto List and Tourist*. Sometime between 1915 and 1922 the information given was changed from auto serial number to engine number, which is less informative than the manufacturer's serial number.

These annuals have yielded considerable information on many obscure makes, as serial numbers may be used to estimate total production for various makes, providing a sufficiently large number of samples can be found.

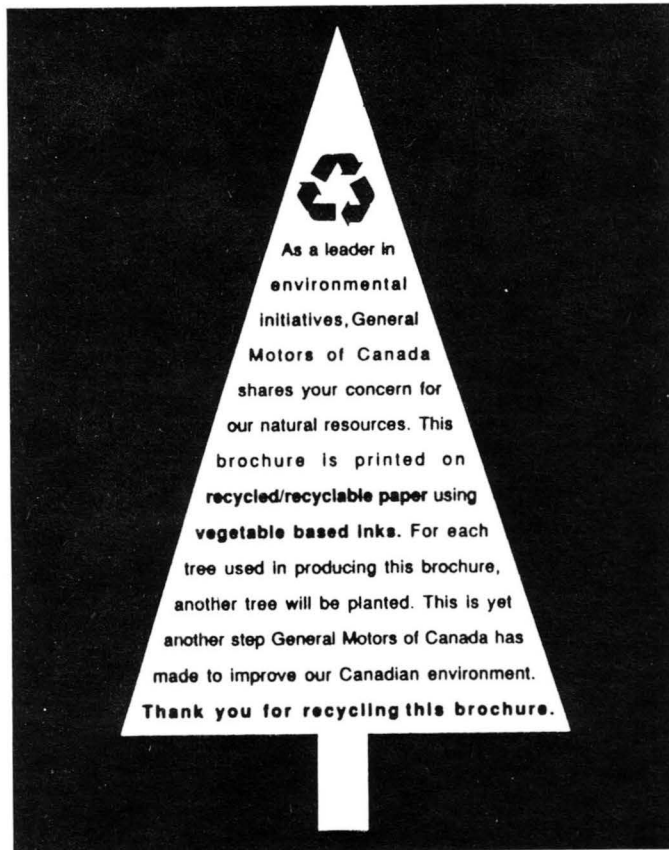
Recent searching in these lists has uncovered a previously unrecorded automobile named Kenwell or Kenwill, of which only five examples have been found. This car seems to have been built in New Haven, Connecticut.

Despite this serial having survived for at least fourteen years, copies are exceedingly scarce. I would be very interested in learning of any copies of the *NEAL* held by SAH members which might be borrowed or photocopied. **G. Marshall Naul, 534 Stublyn Rd., Granville, OH 43023.**

RECYCLING HISTORY

I was interested in your "Editorial Comment" in *SAH Journal* No. 130. Enclosed is a copy of the back cover of the 1991 Canadian Cadillac catalog, a very nice color catalog which doesn't seem to suffer a bit from the recycling mode. Of course, it might self-destruct in 30 days. **Phil Dumka, P.O. Box 84, Carlisle, MA 01741.**

And if so, does it mark the beginning of the end of literature collecting as we know it? – Editor



LINDSAY'S TECHNICAL BOOKS

I like the concept of reviewing older books and thought that members would like to learn of *Lindsay's Technical Books*, a weird catalog including reprints from the 1880s to WWII. The current catalog runs 88 pages and is geared for the do-it-yourself craftsman and the interested historian. Most of the items deal with metalworking with an emphasis on machine work. One modern series details how to build a metal lathe and miller from scratch using time instead of money!! Many of the books would have application for the auto restoration hobbyist, including mold making and casting principles.

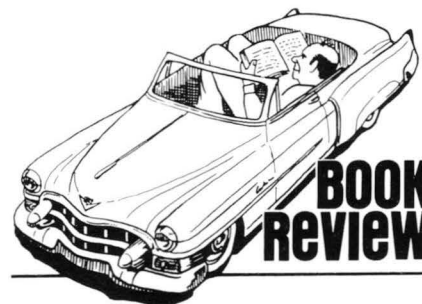
The automotive items include: 1942 Ford Trade School Shop Theory; 1910 Automobile Manufacture; Gelderman's Henry Ford biography; selected articles from *American Machinist* magazine; Automobiles of 1906; and Hhydrogen Fuels.

Steam engines are extensively covered technically but the best are the histories of the famous machinists and tool makers: "English and American Tool Builders" by Roe (1916); "James Nasmyth, Engineer – An Autobiography (1884); Fred Colvin's "Sixty Years with Men & Machines" (1947); and "Engineering Reminiscences" by Charles T. Porter (1908).

I haven't read the Colvin book, but it should be good as he was editor of *American Machinist* for many years. The Nasmyth book is the earliest, and although edited by Samuel Smiles is not a leisurely read for modern eyes. He is famous for having invented the steam hammer. He elaborates on his many other inventions and recognition in diverse fields, such as astronomy. You do have to endure a near boast on how he stopped unionism with contract child labor.

"Tool Builders" is good and has an extensive list of New England and Great Lakes shops which may be of use to those regional specialists. The Porter book is a wonderful read. He essentially invented the high speed steam engine, jumping power technology from 60 rpm to several hundred rpm. This book was prepared from a long series of articles from *Power* and *American Machinist* magazines. His life was not without troubles in both Europe and America. He did express amazement, while working at Joseph Whitworth in England, at the worn-out shop of the company that supposedly made the finest English machine tools. Customer's tools would be used to complete work impossible on the worn-out shop equipment. Whitworth's shop had reached perfection many years earlier and the master would broach no change, no matter how small. After returning from a several-month-long illness, he fired his brother for moving a table! A good book.

Current prices are reasonable, with the 300-400 page paperbacks in the \$15 range. Request the large catalog from Lindsay Publications, Inc., P.O. Box 583, Manteno, IL 60950, (815) 468-3668 or Fax (815) 468-3694. **D. J. Kava, 1755 Bandera, Beaumont, TX 77706.**



THE CLASSIC KISSEL, by Val V. Quandt. 123 pages, 142 black-and-white illustrations. Hardbound, 8½ × 11¼ inches. ISBN 0-942495-08-X. Palmer Publications, Inc., Amherst, WI. Available from Hartford Heritage, Inc., 147 N. Rural St., Hartford, WI 53027. \$29.95 postpaid. Soft cover edition \$19.95 postpaid.

The Kissel was one of this country's finer quality independents, and was highly regarded both on home turf and abroad. In its 25-year history (1907-1931), it would produce around 25,000 units. Kissel production was not limited to passenger cars alone, but was augmented by a larger truck line, which distinguished the name in Europe during World War I, plus the National Kissel funeral cars and the Bradfield taxicab line. The cars came in all sizes and models, although the "Kissel Kar" terminology was truncated to simply "Kissel" during World War I, to escape any onus of being considered "German." Various power and cylinder patterns marked the make, including a short-lived twelve.

Kissel's boom years came in the 1920s, the cars readily distinguishable by their high "cathedral-shaped" radiators with the Kissel badge on the core rather than the top of the shell. A three-quarter running board gave the car a distinctive air of sportiness. The Kissel was, in appearance, unique, and was seldom mistaken for any other make. Probably best known today is the "Gold Bug" speedster of the early and mid-twenties, though the rakish "White Eagle" model of its sunset years was even more striking in design. The closed cars included a sedan-berline model with glass division.

Kissel's end was precipitated by two major things, neither of which could it surmount. The phasing out of the independents nibbled at the company's vitality, and the appearance of Archie Andrews and his ill-fated Ruxton car hastened the company's demise. Kissel, along with Moon, built Ruxtons along with their own bread-and-butter cars. Nothing could have saved the company, and Kissel gave up in 1930, its remaining stock sold off as 1931 models.

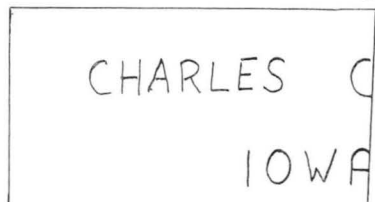
This book is well-written, and automotive historians owe Dr. Quandt a great deal for his gumption in keeping alive the story of one of America's better cars. The introduction, by Kissel expert E. E. Husting, gives the volume an "official" imprimatur.

– Keith Marvin

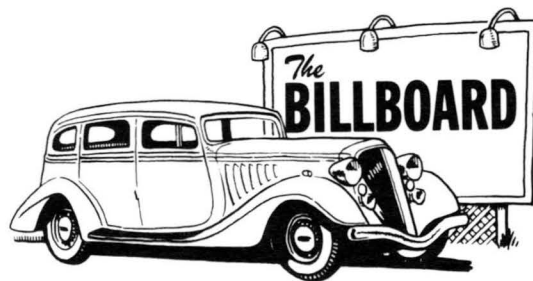
METZ MYSTERY DEEPENS

The plot thickens! Although several members have tried to be helpful, we have yet to positively identify the pioneer car introduced by Mike Worthington-Williams in *SAH Journal* No. 126. Billed by a former owner as a Metz, but bearing substantial resemblance to the Hertel automobile built by the Oakman Motor Vehicle Company of Greenfield, Massachusetts from 1895 to 1900, the car's true identity has yet to yield to sleuths of the Society.

Now we hear from Mike with some intriguing information. The current owner has been working on the car, and upon removing a wooden panel on which the trembler coils were located found this lettering on the back:



The letters are painted on the panel clearly cut down from a larger piece of wood. This *could* be a red herring, as the panel could have come from somewhere or someone unrelated to the car, but then again it could be the vital clue. If it *is* related to the car's history, we don't know if the builder's surname or his middle name began with "C," or even whether "Charles C" might have been a later owner or someone who once worked on the car. It might correctly center the search on Iowa. Eager beavers be advised, however, that we've already checked the gazetteer in *Standard Catalog of American Cars 1805-1942* for Iowa entries beginning with "C" and come up empty.



SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustrations, memorabilia, information, for sale, wanted, to trade. Ads for vehicles or parts are not accepted.

FOR SALE: Two handsome books on European automobile body building:

Le Auto d'oro: Evoluzione Della Carrozzeria Dalle Oritini al 1940. 40 colored illustrations by Fabio Luigi Rapi, text by F. Santovetti. Published by the Auto Club d'Italia, 1968; 89 pages, with additional photographs. Large horizontal format.

Un Siècle de Carrosserie Française, by Jean Henri-Labourdette (Lausanne: Édita, 1972), 241 pages with hundreds of photographs. Will sell and ship for best offer over \$25 each. **James Laux, 2849 Gilna Court, Cincinnati, OH 45211.**

WANTED: Any information about Barney Pollard of Detroit; his unique collection of old cars stacked vertically in sheds. How many, how disposed, etc.? **Charles Betts, 804 Yardley Commons, Yardley, PA 19067.**

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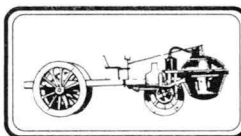
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REACH BACK FOR THE FUTURE: In 1950, Nash Motors retrieved one of the company's oldest heirlooms, and called its new "compact" the Rambler. This must be a prototype or early production car, as it lacks the fender script seen on later models. This photo probably begat the myth that the car could be driven with the top in a "de Ville" position. Not only did it lack a means of securing the header in midstream, there would have been no rearward vision. From the editor's collection.



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