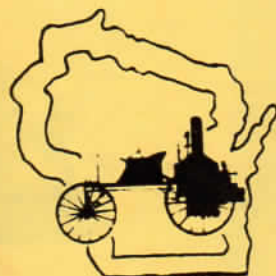
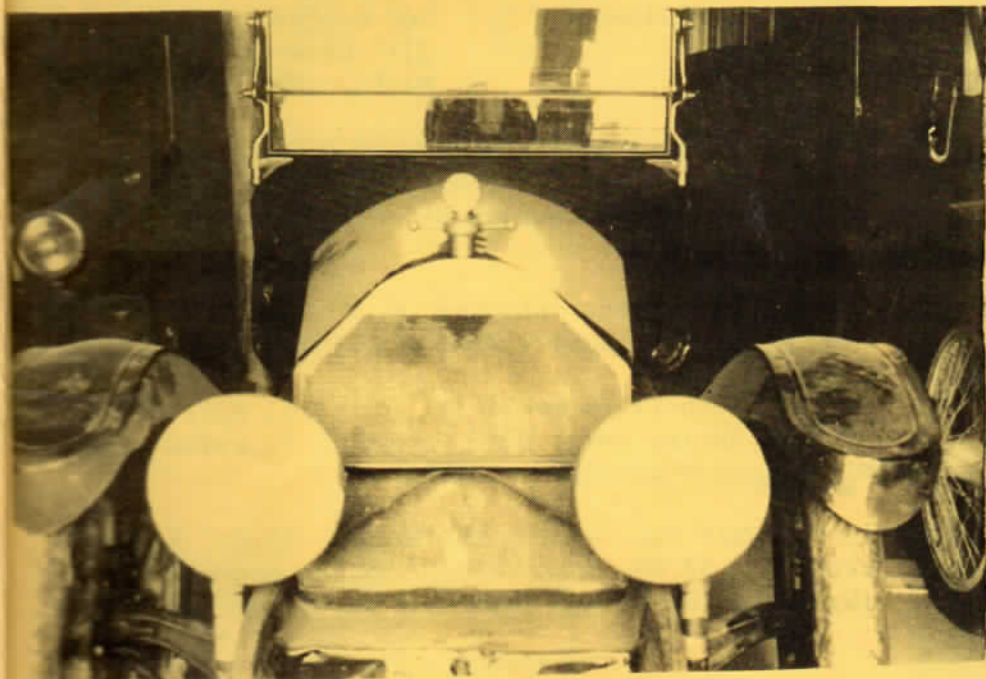


THE SPARK

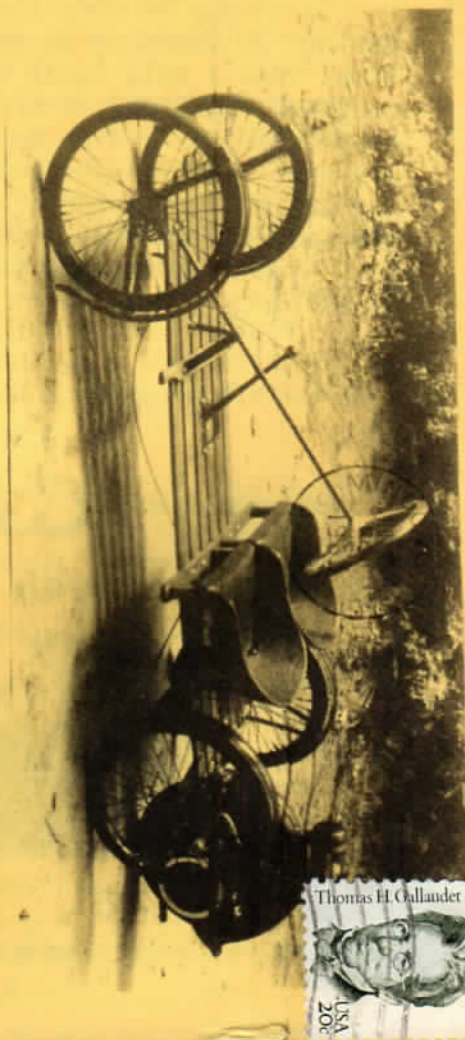
The Society of Automotive Historians
Wisconsin Chapter



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Wisconsin Chapter - SAH
Editorial Office
7495 Clearwater Road
Minocqua, Wisconsin 54548



TO

Robert J. Gary
1316 Fourth Ave.
Stevens Point, WI 54481

Published by the Wisconsin Chapter of
the SOCIETY of AUTOMOTIVE HISTORIANS

Editor - Bill Cameron

WSAH Officers-

President-Director:	Wally Wray
V.P.-Associate Director:	Bob Lichty
Secretary:	Ray Scroggins
Treasurer:	Phil Hall
Directors-at-large:	Don Luebke
	Bill Cameron
	Matt Joseph

WSAH is a non-profit, tax exempt organization affiliated with both the Wisconsin Historical Society and the Society of Automotive Historians. Membership and donations are tax deductible.

Address all manuscripts to: W. T. Cameron
7495 Clearwater Road - Minocqua, Wisconsin 54548

Address membership enquiries to: Phil Hall
Midwest Racing News, Inc. - 6646 W. Fairview Avenue
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THE HORSELESS AGE.



MOTOR CYCLE RACERS MOTOR VEHICLE CO., RACINE, WIS.

PRESIDENT'S PARAGRAPHS

Spring is here, or at least that's what the calendar says. If I couldn't see lush green grass in the pasture, I would be inclined to think that it's early November. I'll confess that the cold rainy weather of the last few weeks has me more in the mood for oiling up the deer gun than thinking antique cars, but reason tells me that sunny skies and warm temps will soon set the stage for a full summer of shows, parades, swap meets and, of course, restoration. I've put in an order for good weather for Iola, but am counting on each of you to keep your fingers crossed too!

Not so very long ago your Board kicked off the season by holding our quarterly business meeting in Milwaukee and in doing so, braved one of the nastiest rainy days on record. It even rivaled last year's Iola downpour! But the weather wasn't the only thing against us. I got into a construction zone en route and got lost on a poorly marked detour, while Matt had his briefcase stolen during an earlier stop.

For a while it even seemed as if WSAH might have a few problems, but I'm glad to be able to report that after discussions, solutions were found and we are "go" for the foreseeable future. I think you will all be pleasantly surprised by some of the plans that we are working on.

By the time you read this, WSAH will be well on the way to graduating from our trial affiliation period with the Wisconsin State Historical Society, and thereby attain permanent status. You won't feel the bump as we cross the line, but it is never-the-less a significant landmark in our standing as an historical organization.

We also took a long hard look at our activities and goals. Your Board is aware that to many of you, our organization consists about 100% of the SPARK and a couple of weekend

meets a year. Also, many members don't seem to feel that they have the talent, knowledge, resources, or time to contribute to SPARK, in spite of assurances to the contrary.

It was felt that what we need is a project which will help give us direction, that everyone can participate in, and which will provide an end result of value to all. Ray Scroggins suggested just such a project, and is working on details with Matt. Preliminary planning should be worked out by Iola, and we expect to be able to present the program at the meeting.

Ray also stepped to the forefront in another important capacity. You will recall that we had something of a vacancy in the Secretarial office, and Ray agreed to be appointed to fill the void. This was done, but as he was previously serving as a Director-at-Large, a new opening was created. Although midterm replacements are appointive, I asked for nominations and discussion, with the result that Don Luebke was appointed, and has since accepted the post.

One other piece of business was discussed and a decision made that should bring a sigh of relief from all of you. In view of past problems in setting up and staffing the Iola booth, we decided to cancel it this year. We've never done especially well in the various locations anyway - serving more in the capacity of a secondary information center - so this decision shouldn't prove to be a great deficit. We will miss having a place to gather on the field, but I understand that Bill Cameron will again have a stall in the swap area. Maybe we can talk him into letting us "hang out" with him!

I think that I've had the floor long enough for this time, and besides, Bill tells me that his mail box has been filled recently with lots of good stuff for these pages. That being the case, I'll close for now and let you get on with the exciting reading. Before I do, however, I want to remind you all of our semi-annual meeting in Iola on July 9th. Hope to see you all there. Have a good and "historic" summer!!

Your humble servant

Walter E. Wray
Pres. WSAH

MINUTES OF THE BOARD OF DIRECTORS MEETING
WISCONSIN SOCIETY OF AUTOMOTIVE HISTORIANS
Saturday, May 7, 1983...Milwaukee, Wisconsin

Present: Wally Wray, Phil Hall, Matt Joseph,
Ray Scroggins
Guest: Lance Walloch

1. The meeting was called to order at 11:30 A.M. by President Wally Wray.
2. The minutes of the March 5 meeting were adopted, on a motion by Wray and seconded by Hall.
3. The treasurer's report was read and accepted, with a net balance of \$261.52, including dues received from 16 members.
4. Matt Joseph reported that the previous election results indicated that the office of secretary was to be filled by John Barth. Since Barth has not renewed his membership, the question is moot, and President Wray appointed Ray Scroggins to fill the office of Secretary for the remainder of the club year. The at-large board membership held by Scroggins was filled by Wray's appointment of Don Luebke.
5. Financial alternatives were discussed to reach club objectives regarding SPARK publication within the limits of current finances. Matt Joseph is to approach Chet Krause about underwriting the printing of Spark at Iola this year. He will also explore this subject with John Gunnell. Further # cuts of issues of the Spark will be held until after Iola.

Joseph, Scroggins and others who are able should try to make a commitment of producing one item per year for Spark, as a minimum, it was suggested by Scroggins. This would help fill out issues. Charlie Webb of Black River Falls should also be approached about Janesville historical items.

6. Wisconsin State Historical Society request for permanent affiliation will be submitted by Wray.

7. The subject of a booth at Iola was discussed and defeated in a vote. The consensus was that a purpose was needed and staffing would be a problem.

8. Honorary Memberships were discussed. It was agreed that a more exact set of guidelines was needed to prevent future confusion or dilution of this award. President Wray appointed Joseph as an ad hoc committee of one to draft a proposed set of guidelines for membership review in Spark and discussion/adoption at Iola meeting. This is not to be construed as an invitation for nominations from the general membership.

9. There was no further old business. Scroggins suggested, under new business, that the WSAH needs a purpose until the Wisconsin Auto History book becomes feasible. He suggested that a list of sources for automotive information and history available to Wisconsin historians might be a useful project. This could include photo or literature collections, as well as individuals with specific knowledge. Each would be listed only if he or she agreed. The list would be available only to WSAH members, so it could serve as an incentive for out-of-state parties to join, as well as those within the state.

Prior to the Iola meeting, Scroggins will draft a set of guidelines and outline the concept in greater detail for discussion. He also volunteered to act as editor or project coordinator for gathering the appropriate names and compiling them into a suitable list. Scroggins is to submit guidelines to Wray for discussion at Iola, as he will be unable to attend.

10. There being no further business, Wray adjourned the meeting at 1:15 P.M.

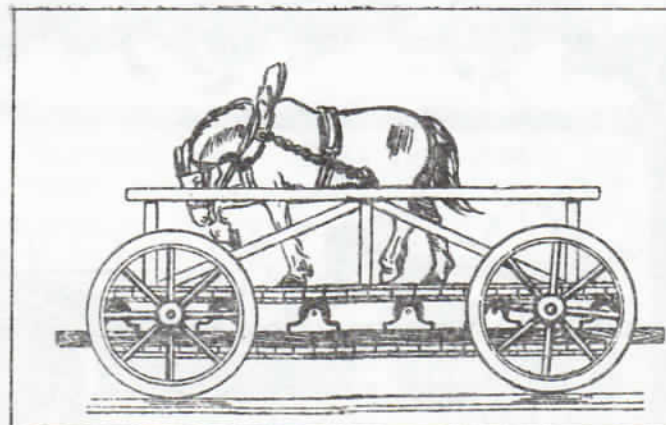
Respectfully submitted,

RAY SCROGGINS
Secretary.

SPARK EDITOR VISITS WISCONSIN CHAPTER'S MOST DISTANT MEMBER

SPARK Editor, Bill Cameron, recently completed a 6,000 mile trip to Prince Rupert, B.C., delivering a sister-in-law to the Alaska Ferry Dock where said S-I-L will spend the summer canoeing solo on the Yukon River and backpacking in the Brook's Range. Enroute the two intrepid grandparents visited the Reynolds Museum in Wetaskiwin in the province of Alberta hoping, among other things, to find and photograph CAMERON car, survivor number "20". This, Canada's largest antique car museum has over 500 antique and classic cars, trucks, fire engines, 900 gasoline tractors, 200 steam engines, motorcycles, airplanes, bicycles and thousands of other non-automotive antiques. The Museum has a reputation of having the world's largest collection of unrestored automobiles and this certainly proved to be the case.

Three hours of crawling, poking under and over some 500 rusty hulks, no CAMERON car came to light so the existence of which still remains a mystery. As reported elsewhere the search turned up several unusual Wisconsin made vehicles.



On the return trip your editor spent the night with Bruce and Rhoda Ledingham of Delta, a suburb of Vancouver, B.C., the owner of the world's largest collection of screw-on hubcaps and an enthusiastic member of the Wisconsin chapter of SAH. The hubcaps are mounted on pegs, some three inches apart in rows from floor to ceiling on three sides of a room devoted to automotive history.

A day later, the return trip included several hours with Bob Temple, author and creator of fantastic drawings of both old and new automobiles, many of the phantom variety showing the inner workings in intricate detail, giving the impression of seeing every item of a car's inner secrets revealed by magic xray machine. Many of Bob's drawings have appeared in OLD CARS WEEKLY, the latest being the PIC-NIT, the car with 128 errors.



AUTO PIONEER HAD TIES TO NORTHERN WISCONSIN

(The following article appeared recently in the I RECALL column of the Rhineland Daily News by reporter Kris Gilbertson. It is reprinted with permission of the author and the Daily News.)

Occasionally a tourist or visitor in the Northwoods inquires about a Town of Newbold road called Apperson Drive, off Highway 47 northwest of Rhineland. Only older residents can provide the background for naming that road.

The road is about all that perpetuates the Apperson name in this area. It got its name because Edgar Landon Apperson had a summer home on the Wisconsin River and the road provided access to his property.

Who was Edgar Landon Apperson? He is credited in some circles with being the designer and builder of the first American automobile.

In 1893 Apperson and his brother, Elmer, began building a horseless carriage in their machine shop at Kokomo, Ind. Labeled "first American car", the vehicle now is in the Smithsonian Institution in Washington.

The car was manufactured on assignment for Elwood Haynes, who later provided financial backing for the Haynes-Apperson Auto Company which built cars for a number of years. That first car got its road test July 4th, 1894.

A few years after the association with Haynes, the Apperson brothers formed their own company and had about a dozen years of successful sales. They produced as many as 14,000 to 16,000 cars a year before Elmer died in 1920. Edgar sold out to a syndicate in 1924.

Their most popular model was called the "Apperson Jack Rabbit", the first automobile to hit 75 miles per hour, in 1909. It had the gasoline tank behind the twin bucket seats for driver and one passenger, had a huge motor which took up nearly half the chassis and had a chain drive to both rear wheel spindles. It had no top or windshield.

Edgar Apperson maintained his summer home near Rhinelander from 1910 to 1945. He lived in Phoenix, Ariz. in the winters and died there May 12, 1959--24 years ago this week.

A highlight in the life of Edgar Apperson was his selection as one of the 14 "elder statesmen" of the automotive industry to be honored in Detroit during observance of the golden jubilee of the industry.

He had many friends in the Rhinelander area and kept in touch with them until his death. He often told about racing the famed "Jack Rabbit" models at state and county fairs, sometimes beating the famed Barney Oldfield. He liked to recall how early customers went to the Kokomo factory to take delivery of their new cars and usually paid for them in cash on the spot.

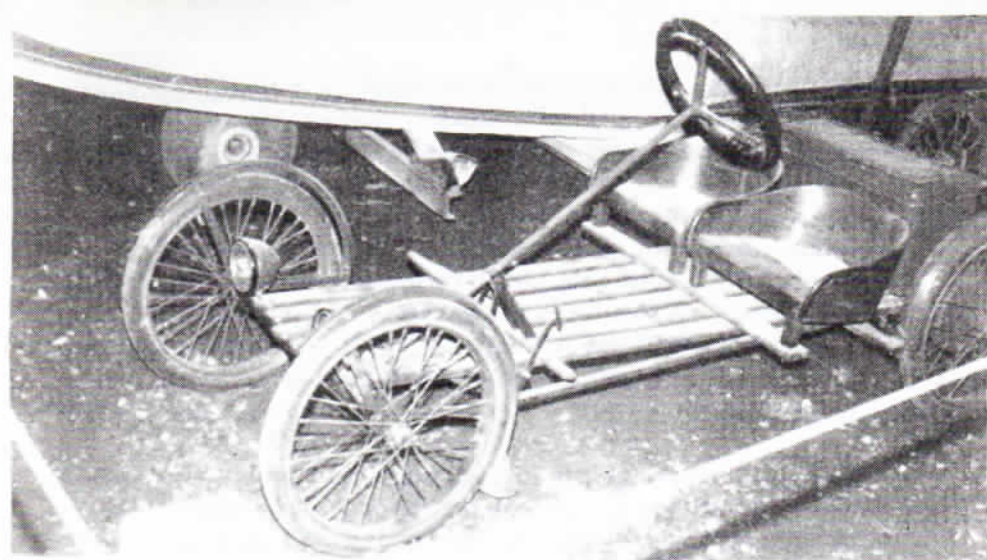
Apperson maintained a workshop at his summer home and liked to tinker around there on cold and rainy days. It was his ability to incorporate mechanical suggestions into workable equipment which helped make the Apperson cars popular in the early days of the industry. By 1919, the cars he helped produce had bullet-shaped headlights, collapsible tops, folding windshields, four doors, running boards, bumpers and an electrical system.

The Appersons advertised their 1919 car as "the Eight with Eighty Less Parts" than any other eight cylinder vehicle. No wonder buyers liked the Apperson product.

THE GORMULL and JEFFREY CHALLENGE

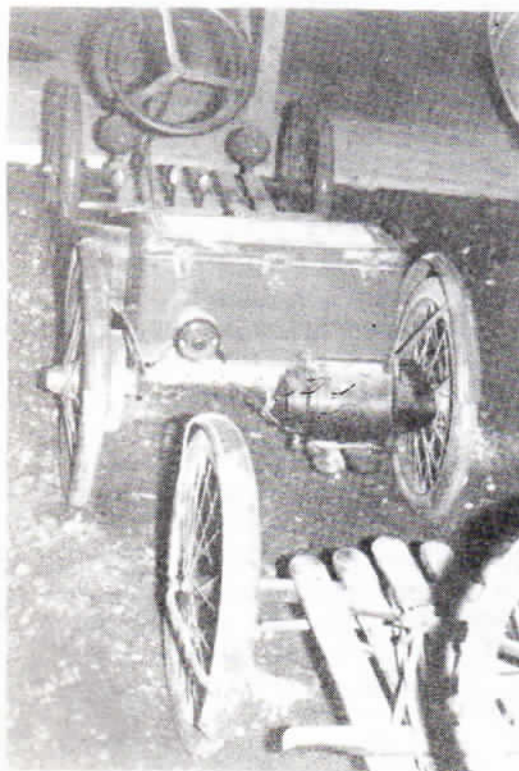
On page "7" of SPARK No. 15 Ralph Dunwoodie issued the following challenge: "I have yet to see the formative years of Rambler properly written". No response from SAH, Wisconsin Chapter members but by a strange coincidence most of the answers are included in an article by George E. Orwig 2 in the May-June 1983 issue of ANTIQUE AUTOMOBILE. Excellent article - required reading for all Wisconsin automotive history buffs.

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REYNOLDS MUSEUM

4118 - 57 STREET
WETASKIWIN, ALBERTA, CAN



ANOTHER SMITH FLYER DISCOVERED

Readers of SPARK will remember the article in issue No. 10 detailing the unique history of a strange vehicle built by the A. O. Smith Company of Milwaukee and later by Briggs & Stratton and which eventually became the Auto Red Bug, an electrified version made in North Bergen, New Jersey. Crudely preserved examples of both the early gasoline powered Smith version and the electric model were discovered in the dim recesses of the Reynolds Museum during your SPARK editor's recent visit to that remote emporium of rust. Pictured herewith are two views of the electric version.

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"MIDWINTER A SUCCESS

W. E. Wray

If you've never been on the firing line, you can't know how arranging a weekender for a group like ours can turn your remaining hair grey and make you doubt your sanity. Letters, telephone calls and pounding the pavement are all part of the game. It always helps to have the restaurant where 90% of the program is to take place go out of business 4 days before the activities begin, too!

We got through it all though and had an excellent program. Our appeals to the weather prognosticators were also heeded! I can't begin to thank Ray Scroggins enough for the time and effort he expended in making arrangements. He fulfills the old adage that says, "when you want something done right, get the busiest person you can find to do it - he knows how to get things done". Three cheers, Ray!!!

Thanks also to Jim Bradley, Manager of Broadcast Communications for AMC, WSAHers were treated to an interesting and educational tour of the Kenosha Lake Front body plant, where we witnessed new Alliance bodies being built. Our tour, lead by Bob Kermgard, followed the line from engine frame stamping through assembly, rustproof dipping, paint and upholstery, trim and detailing. Most impressive to many was the



final welding facility, a huge room filled with automated overhead scaffolding and more than 20 robotic welders. Only a handful of workmen and technicians are needed to control this maze of activity.

Following completion, bodies are trucked from the Lake Front plant, formerly the Simmons Mattress plant, across town to the Main plant. This is where Rambler and AMC cars have been built since 1902. Here they are fitted with engine and drive components, final checked and shipped to the network of dealers.

We gathered later Friday evening on Milwaukee's west side at For Pete's Sake restaurant, where good food and drink were enjoyed. After the meal our guest speaker, Mr. Robert Doehler, was introduced. Bob has had a long career in the automobile industry and treated us to an inside view of the world of automotive design.

Punctuated by Mr. Doehler's memories, the slide show took the assemblage to the early days of Ford and Studebaker, and through the days when he was a stylist with both companies. It was especially interesting to follow automobile design from drawing board, through scale models and full-sized mockups to the finalized consumer product. Following adjournment, most members stayed on to chat with Mr. Doehler on a variety of automotive subjects.

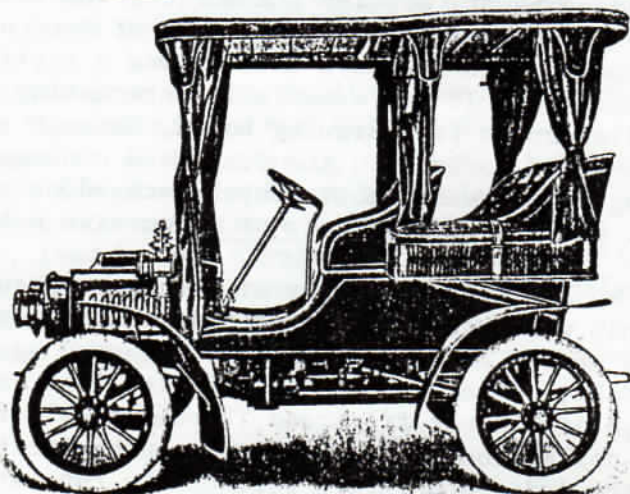
After an optional breakfast at an area restaurant (the membership was later offered minutes of the meeting by the lone member in attendance), we gathered again at For Pete's Sake, where WSAH member, Charles Webb, showed us a selection of old car films and TV commercials from his sizable collection. We debated the authenticity of an across-the-Andes-and-return reliability run, drooled at the sight of brand new 'classic' T-Birds, and compared footage of an early post-war auto factory with our first- and study the day before of an up-to-date assembly line.

Also of interest was a film narrated by actor Jimmy Stewart, depicting one of the first juvenile Driver's Ed. courses in the U.S. One wonders what the driving record of the cute little tikes in the bumper cars has been - they're probably in their late '30s by now!

We witnessed numerous examples of aggressive driving - almost as much as on the interstate!!!

A short business meeting followed, during which the major topic was WSAH finances. Several members agreed to look into methods of strengthening our treasury, results to be aired at the May 7 BOD's meeting. For the immediate future, it was decided reluctantly to cut back from six to four annual issues of SPARK, our greatest expenditure. It was pointed out in doing so, that four issues of good quality and content are preferable to six lesser issues.

Meeting adjourned, and the '83 Midwinter entered the history books. We would like to express our thanks to all of those who helped make it a success.



Rambler

LITTLE KNOWN AUTOS BUILT IN AND AROUND OSHKOSH, WISCONSIN EARLY IN THE TWENTIETH CENTURY

Quickly, what comes to mind when I say Oshkosh? Overalls, "Bigosh"? Trucks, maybe? Rafting on the Fox River? Sailing on Lake Winnebago? But if you asked that question in 1890 your answer would be- "oh, that's the sawdust city, famous for it's sawmills, custom made doors, windows, maple flooring, fancy launches, work boats, steam powered marine engines". Not by the furthest stretch of the imagination could anyone have guessed that within the next dozen years or so Oshkosh would be the birthplace of eight automobiles, along with the cities of Neenah-Menasha, and one of the countries larger manufacturers of trucks and gasoline engines that found their way into other makes of automobiles.

While most early horseless carriages were being built by bicycle manufacturers and carriage makers, it is strange to find similar activity taking place in a city where there were neither. But remember, sawmills are powered by steam engines and motor boats were equipped with some type of motive power long before similar engines were installed in road vehicles. So it is reasonable to assume that the sawmill and marine mechanics and blacksmiths of Oshkosh would respond to that same urge that swept the country in the middle eighteen hundreds and apply their skills to building a self-propelled road vehicle.

THE BALLARD

The first car built on the shores of Lake Winnebago was the handiwork of a Mr. A. W. Ballard who was born in 1845 and died in 1922 at the age of 77. Originally from Whitewater, Wisconsin, he moved his gunsmithing business to Oshkosh in 1882 and soon had gained a reputation as a "fixer" of anything mechanical. It is reported that he put together his first horseless carriage in 1894 which would appear to put him right up there with the Duryea brothers and others as among the "first" designer and builder of a functional, gasoline powered automobile.

The Ballard was essentially a buggy with high wooden wheels, hard, leather covered seats, a wooden body shell with mud-guards and dashboard of leather. It was

equipped with a two cylinder unknown make of gasoline engine mounted over the rear axle; the wheels driven by bicycle chains. The car had wheel steering and cranked from the side.

A second Ballard car was quite similar to his first except that it had smaller diameter wheels and lever steering. He drove the car to the nearby Chilton Fair where he was greeted with ridicule, sarcasm and laughter by the crowd. This so angered Mr. Ballard that he issued a challenge to race any horsedrawn vehicle at the fair around Lake Winnebago, a distance of over a hundred miles. Two dandys took the challenge and to everyones surprise, Mr. Ballard's contraption came in first.

This event came to the attention of a Wausau physician, Dr. Sauerherring, who asked Mr. Ballard to build him a four seater. This third Ballard had lever steering, heavy duty bicycle type wire wheels and kerosine headlights. It is said that the good doctor found this vehicle far superior to his horse and buggy rig, especially when the call came to deliver a baby at three o'clock in the morning.

It is not known why Mr. Ballard did not continue making automobiles as he was only fifty years of age in 1895 and lived another 27 years pursuing his gun and fix-it business and handling difficult mechanical problems anywhere they arose in and around the city of Oshkosh.

THE DOMAN

The next automotive activity in Oshkosh occurred some three years later with an announcement in THE HORSELESS AGE of October 18th, 1899 which stated "H. C. Doman, Oshkosh, Wisconsin, has designed a gasoline carriage which he intends to manufacture". Research has turned up very little information on this alleged automobile. However, the Oshkosh City Directory of 1898 lists Mr. Doman as the proprietor of the Union Iron Works and Foundry at 118 Marion Street and in 1900 his company is listed as "manufacturers of engines". To add to the mystery, articles published some twenty years later in the WEEKLY NORTHWESTERN referring to the Ballard car

states: "The first car ever built in Oshkosh was made by H. C. Doman". There is no further reference to Mr. Doman's automobile until 1903 when the City Directory states that the Union Iron Works is a "manufacturer of marine gasoline engines and complete launches, marine and stationary engines, dower door machinery and steam pumps". Nine years later, in 1912, we find that Harry Doman and Herman C. Doman are listed as mechanics employed by the Doman Motor Car Company - but containing no evidence that an automobile was being manufactured at this time.

THE RADFORD AUTOMOBILE

Although listed as an Oshkosh built car in THE AMERICAN CAR SINCE 1775, no record of such a car was found. The City Directory of 1895 lists the Radford Brothers, (Stephen, William and Charles W.) as manufacturers of lumber, sash, doors, blinds and other wood products. If they built an automobile it probably was a single experimental model not offered commercially.

THE NATIONAL AUTOMOBILE

"1775" also carries a reference to an automobile called the National, reportedly built in Oshkosh in 1902-03. The City Directories of this period list a National Automobile and Motor Company, 18 Light Street, H. H. Muggley and Charles Jameson, proprietors. However, efforts to learn something of the alleged car were fruitless.

As mentioned earlier, Oshkosh at the turn of the century was a bustling boat building center and this included the manufacture and sale of marine engines which were not only used to equip Oshkosh built boats but were sold throughout the United States. One of these engine manufacturers, first listed in 1903, was the United States Engine Works, Samuel Sutton and Gustaf Boak, proprietors, "machinists and manufacturers of stationary and marine gasoline engines". This company survived until 1916 but there is no evidence that they built engines for road vehicles.

Another company with a similar name - United States Manufacturing Company - is listed in 1900 and subsequent years as "manufacturers of bicycle sundries, gasoline engines and glue applying machines". (This latter machine was undoubtedly utilized by the DIAMOND STICKY FLY PAPER COMPANY, the manufacturer of a familiar product emanating from Oshkosh in the early 1900s.)

THE TMF HIGH WHEELER - 1909

The exception that proves the rule that most automobiles were designed and built by bicycle or carriage manufacturers is the unlikely contribution of J. T. Termaat, a portrait photographer of some prominence in Oshkosh from 1898 until at least 1910. Before the turn of the century Termaat joined forces with Louis J. Monahan, a machinist with J. A. Barnes Company to form the Monahan and Termaat Company, a manufacturer of "gas engines". The listing was changed the next year to "manufacturers of marine gasoline engines" and very quickly the company began advertising nationwide in both the commercial and pleasure boating magazines. For some strange reason the names were reversed in 1905 when the company moved to a new address at 34-36 River Street, manufacturing a one cylinder, two cycle, water cooled engine with make-and-break ignition. Each year saw the addition of additional cylinders and by 1908 the company was advertising a four cylinder engine, designed for boats but also manufacturing stationary engines, electric light outfits and pumping engines with all sizes from 1½ to 100 horsepower.

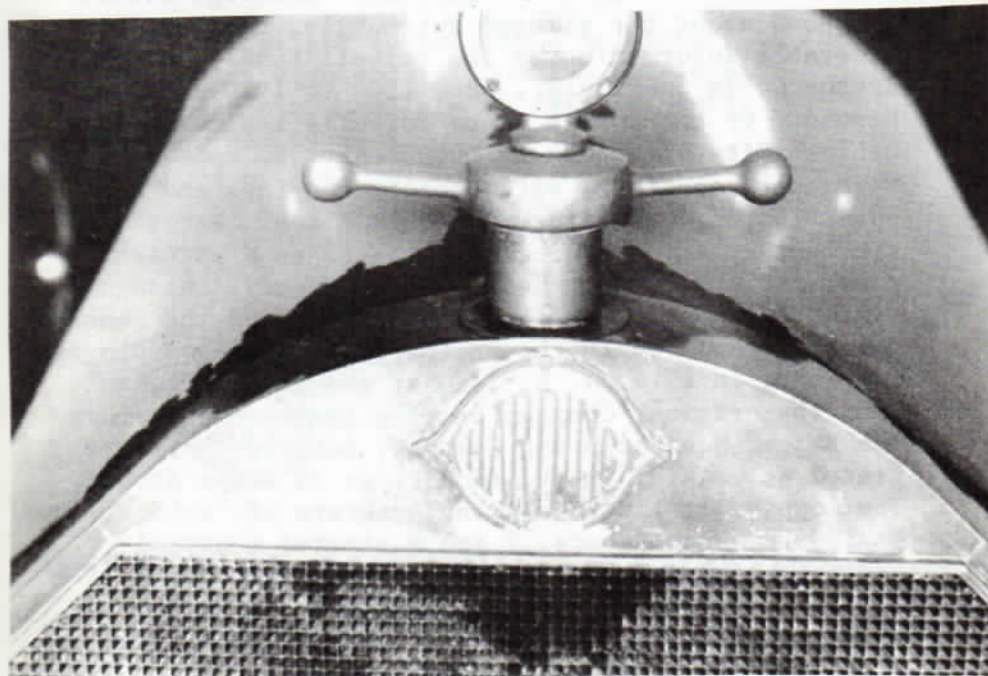
In 1909 photographer Termaat and machinist Monahan approached H. Homer Fahrney, a wealthy resident of Oshkosh who had financed many a manufacturing venture in the city to put some of his wealth behind the building of an automobile. The result was a car called the TMF (Termaat-Monahan-Fahrney) HIGH WHEELER. At this point the partners sold out their interest in the marine engine company; however, the new owners

continued to do business under the name of Termaat and Monahan. The automobile company was called the Badger Manufacturing Company and in 1914 built a narrow tread, cut down two seater called the T-M CYCLE CAR. However, little is known of either this or the original TMF HIGH WHEELER.

In 1916 a new company was formed called the Universal MOTO Company with Louis J. Monahan as president and J. D. Termaat as vice-president. This company lasted for three years but confined their activities to engines and other auto related products, one of which was a device for supplying air and water for automobiles at street corners, several of which were in every day use in Oshkosh in the middle teens. The apparatus kept the air hose up out of the way by suspending it from an iron arm or crane hinged to a heavy spring of the type we now see at RV sanitary dump stations.

THE HARDING AUTOMOBILE

Another mysterious Oshkosh built automobile came to light recently when Harrah's Automobile Collection auctioned off a 1915 Harding Roadster listed as



Model 1, six cylinder, sixty horsepower with "Harding Steersafe" front hubs which was reported to have been built by a nephew of President Harding and built by the Harding Machine Company of Oshkosh, Wisconsin. The first discrepancy occurs when one determines that the first listing of a Harding Machine Company does not appear in the Oshkosh City Directory until 1919 - four years later - and refers to their product as boilers and steam engine equipment. Samuel B. Harding is listed as proprietor of the machine shop but a letter to the Harding Memorial Association in Marion, Ohio brought the information that in the opinion of the Society's curator, President Harding had no nephew by the name of Samuel, his only nephews being in the medical profession.

There is some indication that one other Harding car was built. In May of 1983 a Harding coupe was discovered in the Reynold's Museum at Wetaskiwin, Alberta, Canada by the author.

ZEIBELL CYCLE CAR

There are several references in early automotive literature to the Zeibell Cycle Car, presumably manufactured in 1914 by A. C. Zeibell. Although little is known about the alleged automobile, there is considerable information on the Zeibell family and Arthur C. in particular, from 1900 to 1920 and beyond. Of the twenty or so Zeibells listed in the Oshkosh City Directory in 1900, only two appear to have been associated with gasoline engines and possibly the manufacture of automobiles. Early in the century Arthur Zeibell is listed as a pattern maker for the Termaat and Monahan Company. Also listed is Robert L. Zeibell, a foreman for the same company. Apparently the brothers were loyal employees for when, in 1914, J. D. Termaat and L. J. Monahan left the original company bearing their name to form the Badger Manufacturing Company, both brothers are listed as working in the foundry at 39 Ceape Street. The company is listed as manufacturers of "auto engines". When Messrs. T and M started a second business called the Universal Foundry Company, Robert Zeibell was appointed president and Arthur C. as secretary. The product at this point is listed as "patterns and castings".

It seems logical to believe that the alleged Zeibell Cycle Car and the reported TMF Cycle Car, both produced in Oshkosh in 1914, were the same automobile as no reference to either could be found in either the Historical Society or the Oshkosh Public Library.

OSHKOSH TRUCK COMPANY

Known world-over, the Oshkosh Truck Company was organized in 1917 and continues as a prominent truck manufacturer to this day. The activity was actually started in Clintonville, Wisconsin by William Besserdich and Otto Zadow in 1912. The company was known as the Four-Wheel Drive Auto Company and the car they manufactured was propelled by steam and was called the BADGER. Work was started on four-wheel drive trucks but before production actually started Zadow and Besserdich moved to Oshkosh and the history of their activities there are recorded elsewhere. By no means did all activity cease in Clintonville as the "auto" company became FWD, a prosperous truck building concern right up to the present time.

THE HARRIS SIX

Another highlight in the region's history is the spectacular rise and fall of the Harris Six automobile produced late in 1923 in nearby Menasha, Wisconsin.

The story of this unusual car is covered in an article by KEITH MARVIN, automotive historian and will be included in our next issue.

William T. Cameron



WISCONSIN AUTOMOTIVE CORPORATION
Menasha, Wisconsin, U. S. A.

PRESIDENT'S ADDENDUM

I am bitterly reminded of Matt's closing comments as WSAH Director regarding excuses for delay in SPARK publication. No excuses are hereby made - just an apology - but it is surprising how quickly deadlines arrive and are even passed.

The delay has, however, given an opportunity to give voice to recent events and resultant thoughts which may or may not have some bearing on our view of automotive history. TIME magazine, as you are undoubtedly already aware, has chosen a non-human as "Man of the Year". No, E. T. didn't take man's place, but rather one of man's other creations, the computer.

I hardly pretend to speak for the "average man", but for myself, I find the choice ludicrous. Yet, TIME does make an interesting point or two in backing up their choice. Of perhaps greatest personal interest to me is the inevitable comparisons I must make between myself and my forbears of circa 1910. I can't help wonder if my distrust, fear - indeed, hatred - of the computer isn't indicative of the resistance which met the automobile worldwide some 70-odd years ago.

After all, weren't the youth of that day excited by the idea of the motorcar, while their elders misunderstood, feared, and even hated it? For all my love of stately brass-era machines, would I, were I living back then, have been the guy who threw nails in the road? I think I may have - after all, don't I with some frequency "fold, spindle and staple"? Don't I verbally malign the cussed things and all the while swear never to use or (horror of horrors) own one?

I hate to have to admit it, but I must sound like my fraternal grandfather. Born in 1870, why was his first car a new 1928 Essex?

Why did he wait so long? Was he a holdout? Was he stubborn? Was he just plain intimidated by the darned things? As a patent draftsman and brother-in-law of Thomas Jeffery, one wouldn't think so. Yet, I suspect that these questions would have to be answered in the affirmative.

I also suspect that's the reason my Dad didn't understand nor particularly like the automobiles in his life. He was horrified that my first car was built in his 17th year! Nostalgia did nothing for him either as I can still see the tense expression and white knuckles he wore on the one and only time he drove Lizzie around the block.

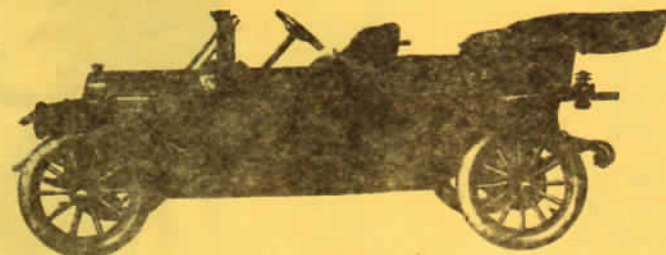
Is it any wonder, therefore, that I fear that in another 30 years or so down the road, I may also break into a cold sweat when confronted with a computer keyboard? I also fear that future generations will view me and others of my ilk in the same light in which I see the old-time horseman who called "get a horse". Has mankind really progressed, and perhaps of more intimate importance, have historians really learned anything of value to the future?

Wally Wray

== CASE ==

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