



Wisconsin Society of Automotive Historians WSAH

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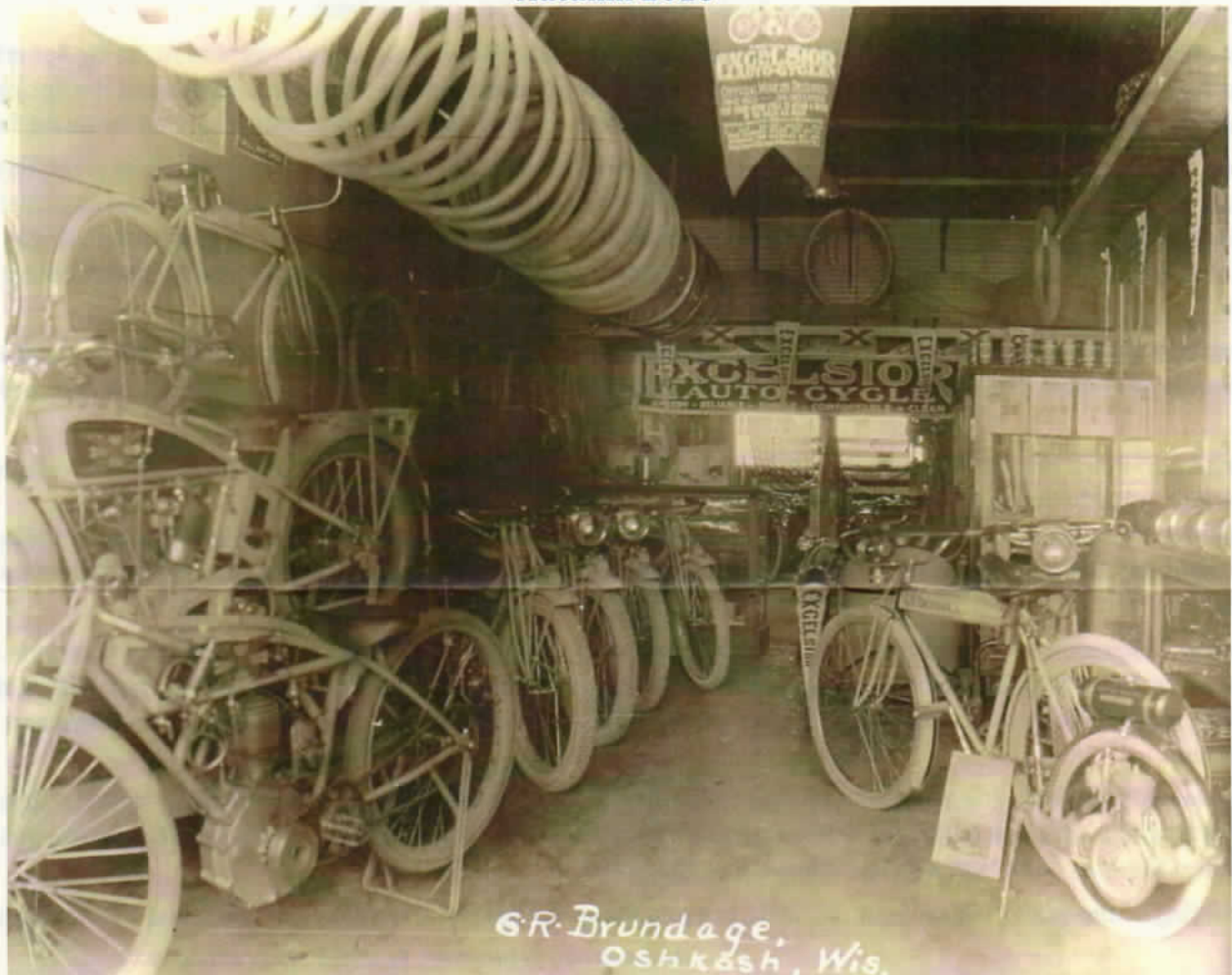
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Carhart Chronicle

Autumn 2018



Excelsior Autocycle Motorcycle Show Room [Oshkosh, Wisconsin] - 1920

A Few Words from the President

I'm looking forward to seeing everyone at our Autumn meeting on Saturday September 15th in Cross Plains. George Tesar has invited a representative from the Wisconsin Historical Society to present information regarding how WSAH might cooperate with, and contribute to, WHS. We are certified as an affiliate of the Wisconsin Historical Society and a member of the Wisconsin Council for Local History.

Details on the Hill and Valley show can be found elsewhere in this issue of the Carhart Chronicle. If you would like to ride on the tour through the hills and valleys, arrive early – probably by 9:00 a.m – and ask around to see if anyone has room to let you ride in their antique or special interest vehicle (don't be shy!).

The Iola Car Show had major changes this year and we will be looking for feedback, so bring your comments and suggestions, both positive and negative. If you are unable to attend this autumn meeting, you can always phone me at (920) 655-2740 or email me at knimocks@netnet.net with your comments. On Monday September 17th, Don Gullikson, Jim Morris, and I will meet with the Iola Car Show staff to discuss Iola '18 and future shows.

We continue to gain new members and there are several who I have not met; I hope to see you at one of our meetings. We have previously talked about having a meeting or a special gathering at other places and I welcome ideas as to where and what you prefer. We have several newer members in the Eau Claire area, so that part of the state would be a likely choice.

Let me know if there is anything you would like to have on the September 15th meeting agenda, whether for discussion, a report, or general enlightenment. See you there!

Ken (PFL) Nimocks -- *President For Life*

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Wisconsin Society of Automotive Historians
Minutes from Summer Meeting (July 13, 2018)

As luck would have it we are now able to utilize the newly acquired original Krause Publications building for a meeting in one of the rooms therein. The room afforded our members a quiet, but not so much of a comfortable temperature within. Meeting was called to order at 2:02 p.m. by President Ken Nimocks. Members present were President Ken Nimocks, Vice President Michael Keller, Newsletter Editor David Tesch, Treasurer Gary Koehnke, Secretary Dan Manola, Director Don Gullikson, and members Randy Nimocks, George Tesar, Robert Barr, and Gene Steinfeldt.

First order of business was the reading of the Treasurer's report by Gary Koehnke. A motion by was made by Robert Barr to accept the Treasurer's report and seconded by Gene Steinfeldt. A call was made to accept the minutes of the Spring meeting which was held at The Wisconsin Automotive Museum in April by Michael Keller and seconded by David Tesch.

Old Business- The topic of how we would define Emeritus and Honorary status and who we felt should be given this title were discussed. It was felt that with a vote we would bestow Emeritus status upon Phil Hall. Honorary status would be given to Gene Grengs and Red Williams of The Green Bay Automobile Gallery. A vote was taken and passed. It was proposed that we make George Tesar our liaison to the Wisconsin Historical Society, which George accepted with a bit of persuasion.

It was noted that member Mitch Swenson's mother had passed and a motion was made by Michael Keller to send a card and donation in her name. The motion was seconded by David Tesch, and Gary Koenke said he would send the card and donation.

A collector of pop-up books, Ray Geweke, contacted our group with an offer of a presentation of automotive related pop-up books which could be made to our group. Future contact with him may present itself.

It is felt that the Newsletter Editor should be reimbursed his costs for producing the newsletter. Printing and mailing costs should be tabulated and a compensation for these costs need to be forthcoming. Receipts for these costs should be given to the Treasurer.

New Business- Discussion as to attendee's acceptance to the many changes at the Iola Car Show seemed favorable. The acquisition of the Krause Publication building being fitted for many of the theme cars was very well visited. Future themes are becoming more difficult to choose and next year's theme of Car Clubs can be both viewed with enthusiasm and potential issues.

Bob Barr reviewed that while the SAH National Bylaws require all Chapter members to be members of National, it is a requirement that has not been enforced. Bob emphasized that this situation will be a topic of future discussion among the National Board Members and that we should leave it at that for now.

The Fall Meeting of the WSAH will be Sept. 15, 2018 in Cross Plains for the Hill and Valley Car Show and Tour at Baer Park.

Respectfully Submitted, Secretary Dan Manola



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DVD Promotion/Sales: Promotion continues for the Gene Grengs Collection DVD project. WSAH members are strongly encouraged to promote this unique/historic WSAH publication/production within their personal communities {libraries, museums, educational institutions, etc}.

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WSAH Website: <http://wisconsin-auto-historians.org>

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WISCONSIN SOCIETY OF AUTOMOTIVE HISTORIANS SUMMER MEETING 2018



Once again Wisconsin Society of Automotive Historians planned/created/devised strategies to disseminate Automotive History



Wisconsin Society of Automotive Historians Informational Table in the Feature Display Tent Center

** IOLA CAR SHOW 2018 SPECIAL EXHIBIT **

(complete with the "Fonz")



WSAH Annual Autumn Meeting:

The next meeting of the **Wisconsin Society of Automotive Historians (WSAH)** will be held **Saturday September 15, 2018** at **Baer Park (Cross Plains, Wisconsin)** in conjunction with the **36th Annual Hill and Valley Antique Auto and Americana Show**.

The meeting will be at 1:00 PM. Look for the **WSAH** banner located by a canopy tent just off the baseball field near third base. The park is located in the northeastern portion of the community: Approximately $\frac{1}{2}$ mile from downtown/8 miles west of the Madison-Middleton metro area.



See Map >>>>>>>>>>>>



What happened

'On the Same Day as the Wisconsin Society of Automotive Historians Meeting' in Automotive History?

September 15th

1909 Charles Franklin Kettering applied for a patent on his ignition system

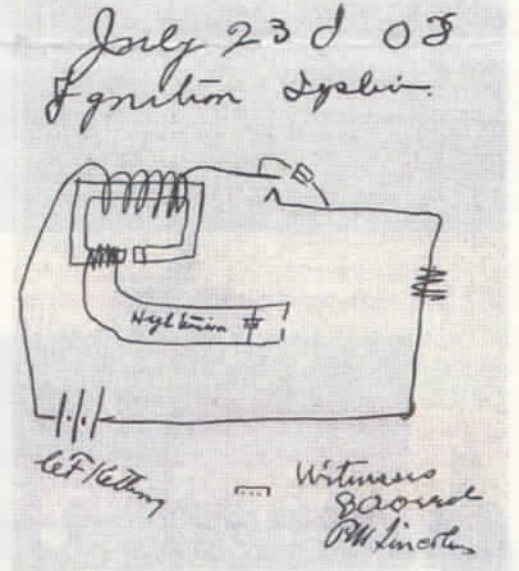
Charles Franklin Kettering of Detroit, Michigan, applied for a patent on his ignition system on this day. But the ignition system was only the first of Kettering's many automobile improvements, a distinguished list that includes lighting systems, lacquer finishes, anti-knock fuels, leaded gasoline, and the electric starter. His company Delco (Dayton Engineering Laboratories Company) was a leader in automotive technology and later became a subsidiary of General Motors. Kettering himself served as vice president and director of research for GM from 1920 to 1947.

Charles Franklin Kettering [American engineer and longtime director of research for General Motors Corp. (GM)] was born August 29, 1876 in Loudonville, Ohio. Of the 140 patents Kettering obtained over the course of his lifetime, perhaps the most notable was his electric self-starter for the automobile, patented in 1915.

Early in his career, Kettering worked at the National Cash Register Company in Dayton, Ohio, where he helped develop the first cash register to be equipped with an electric motor that opened the register drawer.



With Edward A. Deeds, he formed Dayton Engineering Laboratories Company (DELCO), a business dedicated to designing equipment for automobiles. Kettering's key-operated electric self-starting ignition system, introduced on Cadillac vehicles in 1912 and patented three years later, made automobiles far easier and safer to operate than they had been previously, when the ignition process had been powered by iron hand cranks. By the 1920s, electric self-starters would come standard on nearly every new automobile. United Motors Corporation (which later became General Motors) purchased DELCO in 1916, installing Kettering as vice president/director of research at GM from 1920 to 1947. During his tenure at GM, Kettering was instrumental in the development of improved engines, quick-drying automobile paints and finishes, "anti-knock" fuels (designed to reduce the damaging process of engine knocking, which occurs when gasoline ignites too early in an internal combustion engine) and variable-speed transmissions, among other innovations.



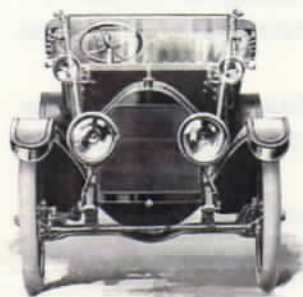
Kettering's drawing for his 1908 Ignition System

Kettering's passion for invention spread far beyond the automotive industry: He helped develop the refrigerant Freon, used in refrigerators and air conditioners, and took an active role in the medical industry, inventing a treatment for venereal disease, an incubator for premature infants and artificial fever therapy. Highly devoted to education, he helped found the Flint Institute of Technology in 1919 and the General Motors Institute (now Kettering University) in 1926. In 1945, he and longtime General Motors head Alfred P. Sloan established the Sloan-Kettering Institute for Cancer Research in New York City.

** 1912 Cadillac had first Starter Motor **



In 1912 Cadillac fitted the first starter motor as standard equipment on its Model 30.



*The CAR
THAT HAS NO CRANK
Advertisement for the 1912 Cadillac
(first car with a self-starter)*

The impact on the automobile industry was immediate. Within five years self starters would come standard on nearly every new automobile. By making cars easier and safer to operate, especially for women, the self-starting engine caused a huge jump in sales. The American car industry never looked back.

DELCO was bought by General Motors (GM) in 1919 and Kettering became GM's head of technology. During his time at GM he oversaw development of leaded petrol, the fast drying duco paint, light weight diesel engines for trains and trucks and GM's first OHV V8-the Oldsmobile rocket 88. When he died on November 25, 1958 he held 140 patents in his own name., which is why he is widely quoted as saying: "If you want to kill any idea in the world, get a committee working on it."

This deceptively simple device made it possible for anyone, no matter what their strength, to turn over a multi-cylinder internal combustion engine without fear of sustaining injury by the hand cranked when the engine backfired or the cranked kicked back. Indeed, until Charles Kettering invented the electric starter you could die starting a car. In early 1908, a woman stalled her Cadillac in Detroit, Michigan. She did not have enough strength to crank the engine to restart it. A passing motorist offered to help. His name was Byron Carter and he just happened to be a friend of Cadillac founder Henry Leland. Carter cranked the Cadillac's motor. It backfired. The crank hit him in the face breaking his jaw. Carter was admitted to hospital but infection and gangrene set in and in those days without antibiotics he died. Carter's death led Leland to vow that Cadillac would rid its cars of the hand starter crank. He contacted Charles Kettering, who owned Dayton Engineering Laboratories Company (DELCO). The company quickly built the electric starter device. It was tested in 1911 and introduced in Cadillac's 1912 models.

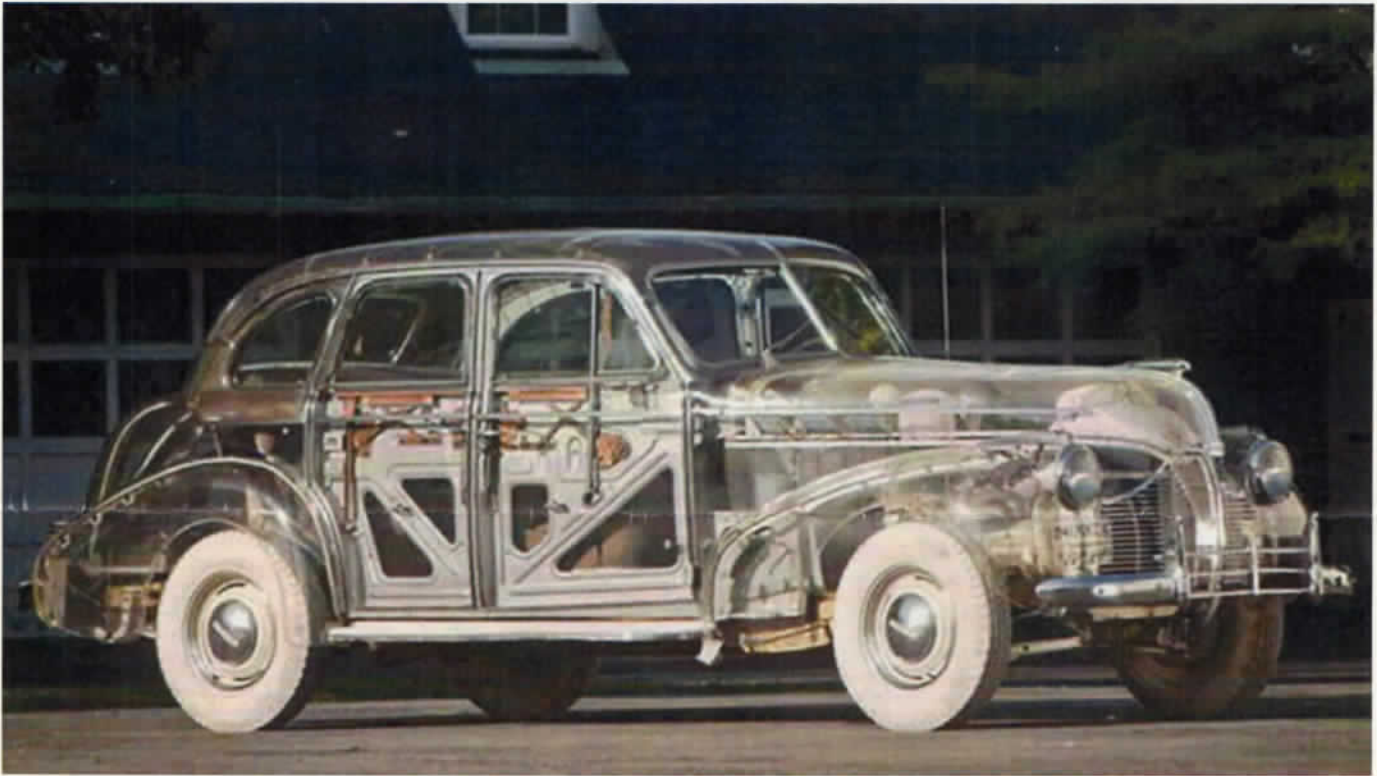


Charles F. Kettering (at the wheel) and Bill Chryst (in passenger seat) test the Delco Self-Starter System invented by Kettering in Dayton

Strange But True

Concepts/Ingenuity/Design/Creativity/Inventiveness in the Automotive Field

1939 Pontiac "Ghost Car"



The 1939 Pontiac's see-through body is attached to a steel chassis

The Plexiglas bodied car was originally built by General Motors (GM) and Rohm & Haas, a chemical company, for the 1939 World's Fair in New York City. Back in the day the car cost about \$50,000 to build. That's \$600,000 in today's currency. Based on a 1939 Pontiac Deluxe six cylinder touring sedan, the car caused a sensation at the World's Fair. The media tagged it the "Ghost Car".

After the Fair it was shown around the USA and finally ended up in the Smithsonian, where it remained through the duration of World War II. From there, it went to a couple of Pontiac dealers in Pennsylvania before ending up in private hands in 1973. It was sold again at auction in 2011 for \$308,000.

GM collaborated with Rohm & Haas as a way to publicize the world's first transparent acrylic sheet product, branded as Plexiglas. Using Pontiac engineering drawings Rohm & Haas constructed an exact replica body using Plexiglas in place of the outer sheet-metal.

The see-through body is attached to a steel chassis. The structural metal underneath was given a copper wash, and all hardware, including the dashboard, was chrome plated. Rubber door and window moldings were made in white. The car rides on its original U.S. Royal all-white tires. Even the running board rubber is white.

From the beginning it was an operating car however it cannot really be used on the road as the Plexiglas would stress fracture at the point where it is attached to the steel chassis. The odometer currently reads 86 miles. Such was the success of the 1939 car that GM and Rohm and Haas quickly built another for the 1940 World's Fair, held in San Francisco. That car, an eight cylinder Pontiac, no longer exists.

