



*Wisconsin Society of  
Automotive Historians  
WSAH*

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**Carhart Chronicle**

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*Rural Road [Bloomington, Wisconsin] – 1929*

**A Few Words from the President**

{November 22, 2016}

At our September meeting, I mentioned that I had many of the old Spark issues and we talked about reprinting some of the articles from them. That led to discussing the possibility of scanning each issue and making them available online. Naturally, Jessica Z said she could likely do that (and as we all know, Jessica hasn't done a thing to help out so far!!!). Or, did Jim Morris just "volunteer" her, and furthermore, can "volunteer" be used as a verb? Scanning 41\* copies seems like an awfully lot of work, and while I have no doubt that Jessica can handle the job, maybe she could do a few to see how it goes. We need to discuss further.

For those who do not know the background, "The Spark" (later, simply "Spark") was published from 1979-95, serving as our WSAH newsletter along with articles usually related to Wisconsin vehicles or personalities.

I was very surprised when I recently was able to assemble a complete collection, the earliest issues having been donated to me by members no longer of this planet. I spent a lot of time searching for issue #41, which should have been easy because I was the editor/publisher at that time. I had #40 and #42, but #41 was nowhere to be found. I finally discovered a folder with a mock-up sample cover, which was rejected, numbered "41". Graphic Arts students were designing and printing the last issue for me as a project for one of their courses and, evidently, I did not catch the number error – that's the long explanation of the asterisk in the previous paragraph. Issue #1 (1979) has a membership roster and listed are current members John Gunnell, Phil Hall, Matt Joseph, Don Luebke, and George Tesar.

William "Red" Lewis, benefactor of the Automobile Gallery in Green Bay [<http://www.theautomobilegallery.org/>], where I volunteer, has asked me about WSAH a few times. Recently he told me he would sponsor/host WSAH to meet at the Gallery. The normal charge for holding an event there is, well, very expensive, and I am extremely pleased that Red is making this offer and hope we can arrange to take advantage of it. Does anyone have suggestions? The first thing that comes to mind for me is to have our April meeting there, keeping in mind that I would want to keep up our monetary support of the Wisconsin Automotive Museum in Hartford and that meeting is always well attended. Please contact me with your thoughts.

Finally, we have discussed the possibility of raising dues to help with expenses before our treasury begins to run low. The annual fees for our website, our multi-page newsletter with color, updated banner, promotional/membership application brochures, and other much needed and well-received changes have all impacted our treasury, although some are one-time expenses. Would anyone drop their membership if dues were increased to \$15? This same question (except going from \$10 to \$20) was just asked of the members in a Model A club to which I belong. For me, even though I participate very little in that club, I understand the need and would pay the higher dues to stay a part of the group. Let me know your thoughts now if you wish, and we will also discuss at our April meeting.

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## Wisconsin Society of Automotive Historians

Minutes from Autumn Meeting (September 17, 2016)

The great summer day greeted our members at the 33rd annual Hill and Valley Antique Auto and Americana Show and Tour. With an excellent turnout of members, the WSAH meeting was called to order at 1:00 p.m. Members in attendance were President Ken Nimocks, Treasurer Gary Koehnke, Secretary Dan Manola, Newsletter Editor David Tesch, Directors Don Chandler and Jim Morris, and members, George Tesar, Matt Joseph, Don Gullikson, Bob Barr, David Kelley, Gene Steinfeldt, Jessica Zdanowicz.

**Treasurer's Report** -- The treasurer's report was read and detailed copies distributed to those in attendance. A motion to accept was made by Dave Tesch and seconded by Gene Steinfeldt. As always, a copy is available by contacting Treasurer Gary Koehnke. An abbreviated version of the minutes was read and a motion to accept was made by Gary Koehnke and seconded by Jim Morris. A full version of minutes may be requested from Ken Nimocks for those wanting to receive them. David Tesch explained that he will send members a reminder to pay their dues and to mail them to Treasurer Gary Koehnke.

**New Business** -- A thought, in some way, of making a Chet Krause memorial was discussed and ideas will be considered. Jim Morris reported the Schloemer car is on display in the Milwaukee Public Museum with a great diorama surround and various additional information by way of photos and moving graphics.

It was discussed and thought accomplishable to download past issues of the Spark (a past publication printed and distributed to our members) onto our website. Jessica said it would not be difficult if they were scanned and saved in a pdf format. We also entertained reproducing the Chet Krause interview and collection DVD which we had done some time in the past. Interest appears to be renewed in such an endeavor. We will revise the video and incorporate video of the Chet Krause auction provided by Don Gullikson.

**Iola Car Show** -- Themes for future Iola Car Shows were discussed. We can always welcome thoughts which will result in an increased attendance and interest among persons coming to the show. Past themes were mentioned for possibly repeating and we noted which ones sparked a large interest and attendance. Shows such as "Coming Up Sevens," which included all vehicles from the years ending in seven, was very successful. One minor issue at this year's show was the movement and parking of vehicle trailers near the tent. It was solved with little fanfare and thought not to become a problem if addressed quickly. A suggestion is to offer a ride back to the tent from the trailer parking area.

**Society of Automotive Historians** -- Bob Barr detailed the new \$20 digital SAH membership and it seemed to be well received by our members.

A motion was made to adjourn the meeting at 2:40 by Dan Manola, and seconded by David Tesch.

*Respectfully Submitted, Secretary Dan Manola*

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## Remembering a Friend - Darrel David Bricco



WSAH member Darrel Bricco of Green Bay passed away at age 64 on August 8, 2016 from complications after surgery following cancer treatment. Darrel was a skilled videographer and produced our WSAH Gene Grengs Collection video, handling all facets of production including video and sound recording, editing, captions, and music. His perfectionism was as evident to those who worked with him as it was in his finished products. Darrel worked on more than 75 episodes of "Wheels" with host Tommy "Elvis" Kujava along with numerous short videos of interviews with various well known automotive personalities. A lot of Darrel's work can be viewed on You Tube with a search of Tommy Kujava.

Darrel served in the United States Air Force and met his wife of 34 years, Ellen, while stationed in Maine. He was a very involved parent to their son, Alexander, and was an assistant Scout Master. Darrel had worked at Green Bay Channel 26 and Time Warner Cable prior to retiring and starting his own video production business. In addition to videography, Darrel loved cooking, photography, gardening, music, movies, traveling, camping, fishing, and Packers football.

*(Ken's personal memories: I knew Darrel for at least 30 years as Ellen and my wife, Trish, both worked in the library at the technical college where I taught. In the early 1980's, Trish and I hosted a "tacky party" where everyone dressed in ridiculously tasteless apparel. Darrel took the occasion to let his dark beard grow for a few days, and then shaved it into a checkerboard pattern! That could have been when I first met him, and my impression was that this is one interesting, artistic character. He had a very calm demeanor, yet was fun to be around, especially with his knowledge on a wide range of topics. We got to see his sense of humor along with his video skills and serious perfectionism in action when we worked on the Gene Grengs video.)*



Cast & Crew during Filming-Production of the 'Gene Grengs Collection' {September 2013}  
left to right: Darrel Bricco, Butch Pecka, Tommy Kujava, Ken Nimocks, Gene Grengs  
(behind the lens: David Tesch)

*(David Tesch's personal memories: My first introduction to Darrel was when he virtually 'poured' out of Ken Nimocks' truck (along with Tommy Kujava) after a mere 3+ hour drive for the filming/production of the 'Gene Grengs Collection' in Chippewa Falls. I was instantly impressed with his knowledge, intelligence, creativity, and open/friendly demeanor. We shared somewhat related backgrounds/experience in the photographic field. Darrel later advised/helped me in purchasing new equipment to update my antiquated gear. I reciprocated by sending a detailed packet of information on the city of San Francisco [including Haight Ashbury acquired while visiting my Daughter] as he and family were planning to visit there. We also shared a common attraction to micro-breweries. I brought a sample to Lola from Eau Claire for him and he gave me some from Green Bay which made my teeth crystalize. His friendship and contribution to WSAH will definitely be missed.)*

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**DVD Promotion/Sales:** Promotion continues for the Gene Grengs Collection DVD project. A number have been individually requested/sold. 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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## CROSS PLAINS WISCONSIN 2016



During a display of the traditional 'Mind Melt' Wisconsin Society of Automotive Historians created techniques in promoting Automotive History  
(photography courtesy of: Jim Morris-Jessica Zdanowicz ('Flash in Your Face Photography Inc')

### YOU WIN SOME *and* YOU LOSE SOME

by

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October 24, 2016

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*A contribution to WSAH's newsletter*



Sig Haugdahl was a Norwegian who came to Minnesota to race cars. His fame came in 1922 when at Daytona he reached 180.27 miles per hour in the racer which he designed and built, powered by a "Wisconsin" aero-engine. It was a new speed record. However, the record was not recognized because Sig was not a member of the American Automobile Association. The Association completely ignored the record. There is a short write up about it in a publication edited by Anthony Harding titled Car Facts and Feats, published by Doubleday & Company of Garden City, New York, in 1971, on pages 196-7.



Sig Haugdahl moved from a small town in Norway to Albert Lea, Minnesota where he designed and raced cars. For his 1922 Daytona speed record, he used a 652-cubic inch 250 horsepower "Wisconsin" aero-engine. There is a question whether the engine was a six or twelve-cylinder engine. Some historians suggest that it was an 836-cubic inch 250 horsepower "Wisconsin" all-aluminum six-cylinder engine. Most historians suggest that it was a twelve-cylinder engine with a 652-cubic inch displacement. Sig designed a narrow body aerodynamic racer, 16 feet long, and 30 inches wide. The engine was mounted just before the rear axle directly driving the rear

wheels. The body was white with a sign painted on the side—Sig Haugdahl's 3 mile-a-minute Wisconsin Special.

There are two interesting historical anomalies about the event. First, the record was not at all noticed or mentioned in the European racing press. Second, in the United States, the record was ignored because Sig did not believe in paying dues to the American Automobile Association, although the run was timed and checked by the International Motor Contest Association apparently not accredited by AAA. Even the presence of an alleged United States Senator and the Mayor of Daytona did not help. If the record is valid, Sig would be the world's first driver who exceeded 180 miles per hour and so contributed to the history of Minnesota and Wisconsin.



**\*\* Please Note \*\***

***Dues are Due***

Enclosed with this issue of the Carhart Chronicle is a form to use when paying your annual dues, if you haven't already done so. Note that if you joined and/or paid at the July Iola meeting or later, you are paid-up for 2017. We have traditionally collected dues in-person at the September Cross Plains meeting or, at the latest, they are mailed to Treasurer Gary Koehnke before year's end. Please get your paltry five bucks in now, or get the boot in a few weeks!

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

## What happened 'On Christmas Eve' in Automotive History?

December 24<sup>th</sup>

1801 **Richard Trevithick introduces his "Puffing Devil"**

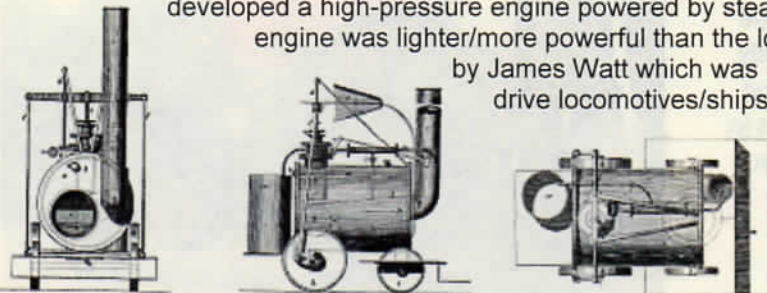
On Christmas Eve in 1801 an engineer named Richard Trevithick drove a steam-powered vehicle (called the "Puffing Devil") carrying seven passengers up a hill in Camborne, Cornwall, England for its first test run. After a number of years' research, Trevithick had developed a high-pressure engine powered by steam. The high-pressure steam engine was lighter/more powerful than the low-pressure engine invented by James Watt which was used to hoist loads in mines, drive locomotives/ships, and run rolling-mills. His

vehicle was no more than a boiler on 4-wheels but it took

Trevithick and a number of his friends half a mile up a hill. The vehicle's principle feature was a cylindrical horizontal boiler and a single horizontal cylinder let into it. The piston was propelled back and forth in the



Richard Trevithick



cylinder by pressure from the steam. This was linked by a piston and connecting rods to a crankshaft bearing a large flywheel. The vehicle was used for several journeys until it turned over on the unsuitable trails that were used for pack horses in Cornwall at that time. After having been righted, Trevithick and crew drove it back to Camborne and retired to a hostelry. The water level dropped in the boiler and the fusible plug melted, sending a jet of steam into the furnace where it blew embers all around, setting fire to the surroundings and the wooden parts of the engine. Though

referred to by some as the world's first 'Passenger Car' it was primarily a 'Road Locomotive'. Despite the disaster of losing his first vehicle, undeterred, Trevithick

built a 3-wheeled steam carriage but this time complete with seats and a real carriage-like appearance. In 1803, he drove it through London's Oxford Street on demonstration runs reaching speeds of 8-9 mph. Despite the runs, nobody was interested and so when he ran out of funds, he sold the power unit to a local miller. Trevithick's vehicle was the first self-propelled carriage in the capital, in essence the first London bus. Trevithick is sometimes called "Father of the Steam Locomotive."



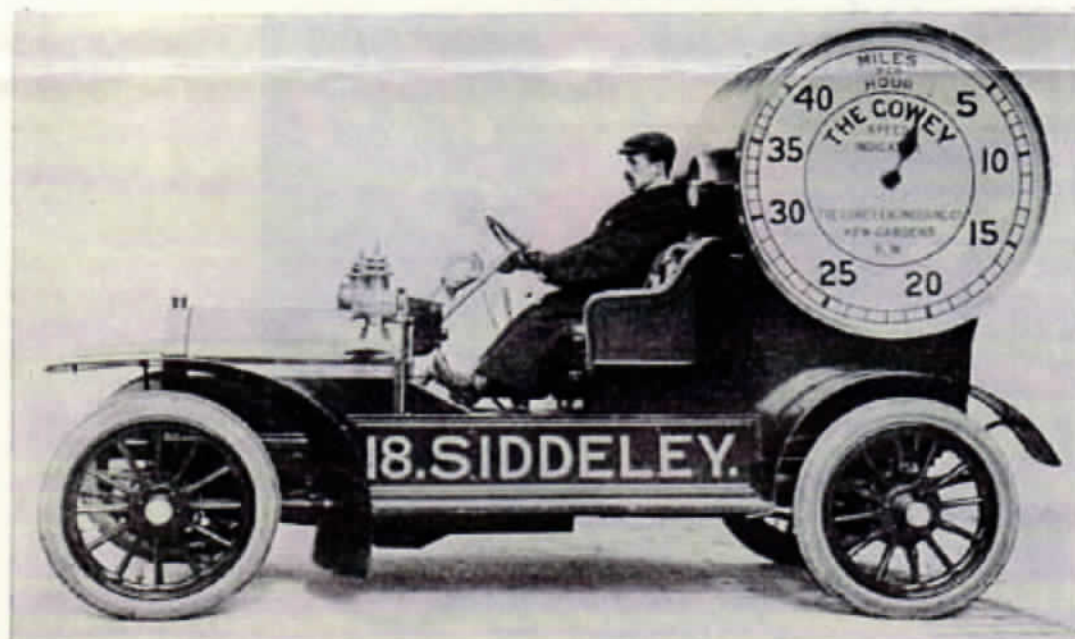
In 2001 the 'Trevithick Society' recreated an operating replica of the "Puffing Devil"

If interested in seeing this project in operation It May Be Viewed at:

<https://www.youtube.com/watch?v=-y4Xzphnz6I>

### Strange But True

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



**Cowey Engineering 'Outsized Speedometer'**

Very big on speed, Cowey Engineering of England built this outsized speedometer to publicize its products in the early days of motoring. Besides the 'speedos' on each side, there were smaller ones in the back and the front, much like a clock with four faces. All four needles were run off a bevel-gear central shaft, which was driven by one of Cowey's regular speed indicators, doubled up in size, and driven by a chain from the road wheel.

(from April 16, 1908 Motor Age)

# Richard Trevithick's 1803 London Steam Carriage

## Technical Data . . . . . TSC10

Engine . . . . . High pressure, simple expansion steam engine with feed water pump, heater and steam blast. Cylindrical boiler mounted overhanging rear axle, made from 6.5 mm thick wrought iron. Single cylinder, double acting, mounted horizontally, inside the boiler, made from cast iron. Spring operated 4 way valve for steam engine runs in one direction only, (backwards in the patent drawing)

Working pressure . . . . . 2 bar (29 psi)

Cylinder bore . . . . . 140 mm

Stroke . . . . . 762 mm

Capacity . . . . . 11.7 litres x 2

Power . . . . . 3 HP .. (2 kW) at 50 rpm

Fuel . . . . . Coal

Steering . . . . . Tiller direct to single front wheel

Transmission . . . . . Separate gear drive to each rear wheel

. . . . . Driver can select drive to either or both wheels

Brake . . . . . Driver operated lever applying a block to rim of flywheel

Speed . . . . . 13 km/h

Range . . . . . About 15 km with 180 ltr water tank

Dimensions . . . . . Length 4905 mm

Width . . . . . 2184 mm

Height . . . . . 3454 mm

Driving wheel diameter. 2438 mm

Weight, empty . . . . . 1.9 tonnes (US 2.1 tons)

Chassis . . . . . Wrought iron and wood sandwich

Body . . . . . To carry up to 8 people

Cost in 1803 . . . . . For building the coach less the engine £207 (US \$260.79) for shipping the engine from Falmouth to London £20 14s 11d (US \$29.23) cost of engine not known



1803 London Steam Carriage Reproduction

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## Merry Christmas { 1910 }



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