

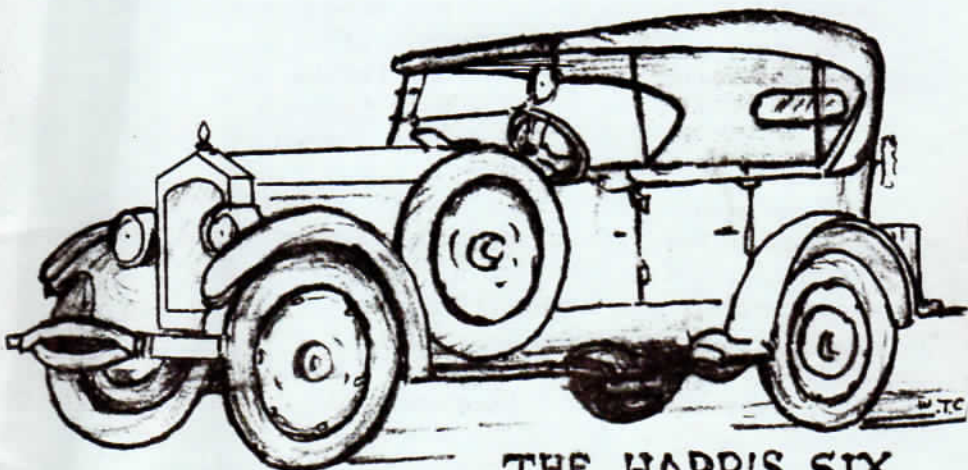


Editorial Office
7495 Clearwater Road
Minocqua, Wisconsin 54548

The Society of Automotive Historians — Wisconsin Chapter

THE SPARK

**The Society of Automotive Historians
Wisconsin Chapter**

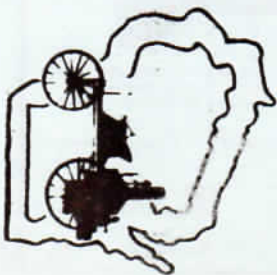


THE HARRIS SIX

FALL 1983

NO. 17

TO



The Spark ~ No.17 ~ Fall 1983

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

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Milwaukee, Wisconsin 53213

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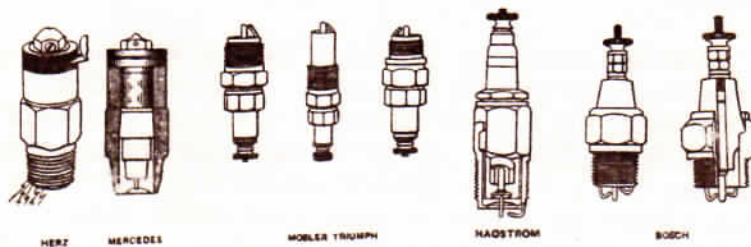
MUMBLINGS AT THE TOP -- also known as -- PRESIDENT'S PARAGRAPHS

Yet another busy summer has almost departed the Wray farm, and judging from what I've heard from some of you, your hobby season has been equally active. For me, this has hardly been an idyllic summer, as many of the things I'd hoped to see accomplished wither didn't come to pass, or went astray.

Of the more painful memories, the WSAH Iola meeting rests heaviest, not because it was so bad, but because I feel that I have to shoulder much of the responsibility for the low turnout. I've had too many irons in the fire for too long, and one of the more difficult moments was coming up a few days after Iola and occupied much of my attention. I allowed myself to become too tense over an impending court appearance. No, I wasn't the defendant, and yes, it turned out well - far better than I had expected.

But, too much of my effort was wasted in worrying about it, and final arrangements for our meeting suffered. The details didn't get ironed out until too late to put an announcement in SPARK - even too late to send out a special notice.

So, I did the next best thing - put an announcement over the PA system. Unfortunately, some of our members on the field didn't hear it and we, therefore, had a poor turnout.



Those of us who did get together in the KP lunchroom had a pleasant meeting, but felt that we didn't constitute enough representation to act upon much of the business at hand.

In this issue, you will find the text of Ray Scroggin's proposed WSAH interim project that we mentioned in the last issue. Bill Cameron lead a reading and study, and all those in attendance seem to agree that it is a splendid concept, well executed, and a potentially very valuable research tool. Please read it over carefully and communicate your thoughts, additions, corrections, etc., to Ray before December 1st. It will be discussed again at our next Board meeting and will very likely be acted upon.

We also decided that though our by-laws permit a majority of members in attendance to fill elective offices, the small number present was insufficient to be representative. We, therefore, still have a vacancy on the Board. This is the Director-at-large position vacated by Ray Scroggin when he accepted appointment to the office of Secretary.

Don Luebke was appointed to fill the office for the remainder of the term, and was the sole candidate to be elected for a full term. I have asked him to continue in an interim capacity until the votes are in. Please use the ballot included in this issue (or a reasonable facsimile) to elect either Don or an alternate of your choice, and send it to Ray, again by December 1st.

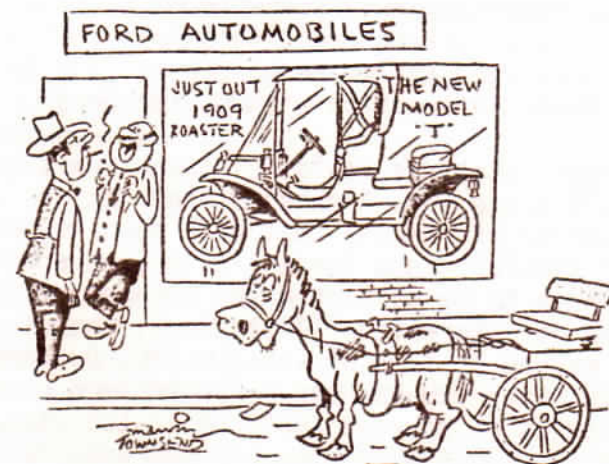
Another piece of business tabled for the moment concerns the frequency of SPARK. Until this question can be resolved, it will continue to be published on an occasional/periodic basis. We may get a little behind sometimes, but are a lot closer to schedule than some other publications of its kind (I just received the Fall '82 issue of one such!).

One matter that at meeting time had not yet been brought to completion, but since has, concerns our affiliate status with the Wisconsin State Historical Society. Finalization of permanent status was in the works then, and I am very pleased to be able to announce that the final papers have been filed, and our application approved. Congratulations everybody - we are now officially a permanent part of this worthy organization!!

Even though it's another hot late-summer night as I write this - and worry about the contents of the freezer that chose today to act up - I am reminded that cool weather is not far away. Then the holidays, and presto - time again for the WSAH Midwinter. Several ideas have been suggested, discussed, and even looked into, but we solicit membership input. Some talk has also been heard about the possibility of adding a Fall or Spring meeting in an historic location to our schedule. Let's hear some of your thoughts!!!

Your humble servant,

Wally
Walter E. Wray
President WSAH



"We'll give you more trade-in for your old horse and buggy than any other dealer in town."

A PROPOSAL FOR THE WISCONSIN SOCIETY OF AUTOMOTIVE HISTORIANS

Rationale: In order to insure the health of the WSAH and promote its future growth, the organization should have a purpose or mission. Without some sort of goal toward which to strive, the group will drift from meeting to meeting. The book on Wisconsin automotive history, which would have provided this goal, has been postponed as too extensive an undertaking for the present size and resources available. For the shorter term, the project outlined here could provide the necessary purpose, while also offering some opportunities for growth.

Concept: A common interest in various facets of automotive history brings the WSAH together. Whether for writing or other interests in this broad field, all members at one time or another are looking for information sources. A listing of such information sources available to Wisconsin automotive historians would prove useful. It is proposed that the organization serve as a clearing house for the gathering of names of sources, including knowledgeable historians, collectors of literature, libraries, photo collectors and similar resources willing to share their information with our members.

Contents: Listings could follow a format similar to the Vintage Auto Almanac or the various "Registers" of marques that have been formed to answer similar needs for collectors. Categories would have to be developed and indexed, either by type of information (literature, photos etc.) or by marque or type of vehicle (MG, Duesenberg, Lincoln, Fire Trucks, etc.) Under each category, individuals or sources would be listed alphabetically, along with name and address, telephone, details on information available and any specifics on how to contact, charges, or other details.

Policies & Procedures: Several guidelines should be followed:

1. The directory should be available only to WSAH members, both as a membership promotion device and a safeguard that sources listed will be solicited for information only by those with a genuine historical interest.
2. No one should be listed without direct permission, other than a public facility such as a library. A two-part form should be used, possibly with periodic renewal, with the source retaining one copy and the WSAH member providing the information forwarding the other copy to the member in charge of the listing.
3. Publication of the sources should be first in the SPARK; then in the directory listing. This could be a column in each SPARK issue, which would also provide input to overcome the dearth of information available to the SPARK editor at times.

Name Suggestions: The published list (and possibly the SPARK column) should have a name that can be used to promote its use as a resource for historians. Some suggestions follow:

1. Inside Information
2. Resource Roundup
3. Resource Recap
4. Sources & Resources
5. Who to Ask
6. The Source
7. Automotive ReSources
7. InforList
9. Historian's Helper
10. Wisconsin Sources for Automotive History (WSAH)
11. Wisconsin Auto-Biography (Auto-Bibliograph?)
12. HistoResource

Coordinator: As discussed at the last Board of Director's meeting in Milwaukee, I will be willing to serve as coordinator unless another member wishes to take on this assignment. The function as I see it would be primarily to maintain an updated list of all approved information sources and provide a master list for publication when required. This would be a sort of "clearinghouse" function. As I hope to have access to word processing equipment within the next six months, I believe this task would not be too difficult.

For WSAH

Ray
Ray I. Scroggins, Secretary

IMPORTANT REQUEST

The Wisconsin Society of Automotive Historians would like to include you on its list of information sources who are willing to provide information or loan materials for use by members writing or researching various facets of automotive history. If you are willing to share the information or materials you have in this area, please fill out the form below. Keep one copy for your files, and return the other one to the WSAH member from whom you received this or send directly to:

WSAH Resource Directory Coordinator
Ray I. Scroggins
4570 Lincrest Drive
Brookfield, WI 53005

Please be assured that this information is furnished only to our members and will not be made available to the general or hobbyist public. Your assistance in furthering the study of automotive history is greatly appreciated.

Name _____

Organization (if applicable) _____

Street Address _____ () _____

City, State, ZIP _____

Type of Material Available _____





___ General Historical ___ Photos ___ Literature
___ Other

Any charges or special considerations? _____

I agree to be listed in the WSAH Source Directory as outlined above.

(Signature)

(Date)

			
MOD. 820.	MOD. 806.	MOD. 806.	MOD. 730.
<p>Mod. 820. Prop. for round or flat iron. Height 11 1/4 in. Length 6 in. Front glass 5 in. Rear 1 1/2 in. ruby. Aluminum reflector. Pair\$9.00</p>		<p>Mod. 806. Prop. for round or flat iron. Height 13 in. Aluminum reflector. Ruby rear semaphore, 3 1/4 in. White side 3 1/4 in.; green 2 in. Price\$6.00</p>	
<p>Mod. 805. Prop for round iron only. Height 9 in. Rear glass 3 in. ruby. White side 3 in. Green side 1 1/2 in. Aluminum reflector. Price\$4.00</p>		<p>Mod. 730. Prop for round or flat iron. Height 12 in. Rear glass 3 1/4 in. ruby. White side 3 1/2 in. Green side 2 in. Other dimensions same as No. 832. Price\$8.00</p>	

THE HARRIS SIX

By KEITH MARVIN

When G. D. Harris left the automobile business in Menasha, Wis., late in 1923, he left an historic legacy of having produced a handful of sporty phaetons bearing his name, having manufactured these cars as a sideline of a tractor company and having built the cars only after bankruptcy proceedings had enveloped his business.

The Harris Six was one of those cars which was sort of known locally for a brief period and which almost never got any publicity at all outside it's own bailiwick -- which in this instance happened to be Menasha, Wis. The Harris cars appeared to be well designed, used proven components where the make of those components are known -- and were aesthetically attractive cars. What more, one might have asked then, could one ask?

The answer to this, as it turned out, would have been "The car itself".

The Harris Six was the by-product of the U.S. Tractor Co., which moved to Menasha from Chicago in 1919 and which produced the Uncle Sam Tractor, an export piece of machinery. Shortly after its arrival in the Badger State, the company changed it's name to the U. S. Tractor and Machinery Company.

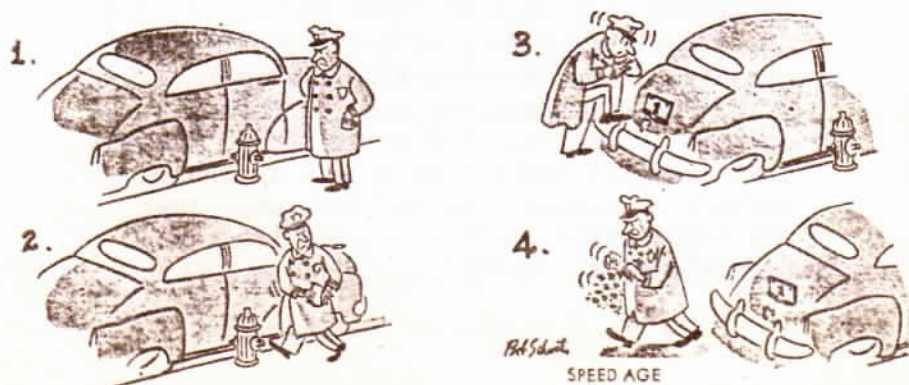
Somewhere between that time and early 1923, the decision was made to market a passenger car to be sold both domestically and for the export market. In those days, several automobiles were being manufactured in this country for sales overseas and the idea was a popular one.

The first public announcement of the new car appeared in the MENASHA RECORD's April 30, 1923 edition, the ad including an excellent drawing

of a cycle-fendered, individual doorstepped, disc-wheeled sport phaeton, complete with sidemounted spare wheels, glass wind wings, spotlight, front and rear bumpers and trunk. The picture looked almost exactly like the contemporary Winther car which had been built in Kenosha, Wisconsin up until a few months before. This is hardly surprising as the Winther Company had folded up and it's assets had been taken over by none other than Mr. Harris.

The ad heralded the new car as "A Beautiful Car Embodying Remarkable Qualities At a Very Moderate Price", and they weren't fooling either. Price of the seductive phaeton was listed at \$1,485. Two other more standard-looking varieties were cited, the five-passenger touring car and the five-passenger "All year" which was apparently the same with the California-top treatment. These models were to sell at \$1,275 and \$1,675 respectively. Plans approached the grandiose. "We are prepared to furnish these cars with special built Coupe and Sedan bodies", ran the advertising copy. The ad made clear that the disc wheels would be exclusively available on the touring phaeton only.

Specifications were few and far between although the car was described as having a $3\frac{1}{2} \times 5$ " engine, the highest priced Warner transmission being used with a multiple disc clutch and a 120" wheelbase. By this time the U.S. Tractor & Machinery Company had undergone a further metamorphosis and the company was now billed as the Wisconsin Automotive Corporation. It even had a cable address, "Ustraco".



If the idea of manufacturing an export car wasn't so much of a novelty in those days, being a spinoff of a tractor company was. There were a few examples of this, however, notably Case, yet another Wisconsin product with its factory in Racine. There would be another too, operations having almost exactly coincided timewise with Harris by the Cletrac Company of Cleveland, Ohio. Cletrac, an amalgamism of Cleveland and tractor, was changing the introduction of an economical four-cylinder car, which, after the first few prototypes were supplied with the Cletrac nameplate, became the Rollin after Rollin White, a company official. Whether this change was the result of honoring Mr. White or a realization of the harsh, unlovely sound of Cletrac, is open to speculation. The Cletrac/Rollin survived into 1925 and its ultimate failure was presumably due to not being quite as economical as it had set out to be.

But that's another story. The Harris Six ads continued to appear in the local press and the name of the car-to-be became a household word in Menasha and the neighboring city of Neenah.

The MENASHA RECORD, on July 23rd, 1923, announced that the company was undergoing "financial improvement". What the paper was talking about wasn't exactly clear, but a very short time later, in what was one of the rare instances of the Harris Six obtaining national notice, MOTOR AGE reported, in its August issue, that the company had been reorganized, but with the same personnel, e.g. Christ Walter, a Menasha business man, the president; Mr. Harris, vice-president; Dr. A. B. Jensen, treasurer and Mr. Joseph G. Sailer, secretary. The article also stated that the firm would also engage in the manufacture of busses. An earlier rumor that the corporation would also make trucks had been vigorously denied.

But for all the promotion and all the dreams, the whole idea ended up with some pretty ads, a handful of components and a number of disappointed and somewhat less affluent citizens who had invested in the venture. By the time the corporation moved into bankruptcy courts, not one prototype car had been assembled from the parts on hand.

To settle the case, the courts ordered the construction of as many of the cars as might be possible from the existing components and an estimated six to ten units were built.

According to Dr. R. A. Jensen of Menasha who recalls the fiasco, all actual Harris Six cars were of the disc-wheeled sport phaeton type which leads the writer to believe that these would have been the initial promotion cars for which the parts had been purchased. Apparently things moved a bit to swiftly for even a token "production".

Mr. Harris subsequently went into the manufacture of snowplows which, according to Dr. Jensen, proved successful in Appleton and other Wisconsin communities where they were sold and used.



5 Passenger Touring	- -	\$1275
5 Pass. Touring Phaeton	-	1485
	(Illustrated)	
5 Passenger, All year	-	1675
	(Special Enclosed)	

As for the cars, he theorizes that both Continental and Waukesha engines were used in the few that were built. The cars were sold locally and ran for several years. None are known to survive.

Keith Marvin

WISCONSIN AUTOMOTIVE CORPORATION

Menasha, Wisconsin, U. S. A.

R. BUCKMINSTER FULLER

R. Buckminster Fuller, 87, the inventor and philosopher who designed the geodesic dome and preached technology as the salvation of humankind, died July 1st after suffering a heart attack at the hospital bedside of his sick wife. Mr. Fuller was the designer of the experimental and controversial Dymaxion teardrop cars of 1933 and 1934.

Fuller's wife, Anne, was unconscious at the time he was fatally stricken at Good Samaritan Hospital in Los Angeles. Mrs. Fuller died the following day.

The author of 25 books, Fuller, who had been expelled by Harvard and later failing as a businessman, designed a house that hung from a mast, a map of the world that showed all the continents without distortion and a molded bathroom unit with a fog gun that used only a quart of water for a ten minute bath. None of his many inventions caught on before he conceived the geodesic dome in 1949.

The Dymaxion was an experimental car in aerodynamic design which was initially tested by Capt. Al Williams, a stunt aviator. The car carried only three wheels, the single one in the rear and was made of balsa wood and duraluminum at the former Locomobile factory in Bridgeport, Conn. Power was by a Ford V-8 engine and one of the prototypes, tested in July, 1933, achieved a speed of 120 miles per hour. A later crash killed two passengers. Two more Dymaxions were subsequently built.

"GEORGE'S TRUCK STOP"

A bouquet of roses to George E. Orwig II for his excellent series of articles on trucks in ANTIQUE AUTOMOBILE. His last two cover the history of Wisconsin built commercial vehicles and should be required reading for all interested in Wisconsin's contribution to over-the-road vehicles of all types.

His history of the Jeffery and Nash trucks appeared in the May-June 1983 issue and his latest, the history of Kissel Kar Trucks, in the September-October issue.

To: ALL WSAH MEMBERS

SAH member, Mrs. Leonore Allman, 132 St. Andrews Ct., Mt. Laurel, NJ 08054, writes that she is compiling an encyclopedia of automobiles built in the US and needs our help on remote makes of Wisconsin built cars. She writes.. "I am particularly interested in the IVERSON car 1902-1908, purported to have been made in Milwaukee. The others on the list are credited with only one year of production but the IVERSON, six years. I've managed to whittle down my list from 48 illusive, obscure, Wisconsin vehicles to 15, which makes me happy. I'm beginning to suspect that many of the names I'm including here have been perpetuated in books, periodicals and encyclopedias with little verity of their actual existence. However, I also believe that "where there's smoke"...could hold true in some cases so I'll continue digging until Doubleday and the editors give me the stop signal. Verification could include articles of incorporation, newspaper articles, descriptions or specifications, pictures, old letters, even ads or notifications of intent to build. But mostly, if any were built...how many were there? Any extant?" This is a chance to be of real help to a fellow SAH member, so if you have ANY knowledge of any of the cars on the following list, please contact Mrs. Allman.

- FRANCKE 1904-George O. Francke Auto Co. Milwaukee
- HOLBROOK 1912-Holbrook Armstrong Co. Racine
- HOWELL 1900-Wisconsin Wheel Wks.Co.
- L.A.Howell (Also made Mitchell car) Racine
- HYDE-1904 W. W. Hyde Co. Milwaukee
- IVERSON 1902-1908-J.B.Iverson & Co. Milwaukee
- JAMES 1904-Alfred James Foundry Co. LaCrosse
- JONAS 1902-Jonas Automobile Wks. Milwaukee
- LIPMAN 1911-Lipman Manufg.Co. Beloit
- MIDDLETON 1905-Middleton Mfg. Co. Milwaukee
- NEVILLE 1910-T. Neville Oshkosh
- ORIOLE 1910-Giddings & Lewis Mfg.Co. Fond du Lac
- RACINE SATTLELY 1910-Racine-Sattley Co. Racine

(See "Implement & Tractor Trade Journal" 2/11/11 p.2)

Note: Have been unable to find this periodical so far.

- RACINE WAGON 1902-Racine Wagon & Carriage Co. Racine
- SCHAEFER 1901-W. E. Schaefer Mfg. Co. Ripon
- SUPERIOR 1901-Superior Gas Engine Wks. Superior

WISCONSIN CARS TO LOCATE

WISCONSIN BUILT CAR

CONTINUING SPARK'S THUMBNAIL SKETCHES ON WISCONSIN BUILT VEHICLES

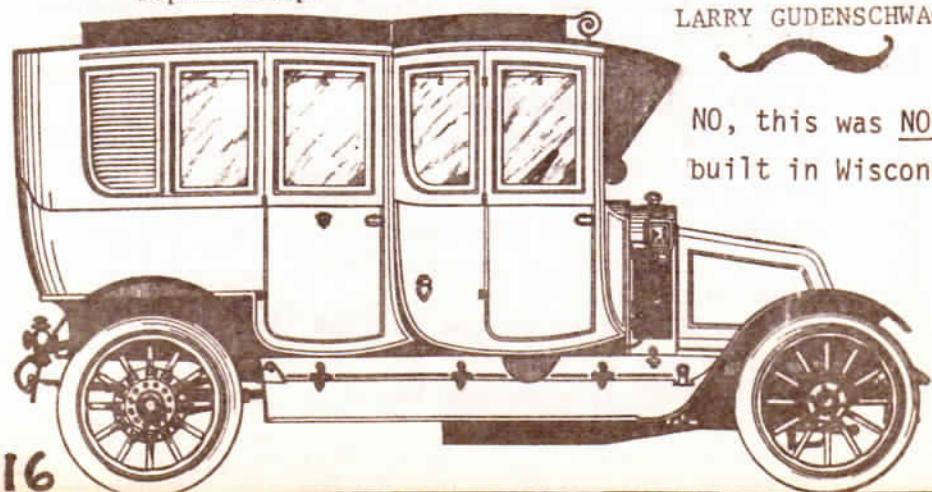
FRED KOHLMAYER & SON
LOGANVILLE, WISCONSIN

KLONDIKE CARS - 1916-1920
KLONDIKE TRUCKS - 1916-1929

Klondike cars were heavy, long wheelbase, 7-passenger touring cars (except for one 4-door sedan). Large displacement 6-cylinder Wisconsin engines and 2-speed rear axles were used. About 6 or 8 cars were produced, all of them painted black.

About 25 Klondike trucks were built. These were mostly flat bed stake trucks, used for general trucking. However, one fire truck and two motor homes were built. The motor homes were built for Mr. Kohlmeyer (one in 1920, the other in 1929.) The 1929 motor home was the last Klondike built. These trucks had large displacement Wisconsin engines, mostly 6-cylinder but 2 or 3 were 4-cylinder and used 2-speed rear axles. The early Klondike trucks were painted light grey with black fenders and headlamps, but the last 4 or 5 years of production they were painted either medium green or rust brown.

All Klondike cars and trucks were long, heavy, fast, durable, reliable and expensive. The original building where manufacturing took place still stands. It is being used as a car repair shop.



LARRY GUDENSCHWAGER

NO, this was NOT
built in Wisconsin!

MERKEL 1905-06

Merkel Manufacturing Company
Milwaukee, Wisconsin

W. E. Wray - based on Henry L. Norton article
in January 7th, 1968 MILWAUKEE JOURNAL

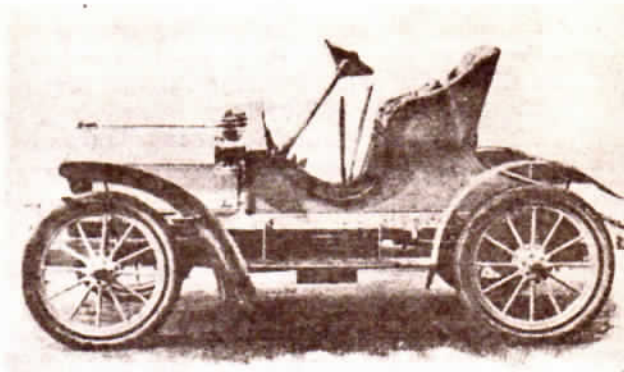
Many early automobiles were the product of established bicycle and motorcycle manufacturers, and so it was with Merkel. Interestingly, production of 2-wheeled vehicles does not appear to have been interrupted by the company's automotive activities.

Very little is known of Merkel, and what little has come to light indicates a confusing array of officers and associated product lines. In 1904, when motorcycles only were being built, the Milwaukee City Directory listed Theodore Jonas as president. He also headed the Jonas Automobile Co. and Jonas Cycle Co. The latter was an on-going concern, still being in the bicycle building business some 20 years later. 1906 saw F. P. Rugee occupying the presidency, but he was replaced by J. C. Rugee the following year when production was again limited to motorcycles.

Joseph F. Merkel appears to have been vice-president throughout, while the names of both William J. Merkel and John R. Ball are associated with lessor offices. J. F. Merkel is believed to have later designed the Merkel Motor Wheel for bicycles, made by its own department of the Hendee Manufacturing Company of Springfield, Mass. and offered as late as 1922.

Two automobile models were offered, a 14-16 hp runabout and 35-40 hp touring. Both used 4-cyl. engines, the runabout having a B & S of $3\frac{1}{2} \times 3\frac{1}{2}$, while the touring, known as the "Form N", had a larger unit of $4\text{-}5\frac{1}{8} \times 5$. At \$1500 the runabout was smaller and less well-appointed, having coil and battery ignition and an 86" wheelbase.

This Merkel car was built in Milwaukee, Wisconsin, in 1906 by Joe Merkel who later designed and built the "Flying Merkel" motorcycle. Only a few Merkel cars were built and sold.



Selling for \$3500, the Forn N was more luxurious and had dual ignition - a magneto added. Both were equipped with 3-speed sliding gear transmissions and shaft drive, and were left-hand drives.

Manstay of the company, the Merkel Motor Cycle, followed the then common practice of belt drive tensioned by lever-operated idler wheel, and was also equipped with bicycle pedals and chain to get the rider home in case of engine failure. Though all the facts are unknown, it may be surmised that automobile production was ceased for a number of reasons. Competition between small companies was very strong. Frequently, advertising was not adequate to generate profitable sales margins, and it is likely that this was the case with Merkel. This, combined with successful cycle production, most likely prompted company officials to concentrate efforts on a known product.

~
BADGER 1909-12 (production '10-11)
Badger Motor Car Company
Columbus, Wisconsin

W. E. Wray - based on Clifford Sklarek article in September, 1970 ANTIQUE MOTOR NEWS

Watertown's E. W. Arbogast, an automobile mechanic and designer of some ability, talked the merchants of Columbus, Wisc. into financing an automobile of his design in 1909. The resulting Badger Motor Car Company was born with a corporate

capitalization of \$100,000, a respectable sum for a new car company of the time, though hardly enough to finance a serious attempt at breaking into the highly competitive business.

Based on a prototype completed in July, 1909, the cars were to be purely of the assembled type. The company's 50 x 150 ft. building was hardly suitable for anything more ambitious. Three models were planned; a Model B, 4-passenger touring on a 110" wheelbase at \$1250; the Model C roadster with the same chassis and price, and the Model D 4-door sedan with a 112" WB and \$1500 price tag. Nearly a year passed while designs were finalized, parts ordered, and an assembly line set up. Late 1910 saw a few cars roll out of the plant.

Early models were equipped with Bosch high tension magneto ignition, Schebler carburetors and A.O. Smith axles, while later examples utilized dual mag/coil and batt. ignition, Rayfield carbs, and Weston-Mott axles. Northway 30 hp engines with pair-cast 4-cylinder 4" x 4" B & S were used throughout production, as were McCord radiators and Hays artillery wheels with Continental or Goodrich tires on Goodyear quick demountable rims. Lighting was by gas headlamps fueled by either a running board mounted gas generator or optional Prestolite tank. A surviving 1911 Model B indicates they were high quality cars possessed of more than ample power and stamina.

As with many early automotive ventures, low capitalization and lack of sales killed the enterprise. A Model C was the first car sold, purchased at the 1910 Chicago Auto Show by C. M. Selley of Seattle, Washington. The second sale was to D. R. Jones of Columbus, who also purchased the agency for Columbus County. Further sales were on a haphazard basis at best, frequently including trades for real estate, livestock, farm machinery, and the like, which then had to be re-sold to obtain operating funds. Promotional value of numerous race and hill-climb victories may have prolonged the end somewhat, but forceful and imaginative advertising, sadly, never materialized.

Unsold cars found their way into storage when car building ceased in late 1911 with 237 completed units. Arbogast was ousted when a stockholder took over managerial duties of the foundering firm. Stockholders appear not to have suffered too badly however, as operations had been stopped before debts mounted to sums exceeding assets. The remaining cars were

BADGER 30-\$1600



112 inch Wheel Base. 34 inch Wheels. Q. D. Rims. Bosch Dual Ignition with Storage Battery. Selective Type Transmission. Brown-Sharp Gears. F. & S. Ball Bearings.

Write for our very liberal agency proposition

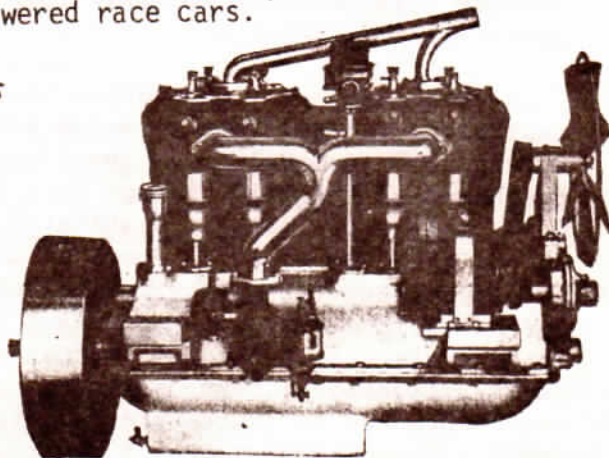
Badger Motor Car Co., Columbus, Wis.

apparently sold in 1912 - thus the listed dates - and the building eventually became a feed mill and grain storage facility.

**WISCONSIN MOTORS CELEBRATES
75 YEARS OF AUTOMOTIVE ENGINE HISTORY**

Still going strong as Teledyne, Wisconsin Motor Company, after a humble beginning in a small wooden building in North Milwaukee, Wisconsin engines powered such famous cars as the Case, Kissel and the Stutz Bearcat. Motor racing was part of the company's heritage with legendary drivers like Ralph de Palma, Bill Endicott and Sig Hangdaul winning important races with Wisconsin powered race cars.

1915



Wisconsin Motor
CONSISTENT

ROY G. KLOTZ, Jr., M.D.
Box 111 - Dresher, PA 19025 Writes:

I am a collector of automobile and motorcycle license plates. One of my main interests has been to put together a collection of plates used on antique automobiles and motorcycles. Presently I have 73 different such plates including at least one type from every State and Province.

However, from Wisconsin I have just one plate and that is the old style yellow on purple ANTIQUE plate. Now, I understand, Wisconsin has a new antique plate with an old car logo on the left, a COLLECTOR plate, a HOBBYIST plate and a COLLECTOR MOTORCYCLE plate. I do not have any of these last four named plates in my collection.

I am hoping that one of your members might happen to have unneeded plates which I could acquire for my collection. I would be perfectly willing to pay for any of these plates- even the fee charged by your Dept. of Motor Vehicles- to acquire the plate.

WELCOME TWO NEW WSAH MEMBERS

Joining the ranks of the Wisconsin Chapter are Mr. Joseph A. Koller of North Lake, Wisconsin, whose interest is primarily in motorcycles of U. S. manufacture, 1915 and older. Mr. Koller is owner of a precision tool manufacturing company.

The second individual to join our group is the illustrious Robert B. Huxtable, D.P.E. of Lansing Michigan whose broad interests include Curved Dash Oldsmobiles, early Hupmobiles, Reo cars 1904-1936 and early 4-cylinder Cadillacs.

Mr. Huxtable is 86 years old, worked for Reo from 1913 to 1924 and owned and drove a 1906 Reo from 1953 to 1982.

HITCHING POST

A CONTINUING COLUMN OF WSAH NEWS AND NEEDS

Our former Editor, Chris Halla, is a regular now in Terry Boyce's CLASSIC SIXTIES magazine. Chris has promised us that he will again favor us with his writing in SPARK when he has cleared his desk of some paying projects, and we look forward to his return in print.

The member who is as close to a movie star as any of us, Earl, "E.T." Tramburg, continues with some very interesting experimentation with mileage-boosting add-ons to his Capri. We've all read the ads for a wide variety of these devices, and also the articles that depict them all as pure Sci-fi, but Earl has been quite successful with one device in particular.

We're hoping that when he has worked out a few details, that he will share his experience with us in these pages. Meanwhile, he's also continuing his search for a restorable 4-cyl. Essex. If anyone knows of such a car, drop him a line.

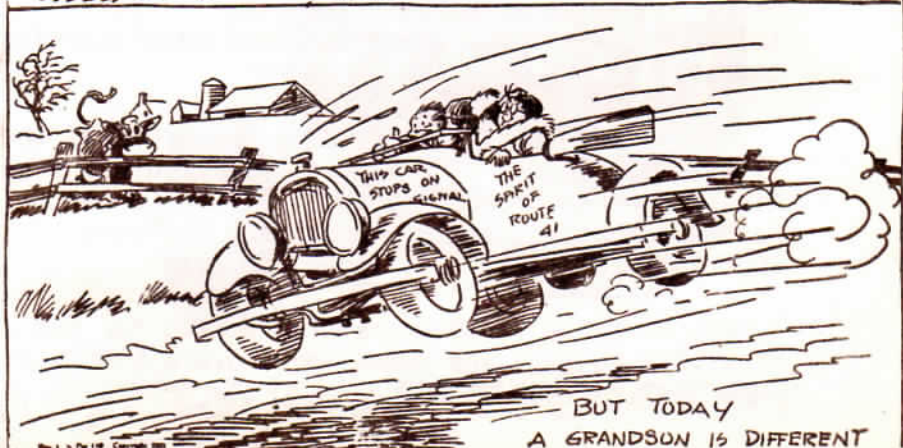
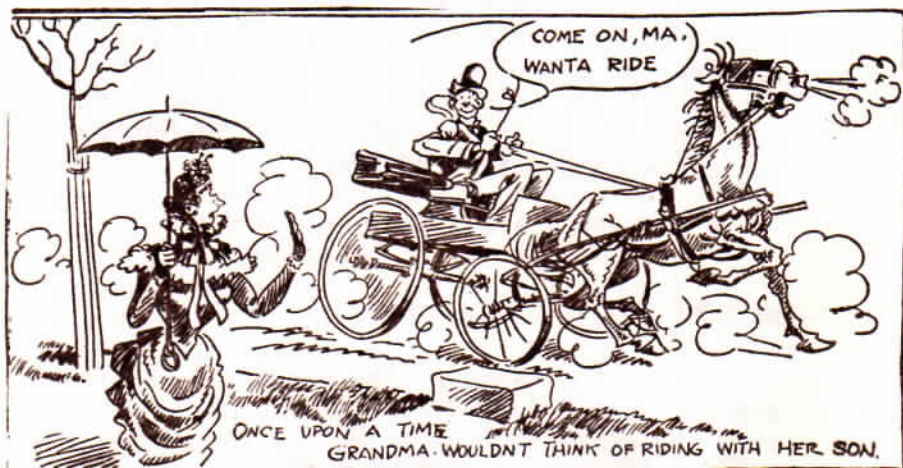
Ray Scroggins, our man of a thousand talents, reports that he was recently up in Editor Country, and visited with Bill. The trip to see Bill and his Cameron was a sidelight to an art show, in which his wife was an exhibitor.

Your Pres. made the usual rounds of car shows this past summer, met a lot of interesting people, saw a lot of beautiful cars, and came home from each foray with the sense of frustration of always being a spectator. There is always the promise of "maybe next year!"

Earlier in the summer, Wally had the opportunity to test drive the new Ceres 3-wheel car being readied for production in Rockford. A short article on this experience will appear in these pages one of these days, as well as a bit of the Davis story.

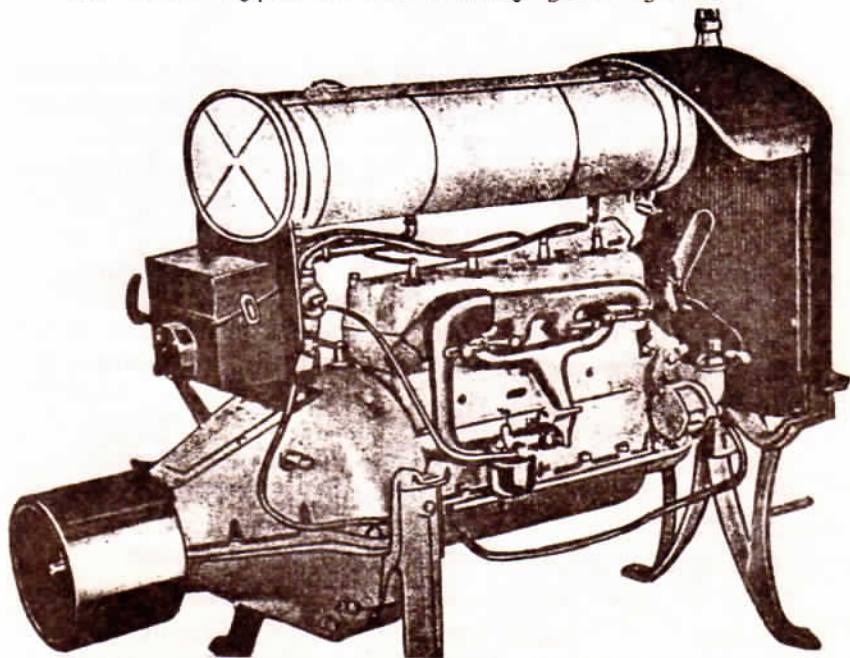
Matt Joseph, immediate past president of WSAH, and chairman of the Cugnot-Benz awards committee brought his work to a successful conclusion at the SAH banquet held during the Hershey Car Show at the Marriott Motor Inn in Harrisburg on October 7th. The individual awards, which will be reported on in detail in the SAH Journal, were unanimously agreed upon by Matt's committee consisting of Bill Cameron and Keith Marvin after considerable correspondence and a conference phone call.

Bill Cameron transported his Smith Flyer to Hershey in the back of his stationwagon where it competed with four other similar vehicles and came away with a first prize. As has been reported previously, this mini-vehicle was built by the A. O. Smith Corporation of Milwaukee, Wisconsin, a company that has been prominently identified with the automobile industry for some 75 years.



Your editor recently purchased a five foot high pile of discarded and rusty Ford Model-T parts, the most important item of which was a complete Ford Model T engine circa 1923, converted to a stationary power plant. On the casting holding the coil box in hardly discernable raised letters was the name Hammer Blow of Wausau, Wisconsin.

The name sounded familiar and following some mental dial twisting I recalled that the name Hammerblow was stamped on the axle of a trailer I was dismantling. The Wausau telephone directory confirmed the fact that the company was still in existence. A letter to the company resulted in a prompt response and a photocopy of a sixteen page brochure, the cover page of which is reproduced here. Ford dealers of the period are urged to buy the package of accessories and increase their income by selling power plants to farmers and others who need "cheap, dependable power for a low initial cost that spells annihilation for other types of stationary gas engines."



Hammer Blow Tool Company

Wausau, Wisconsin, U. S. A.

REWARD



Joe Koller collects antique motorcycles. So when he heard that an unrestored cyclecar was in the estate of an antique car collector, he was interested. He studied the car, spoke with the late owner's daughter, and eventually brought it home. It runs great, but there is one major problem with the latest addition to his collection - he doesn't know what it is.

As with so many old cars, this rarity has a dim and confused history. Apparently the gentleman who had owned it had gained ownership along with several other old cars, even though its make was unknown. There was not a title, and the only thing that would have identified it, the "radiator" badge, was missing.

Koller believes that it may be a c1922 Pedersen, but wants to know for sure. The car has an aircooled 30 V-twin engine mounted under the hood, and drives through a 2 speed transmission and drive shaft to a differential in the rear axle, which also contains the braking mechanism, a rather unusual feature for a cyclecar of the era. Springs are quarter elliptic, front & rear, front axle is a beam type, and the wheels are of typical motorcycle design. It's a well-built machine of good quality, and uses parts obviously made for it, not adapted from a motorcycle.

When your reporter studied the car late this past summer, Joe Koller was offering a \$50 reward to the first person who could positively identify the make, and supply corroborative proof to back it up. Positive identification has yet to be made, so if you believe you may be able to supply the needed information, please contact Joe Koller at P. O. Box 92, North Lake, WI 53064.

IT'S DUES RENEWAL TIME

It is now time to send in your dues for the 1983-84 Wisconsin Chapter, SAH membership year. You are also supposed to renew your national membership.

WSAH dues have not increased since the chapter's founding, even though costs have gone up considerably. If everyone sends in their dues promptly and secondary notices are not needed, it will help us to postpone an increase. Fill out the form on the bottom of this page and send in your check today.

Phil Hall, Treasurer

1983-1984 WSAH MEMBERSHIP RENEWAL FORM

Name _____
Address _____

Phone (home) () _____
(work) () _____

___ Individual \$5
___ Senior Citizen \$3
___ Corporate \$25 (includes 5 individuals)



Send to: Phil Hall
6646 W. Fairview Ave.
Milwaukee, WI 53213

ATTENTION UNDERWATER SEA RESCUE TEAMS

Reports of successful location and raising of long sunken ships prompts us to bring to the attention of future rescue projects the following news item that appeared in AUTOMOBILE TOPICS on June 26, 1915.

FOUR WHEEL DRIVE ENLARGES ITS PLANT

Unable to carry out all orders for its four-wheel drive motor trucks received from Europe, the Four-Wheel Drive Auto Co., of Clintonville, Wis., has broken ground for an additional building, 100 x 185 feet, which will enable it to turn out 125 trucks a month. At present its capacity is 75 trucks monthly. The company came into international notice not long ago because of the sinking of a large consignment of these trucks by a German submarine boat. The first thing the company heard about it, is said to have been a cabled rush order for a duplicate shipment for "the one lost at sea."

<p>"The Leader of Its Class"</p>	<h1>Rambler</h1>	<p>"Equal to the \$2500 kind but at One-Third the Price"</p>
<p>Model "K" \$1200</p> 	<p>Model "L" \$1350</p> 	
<p>Double cylinder 5" x 6", opposed; 16 horse power; 84" wheel base; large detachable tonneau; engine easily accessible; one lever control; two brakes; complete with lamps and horn.</p>	<p>Double cylinder 5" x 6", opposed; 16 horse power; 84 inch wheel base; Canopy Top and Tonneau detachable; complete with lamps, horn and baskets.</p>	
<p>WHY NOT SEND FOR CATALOGUE "A"</p> <h2>THOMAS B. JEFFERY & CO.</h2> <p>Branches: 204 WABASH AVE. CHICAGO Kenosha, Wisconsin 143 COLUMBUS AVE. BOSTON</p>		