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Editorial

This issue contains member Phil Dumka's excellent research work into the single cylinder Cadillacs. Phil wrote to me to say that "the main objective (of the article, and information he presents) is to "educate"—to light a tiny candle". I think he has done his job well and am pleased he has chosen the SAH Journal as the publication to present it in. Let's hope the rest of you share some information with us this year also. I try to produce the best issues possible, but can only work with the contributions that are sent in. We are an 'international' society with a broad range of interests, this should be reflected in our publications. I hope the enthusiasm that Phil Dumka has shown by sending in his Cadillac information can be infectious and spread to the rest of the membership and you can share what information you have on your favorite motor car, truck, bus, motorcycle, body builder, etc. with us.

Walt Gosden

Canadian Chapter

The Spring meeting was held April 17th, we don't have a report of how it went yet but some very interesting guests were to be in attendance including Robert Gladdings who was employed with the Brooks (steam car) company; also D.N. "Lucky" Lott of thrill show fame of the 1940's and 1950's.

The Spring issue of the chapters publication "Canadian Automotive Historian" continued to have interesting and informative articles on Military vehicles by Lloyd Brown, Postwar Canadian cars by R. Perry Lavitz, License Plate Rambles by Wayne Plunkett (same excellent photographs of early Ontario plates here), and noteworthy items on Chevrolet and Pontiac by Walter Nisula.

(Editor's Note: Do hope our Canadian Chapter can get their April meeting guests, Mr. Gladdings and Mr. Lott to record their experiences (on tape or written) so they can be shared with the entire SAH membership, these are most important contacts and the Canadian Chapter is to be commended for their efforts in locating these gentlemen.)

AACA Thomas McKean Memorial Cup Awarded to SAH Member

The 1981 award for the best book of the year as judged by the AACA has been awarded to SAH member Tom Bonsall for his book "The Lincoln Motorcar: 60 Years of Excellence". The award was made at the February 1982 annual meeting of the AACA. "The Lincoln Motorcar" covers the complete history of the Lincoln car and company for 1919 up through the 1981 model run.

Obituary

J.W. "Bill" Beggs

The Kansas City Times & Star for March 3rd reported the death of J.W. Beggs, age 93; who with his father as a partner built the Beggs 6 motor car and distributed Stutz and Nash automobiles, and Gram trucks. He started work in his fathers wagon company and the firm was moved from Carrollton, Mo. to Kansas City in 1905. It was at this location that they became automobile manufacturers in 1917.

FYI by CB

Patrick O'Brien, Box 52490 Saxonwold, Johannesburg 2132, Republic of South Africa, has collected 100-odd pages of Indianapolis 500 race reports and technical features which he is willing to send to any member for the cost of postage (approximately \$12.00). He might even be willing to send this material free in exchange for a copy of Peter Helck's book, *THE CHECKERED FLAG*.

CUGNOT AWARDS NOMINATIONS

The Cugnot Awards Committee will accept nominations for Cugnot Awards from now until September 15, 1982. The 1982 awards will be made for the best book and the best article published in the field of automotive history in calendar year 1981. In addition to the actual winners of the awards in these two categories, the committee will award "honorable mention" citations so that several additional books and articles will receive recognition.

The Cugnot Committee is chaired by Matt Joseph (Wisconsin Chapter) who is joined by Keith Marvin (SAH Vice President and Pioneer Chapter), and Bill Cameron (Wisconsin Chapter). Joseph observes that the committee has over 100 years of automotive history reading and writing under its collective belt, and promises a careful review of all Cugnot Award nominations.

The Cugnot Committee asks that a wide range of those involved in automotive history join in the nominating process so that it can review the best work in this field. Since many good works are first published in obscure periodicals and by small publishers, it requests readers as well as authors to submit nominations. It also asks that, if possible, a copy of the work nominated be sent with each nomination. This is particularly important in the case of articles in periodicals, for which a photocopy of the article and of the masthead of the periodical in which it appears will be sufficient. All originals of periodicals and books that are submitted for nomination will, after review, be turned over to the SAH for its literature auction at Hershey. As in the past, the Cugnot Awards will be announced at the annual Hershey Banquet.

Please submit nominations to Matt Joseph, 7728 Martinsville Road, Route 1, Cross Plains, WI 53528. Your help in performing the difficult, but rewarding, job of honoring the best practitioners in our field is appreciated.

Matt Joseph
Keith Marvin
Bill Cameron

Letters

From: John S. Burnham, 354 Dogwood Ave., Brighton, CO 80601. When I looked at the Gebby Mystery Car in the latest journal, at first glance I thought it might be the Bucciali that Peerless ran on their test track. But the date is wrong — the plate very clearly shows 1932 and Peerless threw in the towel in 1931. I dropped a note to Mr. Gebby suggesting he send prints to Griff Borgeson and Bill Lewis — between the two of them they know about everything there is to know about front wheel drive. I've been collecting stuff on f.w.d. for thirty five years and can't hold a candle to either one.

Speaking of Peerless/Bucciali has our verbal history committee ever found anyone in Cleveland who could interview ex-Peerless employees? Thirty years ago I ran across an old die maker in Mount Vernon, Ohio who had been in the die shop at Peerless. Even though he had been given several rides on the Buc chassis all he could remember was that it was front wheel drive, had independent suspension for and aft, and "was much too complicated for Peerless to try to build."

From: J.H. Valentine, P.O. Box 2596, Culver City, CA 90230. SAH member James Bibb of Dearborn Heights, Michigan has provided the answer to the question of the builder's identity of the WIDETRACK tractor truck unit referred to in the Jan-Feb 1982 issue of the SAH Journal. He provided copies of a photo of a like unit plus an article on the restoration of a similar but not identical unit. It was built by the Cochran Equipment Co. of Salinas, California in the late Fifties or early Sixties using a Fabco chassis and cab by the Chicago Cab Co., a wide, rectangular COE. Cochran builds the Cargo King trucks and off-road material-handling units used by many major airlines today. Most Cargo Kings are Ford-based (chassis and engine).

From: G. M. Naul, 534 Stublyn Rd., Granville, Ohio 43023. Just got the copy of *The Journal*, No. 76. Excellent, but as always I could read twice the load, but I am well aware that the editor can publish only what he is sent.

Anyway, I am particularly intrigued by the photo sent by Jerry Gebby which is a mystery, except for the prominent manufacturers' license plate. Mr. Gebby says that the Michigan Motor Vehicle Dept. does not keep records over ten years. However, that does not necessarily mean that license plate information cannot be retrieved. The back of the 1934 edition of Branham's has a section which gives in abbreviated form the rules and laws which pertained to each state in that year. Among the other pieces of information is a listing for "Annual Motor Vehicle License Directory", and in that slot for Michigan is the information that the state *did* publish a yearly listing. Just what that list contained cannot be answered until a copy can be located. Unfortunately, although many states did publish yearly lists, the remaining copies are very difficult to locate. Possible the Michigan State Library (assuming there is such an organization) would have a copy from which the manufacturer's identification could be obtained.

There were, in 1934, and presumably in 1932, several states which published their own lists. These were Illinois, Michigan, Maryland, Mississippi, New Hampshire, New Mexico, Penna., South Carolina, Utah and Virginia. Other states allowed commercial organizations to use the lists, and publish them. Those states were: Alabama, Arizona, Conn., Del., D.C., Fla., Idaho, Indiana, Iowa, La., Mass., Minn., Neb., N.J., N.D., Ohio, Oregon, R.I., S.D., Tenn., Vt. and Washington. (I cannot give information on W.Va. or Wyoming, as those pages are missing from my copy of Branham's.)

Incidentally, the information in Branham's gives the names and addresses of the private publishers, should any member be interested. I'd be glad to provide further information, if the subject is of sufficient interest.

From: John M. Peckham, 675 Pinewood Avenue Road, Troy, New York 12180. Maintaining my usual high standards in guessing the Mystery Cars, I again find that I was in error on the one that I thought might be a Palmer-Singer. Enclosed in a photo of the P-S that I thought it might be. As you can see, it is not.

There are similarities such as the radiator, but everybody's radiators looked alike at that point. Obvious differences are the louvers on the hood; the wheels and hubs; and the simple fact that the P-S was shaft drive, not chain.

The P-S is in the white, and judging from another photo, has just had this body mounted on a chassis that has been around a bit. Possibly, it is the prototype chassis. The photo of the new P-S that appears in the Dec. 15, 1909, *Horseless Age*, p. 694, appears to be the same car. Note the damaged radiator that I mentioned in my previous letter.



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From: Max Gregory, "Beltana", Korumburra Road, Drouin South, Victoria, 3818, Australia. Due to my not receiving issues of the Newsletter during most of 1981 (numbers 71, 72 & 73) I have been rather out of touch in the year just past but now that I am a member of the family again I discover that the learning process is still going on amongst the seekers of knowledge.

Issue 76 is just to hand and I note that the upheavals of the old White firm have prompted some note on their present status. As these notes omit any mention of one arm of the White Motor Corporation I feel that the record could be filled out further.

The White Motor Corporation (Australia) was set up in the early 1970's and embarked on an expansion plan in 1973 which coincided with the unification of all product lines under the White banner, which also included, at the time, the Euclid line of mining and dumper trucks and earthmoving machinery. The former tractor brand names of Oliver and Minneapolis-Moline were discontinued and the White name used exclusively.

During the following years of truck production at the plant in Boundary Road, Coopers Plains, Queensland a certain amount of divergence from the U.S. product became apparent, including the offering of Rolls-Royce diesel engines as a regular feature.

As of May 1981 W.M.C. (A.) was purchased by Silchester Holdings, a company formed by cousins Rodney and Trevor Duce, truck dealers of Brisbane, Queensland. The arrangement between Australia and the U.S. is one which is not binding on W.M.C. (A.) to draw their supplies from Volvo White, but while Volvo White remain price competitive the current situation will prevail although only 14% of the truck is sourced from Volvo White—mainly chassis frames and cabs. However the cabs are actually built by a subsidiary operation named the Gemini Corporation on tooling, dies and jigs which are now the property of the new Canadian-owned concern Western Star Trucks. Liaison between W.M.C.(A.) and Western Star may be expected to parallel that with Volvo White.

The Australian operations of the White Farm Equipment Co. remain unaffected in that they remain under the control of the parent White Farm Equipment concern which is now independent of any truck building.

Present-day recessionary forces have spelled the end to the moves which White had made in the last two decades to expand their scope of operation. In 1960 they took over the Oliver Corporation, themselves inheritors of Hart-Parr, Nichols & Shepard (steam traction engine builders). In 1962 the Canadian concern, the Cockshutt Plow Co. was absorbed followed by the Minneapolis-Moline Co. in 1963 which had been formed in 1929 out of the Moline Plow Co., the Minneapolis Threshing Machine Co. and the Minneapolis Steel & Machinery Co., all of which had been tractor makers. The identity of White Farm Equipment came into being in 1969 as a division of the White Motor Corporation and marked the completion of the full circle since Rollin White set up the Cleveland Tractor Company, in 1917, builders of the Cletrac crawler tractors, which was swallowed by the Oliver Corporation in 1944.

Those who feel that the S.A.H. should confine its interests solely to automobiles will not take kindly to this talk about tractors but it is an interesting point that several automobile notables apart from Henry Ford had their finger in tractor pies.

From: Dick Larrowe SAH#84, 40400 N.E. Larch Mtn. Rd., Corbett, Oregon 97109. I am enclosing the newsletter from the Pacific Northwest Convertible Club. I have been printing all the information I have so far concerning the Beaver automobile that was made near here. I usually print a page a month. I will send you the newsletter until all the information has been printed in it. Most of this probably duplicates information you may already have, but I have found out some new information recently. There will be a story by me about the Beaver in the May Coast Car Collector.

I have probably been guilty of assuming I am the only person in the SAH who knows anything about this obscure make. Maybe I am wrong and other members may know something. If so, I would like to hear from them, or see their letters printed in the SAH Journal.

From: Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89431. At this point you don't need my RAYFIELD letter but I'd like you to change one word in it that has bothered me since I mailed it. I stated that "This is the same Rayfield that manufactured the well know Rayfield carburetor". It should read 'developed' rather than 'manufactured'.

The Rayfield carburetor was manufactured by FINDIESON & KROFF MFG. CO. of CHICAGO from 1910 to 1919 and by BENEKE & KROFF MFG. CO. of CHICAGO from July 1919 on when BENEKE purchased FINDIESONS instead. Mr. Findieson remained with the company in a managerial position.

From: Willard J. Prentice, 2419 Chetwood Circle, Timonium, Maryland 21093. The mystery photo of the 1897 Holderman looks familiar to me. I have had a couple of pictures of this car in my album for several years which were sent to me by the owner. He is AACA member Ross Steiner, 4517 Crestshire Ln., Saint Ann, MO. 63074. Mr. Steiner wrote me that he got the car as a graduation gift in 1934. No doubt he can furnish more information about the car.

I note that THE AMERICAN CAR SINCE 1775 spells it Holdeman and shows the year as 1895 only.

From: David Brownell, Box 196, Bennington, Vt. 05201. After re-reading Mr. Kahn's comments in the Jan-Feb Newsletter—oops—I mean *Journal* four times I think I've finally understood his complaint about my article on the cars registered in Rhode Island in 1906.

This piece was intended to be a statistical review along with some interpretive commentary and I trust most members read it in that light. I trust also that Mr. Kahn read the footnotes accompanying the review and was able to distinguish the various types of vehicles discussed from that information.

It was not meant to be a history on each vehicle make mentioned. That's rather like including a personal biography of each member of SAH in our membership roster.

From: Jim Peterson, 1813 Harvey St., Kalamazoo, MI 49007. In regards to the Mr. DeSchaum mentioned by Mr. Hanley, Johnson, and Conde in Issues 71, 73 and 74, he was indeed involved in several automotive organizations. His real name was William Andrew Schaum, and his ventures included spark plugs and the DeSchaum Motor Car Co. in Buffalo, N.Y. which produced the Seven Little Buffalo's car. Who knows why he added "De" in front of his last name. He moved this company back to Detroit and manufactured the Surburban.

Through some strange financial arrangements, DeSchaum was forced out and the company was taken over by a Mr. Palmer of Palmer and Partin-Palmer fame. These and other companies eventually evolved into the present day Checker cab.

DeSchaum continued on in Detroit as a consulting engineer, but tried his luck again during the cycle car craze. His Automobile Cycle Car Co. manufactured the Auto Cyclecar which became the Tiger. The company did not last and DeSchaum died shortly after in 1915.

A complete history, with many more details, is included in an article titled, Taxil, written by Stanley Yost in *Car Classics* magazine, June, 1974.

Research Column

HELP! Need any information at all on the air cooled JULIAN automobile built in Syracuse, N.Y. by Julian Brown in 1925. Have found one of the tool makers that worked on the car, and will be interviewing him. Need any period photographs of the car, and any information on the life of Julian Brown. Walt Gosden, 197 Mayfair Avenue, Floral Park, New York 11001.

I am looking for information that would be helpful in developing the History of Germany's Karmann Coach works! I would appreciate your help. Don Luebke #678, Bear Creek, WI 54922

Want copies of any Union truck and bus salesman's catalogs. Does anyone know of existing Union balance sheets and/or profit and loss statements? Does any member know of a still existing Bay City built Union vehicle? All leads deeply appreciated. Ronald J. Putz, 201 Salzburg Ave., Bay City, Mich. 48706-5317.

Classified Ads

Wanted: Original issues of "The Accelerator" 1927-1934 (Auburn factory publication), also any "Safety Stutz Newsletters" (Stutz factory publication). Researching both makes. Henry W. Uhle, 65 East 92nd St., New York, New York 10028.

For Sale - Automotive News, 1947-72, weekly issues, also annual almanac's 1948-67. Motor Trend, The Classic Car, Cars & Parts etc. Complete list for SASE. Jim Petersen, 1813 Harvey, Kalamazoo, MI 49007.

Book Review

The Miller Dynasty, by Mark L. Dees. Barnes Publishing, Scarsdale NY.; marketed by the author, P.O. Box 3887, Beverly Hills, CA. 90212 USA. Horizontal format, 9.25 x 12.25 inches (236 x 313 mm), 527 pages.

This monumental tome (weight about five pounds) is sub-titled "A Technical History of the Work Of Harry A. Miller, his Associates, and his Successors". It contains about 100,000 words of text, 708 marvelous photos — a large number of them are reproduced in full-page size — and 116 equally good drawings. This remarkably definitive work is the result of some 20 years of the most dedicated toil on the part of its author, a well-known California attorney and automotive sportsman.

In his introduction Dees states that his book is intended to amplify and correct my own *The Golden Age of the American Racing Car*. That book deals mainly with the Roaring Twenties, and Dees has made good use of its contents. But that period accounts for only a fraction of the scope of *The Miller Dynasty*. It begins with the start of Miller's career as a young bicycle mechanic around the turn of the century and traces its development in the most thorough detail until the great man's death in 1943. In this research *tour de force* Dees describes and illustrates practically every one of his chief protagonist's myriad marvelous creations.

Miller of course also created a school of racing-car design, and Dees includes chapters on its most outstanding manifestations. Lou Moore's Blue Crown Specials are there, as are the Sparks and Sparks-Thorne machines, and the Novis. And Miller's various carburetors and high-performance marine and aero engines are covered in depth for the first time.

This book is not without its imperfections. Miller's middle name is mis-spelled (my original error), the 1912 GP Peugeot is credited with desmodromic valve gear, and the 1913 3L/Peugeot is said to have had finger-type cam followers, which is not the case. Dees thinks that the iron single-cam Miller four came after the aluminum ones, whereas contemporary newspaper coverage shows that it preceded them. He believes that the outboard-brake 122 front-drive was the second of that series, whereas it was the first. But such errors are few and far between and the overall quality of research and writing is very good. For anyone with a serious interest in American high-performance machinery this book is mandatory. It does not have an index.

Griffith Borgeson

RESPONSE BY THE AUTHOR TO REVIEW OF THE MILLER DYNASTY

I am delighted that Griff Borgeson, who did so much of the original Miller research, is so kind to my work, and has no more criticism than he does. Since there was so little contemporary record of Miller's activities, and since so many examples of his work were raced to destruction years ago, I could not expect to be correct on every point in a work this size. I hope to someday issue a revised edition or at least a supplement incorporating the corrections and new material that publication of *The Miller Dynasty* is already bringing forth.

In the meantime for the sake of the record, and not, I hope, to cavil, I'll respond to Griff's criticisms. The 1912 Peugeot engine illustrated in Pomeroy's opus *The Grand Prix Car* has a stirrup shaped cam follower which I interpret as a crude desmodromic arrangement with a helper spring (as found in some modern desmo setups) to furnish a positive seal when starting the engine. (My desmo Velocette motorcycle uses a torsion bar for this purpose.) The 3 litre Peugeot has a sort of finger follower, but not, I admit, a jointed type a la FIAT. Thanks to Michael Rosen, Griff has furnished me with enough contemporary evidence that an iron-block SOHC Miller four preceded the "all aluminum" models to make me now disregard the remembrance to the contrary of Ed Winfield, the only man still alive who was there. The engine pictured on page 57 of my book is the iron-block engine, it seems, and not the later 3 litre "Baby Chevrolet" (my caption was conditional), although the latter engine was originally all aluminum and later rebuilt as an iron block job to avoid water leaks around the wet sleeves of its predecessor. Thus we must hope that someone can supply us with a photo of either an early or late version of the Baby Chevrolet engine. It would have resembled the earlier SOHC Miller engines except for a wide oil sump not unlike that of the Miller "TNT" engine illustrated; you can barely see it under the frame of the Baby Chevrolet photo on page 58.

As for the chronology of the two 122 front-drive racing cars, they were virtually contemporaneous, but I stand by my guns pending further research. I left out an index since nearly every major project and watershed event in Miller's life has a chapter or sub-chapter of its own - over 90 such are listed chronologically in the Table of Contents.

Mark L. Dees

(Editor's Note: Sale distributor for *The Miller Dynasty* is author Dees, Box 3887, Beverly Hills, Ca., retail price \$59.95 per copy plus \$2.00 postage, Ca. residents add \$3.60 sales tax. Surface mail to the UK or Europe add \$3.00.)

MODEL IDENTIFICATION AND DATING OF SINGLE CYLINDER CADILLACS

Philip S. Dumka SAH#542
©1982

(Editor's Note: All photographs used in the Cadillac article are courtesy of the Henry Austin Clark Jr. collection. All catalog illustrations are from Philip Dumka's collection.)

Cadillac Single Cylinder literature (19 sales catalogs, 6 instruction books, 10 parts lists, and 100 ads from 1902 thru 1908) and various Cadillac publications of later date have been condensed into this guide to aid in the model identification and dating of the few hundred remaining examples of the approximately 16,000 Single Cylinder Cadillacs built from 1902 thru 1908.

Since factory printed material is not 100% accurate in description of actual vehicles manufactured, this guide cannot be considered the final word. However, since the design of the Single Cylinder Cadillac lends itself to easy modification, it is doubtful that some of these seventy-four to eighty year old vehicles are presently 100% representative of the original product either. A guide generated from a single baseline, the original factory literature, seems a logical starting point.

Single Cylinder Cadillac Engine Numbers and Production Figures

Engine number is stamped on top of crankcase (possibly at right front corner, left front mounting ear, or near water outlet). The listing below is found in the 1919 Cadillac Salesman's Data Book and in several Data Books and Parts Lists over the next twelve years of Cadillac publications.

Model	Year	Engine Number
A	1902-03	1—2500
B	1904	2500—3500
AB	1904	3500—4018
BEF	1904	4200—5000
EF	1905	5000—6600
CEF	1905	6600—8200
ACEF	1905	8200—8350
KM	1906	8350—10000
ACEF	1905 spcl	13501—13706
F	1905	13728—14200
KM	1906	20001—21850
KM	1906-07	21851—22150
KM	1907	22151—24075
KMST	1907	24075—24350
ST	1908	24351—25832

The numbers as listed may be blocks of numbers assigned but not all used, numbers actually used, or a combination. The 1902-03 numbers include the 1902 "production" of (three) prototypes.

The following breakdown of production is by the author and is based on the engine number list—with some approximations.

Year	Production	Cumulation	By Model
1902-03	2500	2500	A 2850
1904	2319	4819	BC 1700
1905	4029	8848	EF 4300
1906	3650	12498	KM5850
1907	2350	14848	ST 1630
1908	1482	16330	

Production claims in sales catalogs ran somewhat higher than the numbers indicated by the after-the-fact engine number list, but within the margin allowed enthusiastic salesmen—until 1908. The S-T Advance Catalog claimed "18,000 already in use". This claim was reduced to 16,000 in later (1908) S-T catalogs.

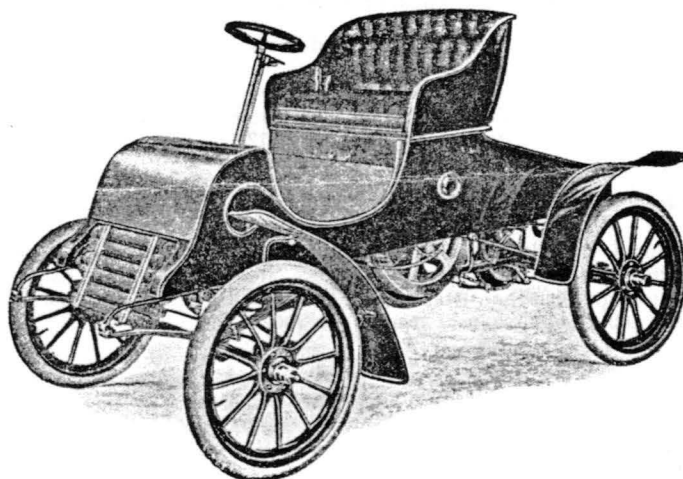
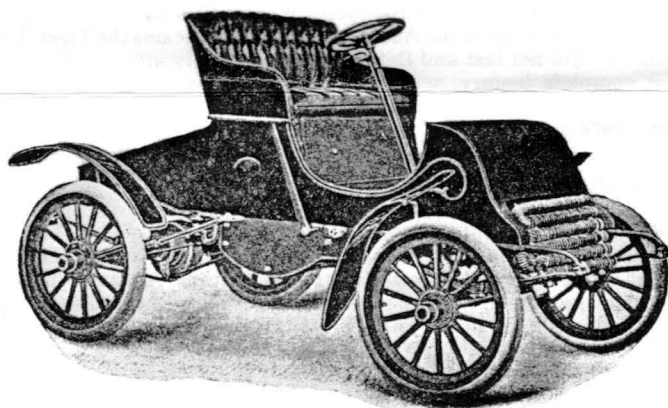
As for single cylinder total-production statements in later Cadillac publications; the 1919 Data Book claims 15,686, the 1920 Data Book claims 15,128, then the 1924 Data book and several subsequent publications thru 1937 claim 16,126. This last is a close match for the 16,330 total of the engine number listing.

Cadillac built prototypes in 1902, then the Cadillac Runabout (with tonneau) for 1903. For 1904, the 03's were called 1904 Model A's, and the Model B was added. For 1905, Model B's were continued and Models E & F were added. Later in 1905, Model F hoods and radiators were installed on Model B's to make Model C's. The 03's and 1904 Model A's were in the 1903 and 1904 catalogs respectively, and in ads from November 1902 thru June 1904. The Model B's were in the 1904 and 1905 catalogs and in ads from April 1904 thru August 1905. The Model C's were in a special 1905 catalog and in ads from October thru December 1905. Models E & F were in the 1905

catalog and in ads from February thru December 1905. For 1906, Models K & M were introduced and continued thru 1907. Models K & M were in the 1906 and 1907 catalogs and in ads from February 1906 thru August 1907. For 1908, Models S & T were introduced, were in the 1908 catalog, and were in ads from November 1907 thru June 1908. At this point, four cylinder Cadillacs (first seen as 1905 Model D's) were taking over. It is possible that the last of the Models S & T were sold in 1909, but unlikely that there was any single cylinder production after 1908.



1903 Cadillac Runabout



1904: first year model designation (A, B, C etc.) was used, but all cars with curved dash are referred to as model A. There are many detail differences between early and late model A's - not necessarily between 1903 model A and 1904 model A, nothing that shows in anything but detail photographs.

From all this confusion, there emerge only four "appearance" or "quick-glance" groups of Single Cylinder Cadillacs; A, B, CEF, KMST. Cars in these groups can be identified as such from a distance or from the usual 3/4-front photograph. Model A (including 1903's and 1904 Model A's) is identified by curved dash, sloping radiator, and longitudinal half-elliptic front springs. Model B is identified by inverted box forward of dash, radiator below frame, transverse half-elliptic front spring, and pressed steel beam-type front axle. Models C, E, F are identified by more traditional "hood" shape with sharp corner between top of "hood" and louvered side panels. Model C can be picked out of this group by pressed steel beam-type front axle and rear-entrance tonneau or flat rear deck. Models K, M, S, T are identified by distinctly rounded "hood" corners. Models S, T can be picked out of this group by running boards (except Coupe—which can be identified by wheelbase) and long, curved rear hangers for the rear springs (to accomplish the six inch T vs M or eight inch S vs K longer wheelbase).

Closer examination reveals details which break these "appearance" groups down into: early A, late A, B, C, E-F, early K-M, late K-M, or S-T. Note that EFKMST are not six distinct models, only three. The first letter of these pairs, E-K-S, are runabouts; F-M-T all other body styles within the groups. Also note that the Folding Tonneau was not available on the shorter wheelbase Model K chassis.

1903 catalogs show illustrations which probably represent prototypes only—showing fourteen-spoke wheels and an engine cover. A factory photograph exists which shows these details on the "first" Cadillac. An engine cover or drip pan is mentioned in the 1907 catalog, but now shown. The earliest of four 1903 catalogs describes the nickle plated, rather than black painted radiator. In the latest 1903 catalog, rich maroon color is added to the previous jet black color for the body.

Comparison of the first instruction book (showing Model A only) to the second instruction book (showing Models A and B) plus a study of the parts lists bring out several differences between early Model A and late Model A—not necessarily 03 vs 04 or all at a particular engine number. The brake cables were changed from bending at the rear engine cross-member and leading up above the rear axle to a straight run ending below the rear axle. American Ball Bearing axles were changed to Weston-Mott axles. The primer and cylinder-drain controls were extended to points outside the frame side-rail on the left. Knobs were added to the spark and throttle levers. The plug-type electrical switch was changed to a combination oiler shut-off/electrical switch. A long extension pipe was added to the inlet valve slide-bar-eccentric grease cup. Instead of crossing over at the rear cross member, the water feed pipe was changed to cross over under the engine. Schug or Varley coils gave way to Splittdorf coils and Federal (Diamond) drive chains gave way to Whitney drive chains. The positions of the cylinder and water jacket drain cocks were reversed, and the main engine bearings were made heavier.

Changes for B, C models included: A joint in the body side-panels at the dash so that the body could be slid off without lifting; pressed steel frame and axles; transverse front spring; pressure-fed multiple oiler (this oiler may have been used on some late Model A's); filler cap on water tank; crank hole on left side only—at crankshaft; spark control outside body, passing thru fuel tank to safety slide mechanism which covers crank hole when spark is advanced; and verticle radiator below frame.

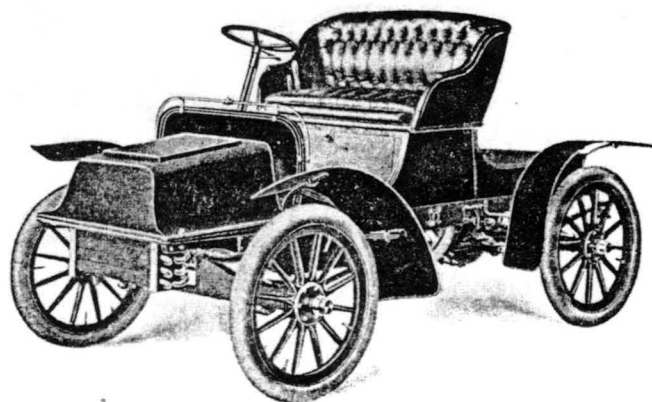
For E-F's: A balanced linkage was installed on the transmission brakes; the radiator was raised between the frame rails; and axles were American Ball Bearing—the front tubular trussed axle and spring being hung from a rocker spring perch.

For the 1906 K-M's: The spark control was moved to the steering column; a one gallon, valve controlled, reserve was provided in the fuel tank; a larger, stud mounted roller replaced the yoke-mounted roller on the inlet valve lever; water pipes were changed from iron to copper; the radiator cap was made functional; the front spring was attached by King post and spring perch; and a new oiler with mechanical feed was used.

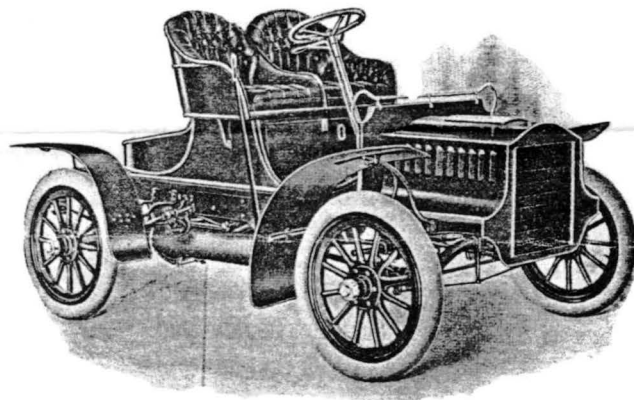
Later K-M's had less cant to the fenders and skirts were added inside the front fenders. The front of the muffler ended near the centerline of the crankshaft rather than near the control lever shaft and the outlet pipe was at the front rather than the side of the muffler. The oiler drive was changed from cam to pulley and belt.

On the 1908 S-T's: running boards were installed on all body styles except the Coupe; fenders were flat; the exhaust outlet pipe extended farther forward, then ran back under the muffler rather than along the inner side of the muffler; and, for the first time, three oil lamps and a horn were furnished as standard equipment.

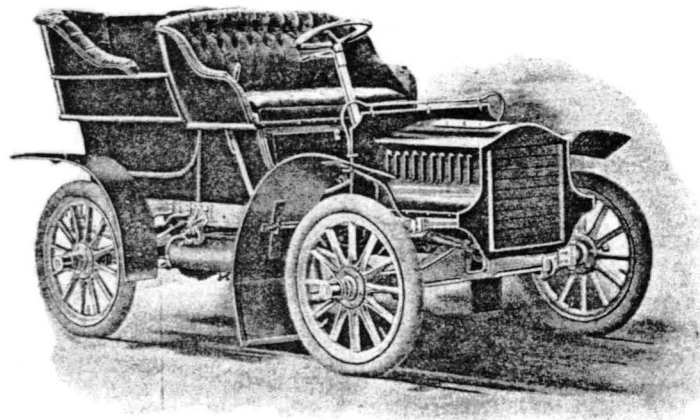
Many other detail changes were made thru the years; changes which are seen only by "crawling under", opening hatches and covers, removing the body—all those things that require the participation or permission of the owner. Many of these changes are referenced in the literature, but not illustrated. Further research is presently under way to illustrate these changes and to correlate all changes with specific engine numbers. A study of existing Single Cylinder Cadillacs will help to verify or refute the information presented in the literature.



1904 model "B" runabout showing pressed steel axle, the model "B" is also shown in the 1905 catalog.



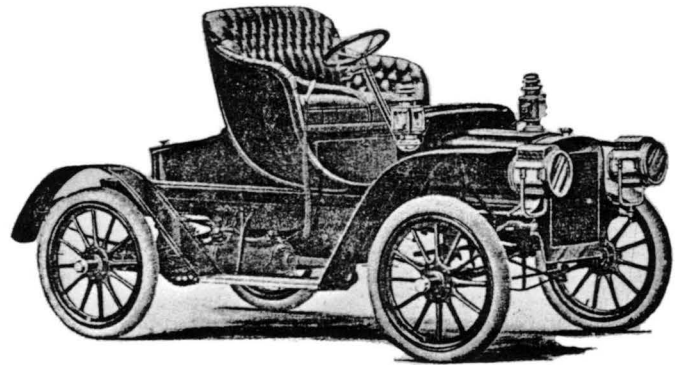
1905 model "E".



Special 1905 catalog showing model "C" only. Cadillac says model "C" was built to help out many customers who wanted a runabout with detachable tonneau. No detachable tonneau was offered on regular 1905 model E & F cars. Freely translated - "put on a new hood on those left over model B's and see if we can get rid of them." Very few people realize what a model "C" was.



1904 Model B Touring Car (with detachable rear entrance tonneau)



1908 catalog illustration of model "S" shows running boards and flat fenders with inside skirt.

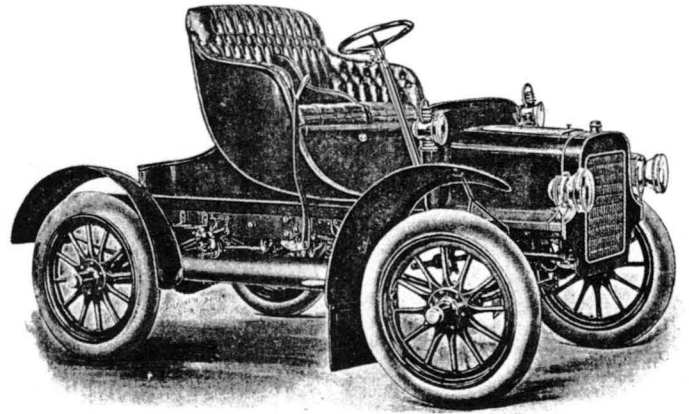
Cadillac Single Cylinder Body Styles As shown in Cadillac catalogs—using Cadillac Nomenclature.

Catalog	H.P.	Model	W.B.	Body Style	Remarks
1903	6-1/2	Cadillac	72"	Runabout)-(A,B,C... designation not used) (until 1904.)) (Later references combine 1903's and) (1904 Model A's as Model A.)
1904	8-1/4	Cadillac	72"	Runabout	with detachable rear-entrance tonneau
		A	72"	Runabout)
		A	72"	Rounabout	with detachable rear-entrance tonneau
		A	72"	Delivery	detachable top
		B	76"	Runabout)
1905	9	B	76"	Touring Car	with detachable rear-entrance tonneau
		B	76"	Touring Car	with detachable rear-entrance tonneau
		C	76"	Runabout)
		B	76"	Surrey	with detachable side-entrance tonneau
		B	76"	Delivery	no doors non-detachable top
		B	76"	Touring Car	with detachable rear-entrance tonneau
		C	76"	Runabout)
1906	10	C	76"	Touring Car	with detachable rear-entrance tonneau
		E	74"	Runabout	straight line
		F	76"	Touring Car	straight line. rear side-doors.
		F	76"	Delivery	non-detachable top
		K	74"	Light Runabout	Victoria
1907	10	M	76"	Touring Car	Victoria. rear side-doors
		M	76"	Delivery	non-detachable top
		K	74"	Light Runabout	Victoria
		M	76"	Touring Car	straight line. rear side-doors
		M	76"	Touring Car	Victoria. rear side-doors
1908	10	M	76"	Folding Tonneau	straight line
		M	76"	Coupe	Not available on K chassis.
		M	76"	Delivery)
		S	82"	Runabout	straight line
		S	82"	Runabout	Victoria
		S	82"	Runabout	straight line with double rumble seat
		S	82"	Runabout	Victoria with single rumble seat
		T	82"	Four Pass. Car	straight line. rear side-doors
T	82"	Four Pass. Car	Victoria. rear side-doors		
T	82"	Coupe)		
M	76"	Delivery)		

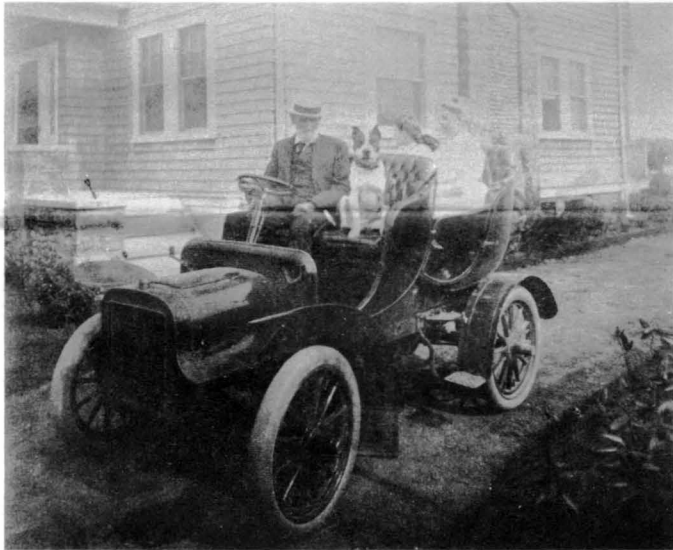
)-(Coupe body may be replaced with
(Four Passenger or Runabout body.)



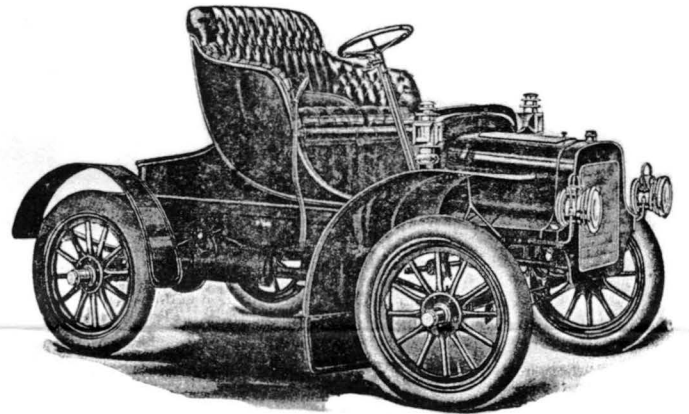
1906 Model K Light Runabout (Victoria style)



1906 catalog illustration of model "K" light runabout, note long muffler and canted fenders.



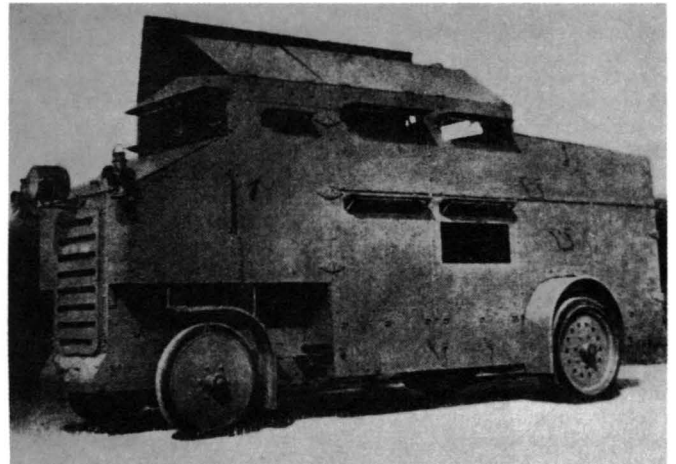
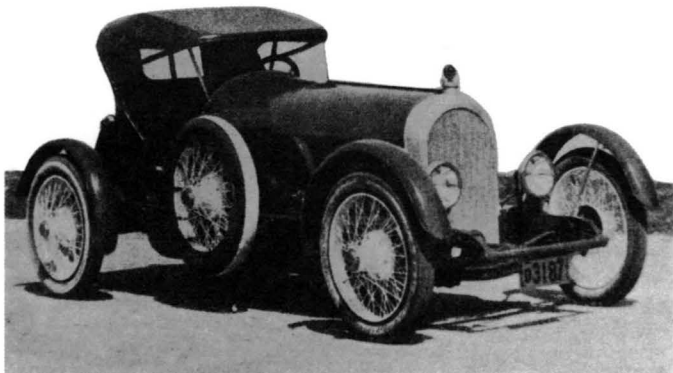
1906 Model M Touring Car (Victoria style)

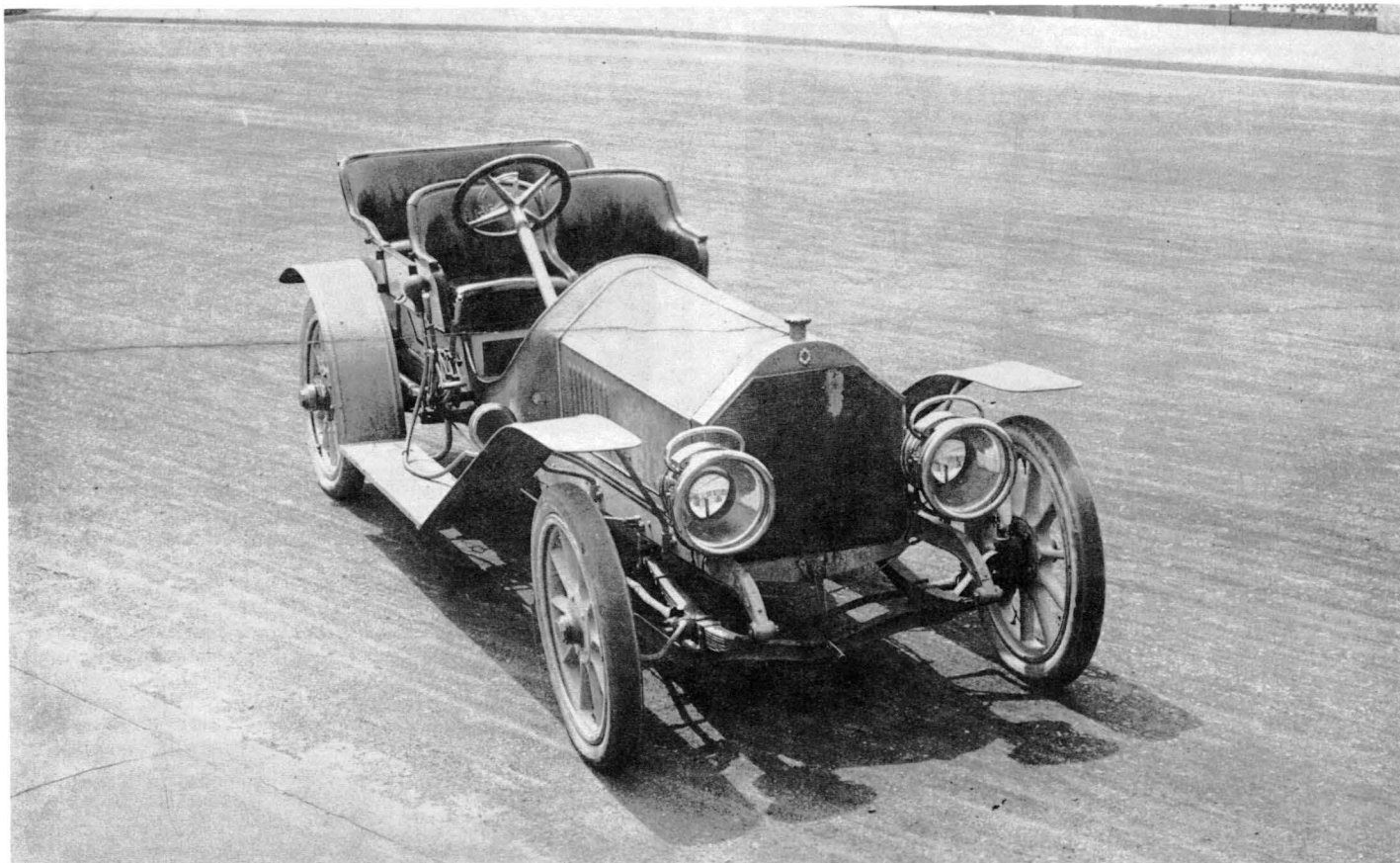


1907 catalog illustration of model "K" light runabout. Note short muffler, flattened nose of front fender, and skirt on inside of front fender.

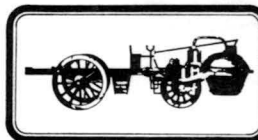
The 1906-07 model K, M and 1908 model S, T are the most difficult to identify at a glance since they all have the same hood styling. 1908 models are alright if you can see the running boards, except the coupe that didn't have them but did have the long wheel base. Model K and M are mostly identified for 1906-07, changes don't all happen at the same point. It will take a survey of owners to try to pin down changes by engine number.

Mystery Photographs: These were taken from a 1917 magazine, lets have your guesses. The armored car is British and it was noted in the magazine that it was "used with much effect in France". Who built/designed it? The automobile is of American origin.





Period Photograph: This photograph of a 1909 Palmer-Singer "Six-Sixty" toy tonneau is from the collection of John M. Peckham, Troy, New York.



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