

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March-April 1985

Issue Number 95

## MINUTES OF THE FEBRUARY BOARD MEETING

The mid-winter meeting of the Board of Directors was held in the Board Room of the Historical Society of Pennsylvania, 1300 Locust Street, Philadelphia, Pennsylvania, on Friday, February 8, 1985. Those in attendance were: Shelby Applegate, Charles Betts, John Conde, Walter Gosden, Matt Joseph, Beverly Kimes, David Lewis, John McAlpine, George Ward, and Perry Zavitz.

President John Conde called the meeting to order at 10:00 a.m., with a welcome to all and especially to newly elected director John McAlpine, and assistant secretary Shelby Applegate.

Director David Lewis moved that the minutes of the October 11, 1984, board meeting be approved as published in the November-December issue of *The Journal*. They were so approved.

Treasurer George Ward submitted a favorable report showing the healthy condition of the Society's financial condition. George Ward moved this report be approved as submitted. After seconding by Charles Betts, the treasurer's report was approved by the board.

Walter Gosden made a motion that a certain sum of money be transferred from the general fund to the awards endowment fund, in order to bring this investment income closer to annual costs. Matt Joseph seconded the motion which was subsequently approved by the board.

President John Conde read a letter received from Elizabeth Nagle outlining the purpose of the Michael Sedgwick Trust Fund. Walter Gosden agreed to contact Richard Brigham to publish this information in a forthcoming issue of *The Journal* to encourage individual members of the Society to support this worthy cause.

President John Conde announced that the Society would be present at spaces RB71-RB75 in the Blue Field at Hershey during the AACA Fall Meet in October 1985. He asked Shelby Applegate to prepare an appropriate announcement of this fact in a forthcoming issue of *The Journal*, at the same time soliciting help to make sure our area will be adequately staffed at all times during this important event.

Membership chairman Charles Betts reported that our membership (active, honorary, life) now numbered 401, but that so far 104 members had failed to renew for 1985. He was therefore authorized to issue reminder notices to the delinquents.

President John Conde asked the Canadian Chapter to host a general meeting of the membership of the Society, as well as a Board of Directors meeting, in 1986.

Treasurer George Ward introduced a motion that the annual dues schedule for all members be set at \$20.00 for the year 1986. Charles Betts seconded the motion which was subsequently approved by the board.

Publications chairman Beverly Kimes suggested that the 1984 Membership Directory be up-dated during 1985 via an insert (or inserts) accompanying a forthcoming issue of *Automotive History Review*.

Director David Lewis discussed possible names for nomination for officers and directors to be placed on the ballot to serve with terms beginning January 1, 1986. Director Matt Joseph presented comments regarding the Cugnot and Benz awards.

President John Conde reported that the idea of changing the name of the Society to include the word "international" or similar variant had met with such overwhelming resistance from the membership at large that our name/title would remain simply, Society of Automotive Historians, Incorporated.

There being no further business, the meeting was adjourned at 12:30 p.m.

*Respectfully submitted,*  
Charles Betts,  
Secretary

## THE FRIEND OF AUTOMOTIVE HISTORY AWARD

The Friend of Automotive History Award was inaugurated several years ago. It is the highest award that the Society of Automotive Historians can bestow upon an individual, recognizing lifetime achievement and dedication to the cause of automotive history. No further explanation is needed than to say that the first two Friend of Automotive History Awards were presented to Henry Austin Clark, Jr., and Charles L. Betts, Jr. Although the award is not necessarily an annual one, the SAH Board of Directors began preliminary discussions regarding an award this year at its February board meeting.

We invite your participation. David Lewis would be happy to receive your nomination for consideration for this important SAH award. Simply write to him at 2588 Hawthorn Road, Ann Arbor, Michigan 48104.

## CHAPTER NEWS

Members of the Henry M. Leland Chapter of the Society of Automotive Historians were given a special tour of the archives of the Alfred P. Sloan Museum in Flint, Michigan, on Saturday, February 2, 1985. The tour, arranged by chapter director Richard Scharchburg, followed a short business meeting and luncheon at Churchill's Restaurant.

David C. White, curator of collections for the archives, which is located at 303 Walnut Street, showed a large collection of original photographs, blueprints, sales literature, manuals and other material. While it concentrates on Buick and Chevrolet, it also includes a large amount of literature of other U.S. and foreign makes. Thousands of pictures depicting Flint history are incorporated in the collection.

White said the archives is open from 8 a.m. to 5 p.m. Monday through Friday. Much of its activity in recent months has been devoted to answering queries from restorers and to cataloguing recent gifts to the archives.

White lives in and is restoring the home at 307 Mason Street in Flint's Carriage Town district in which Charles W. Nash lived from 1904 to 1908, before he joined Buick.



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Frederick D. Roe

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**SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS, 1984**

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Bloomfield Hills, MI 48013

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197 Mayfair Avenue  
Floral Park, NY 11011

TREASURER

George B.P. Ward, Jr.  
c/o Maryland National Bank  
P.O. Box 987  
Baltimore, MD 21203

Persons interested in joining the Society of Automotive Historians, write to Charles L. Betts, Jr., Secretary, 2105 Stackhouse Drive, Yardley, PA 19067.

If you have moved, forward your new address to Charles L. Betts, Jr., 2105 Stackhouse Drive, Yardley, PA 19067.

Material for publication in the Journal or Automotive History Review should be sent to Richard B. Brigham, Editor, 1616 Park Lane, N.E., Marietta, GA 30066.

**BACK ISSUES OF SAH PUBLICATIONS FOR YOUR FILES**

**AUTOMOTIVE HISTORY REVIEW**

With the exception of number two, all issues are available from one to fifteen. Price is \$3.00 per copy, plus \$1.00 postage per order in the USA.

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Out of print: 3, 4, 6, 7, 23, 26, 43.

Very limited supplies: 1, 2, 5, 8, 9, 12, 33, 34, 39.

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Please add \$1.00 per order for postage in USA  
For shipment outside the USA please make payment in US funds and add ten percent of the amount of your order for shipping.

Make checks payable to The Society of Automotive Historians, Inc., and mail to Fred Roe, 837 Winter Street, Holliston, MA 01746 USA.

**HERSHEY VOLUNTEERS NEEDED**

Volunteers are needed to staff the SAH booth at Hershey for two-hour intervals from Wednesday through Saturday. Volunteers will give out membership application forms to interested people, answer questions about the Society, and generally make all visitors feel welcome to our space.

There are usually members gathered, talking automotive history and partaking of refreshments, but we want to make sure that someone is there at all times and paying attention to people who may slow down in the aisle and wonder, "What is the Society of Automotive Historians?"

Plan to spend your rest break at the SAH booth and help the Society for an hour or two. Please contact Mrs. Shelby Applegate, SAH, Box 1, Annville, Pennsylvania 17003. A schedule will be posted Wednesday morning at the booth, in case you forget when you volunteered. The booth is also a good place to arrange to meet friends and family in case you get separated.

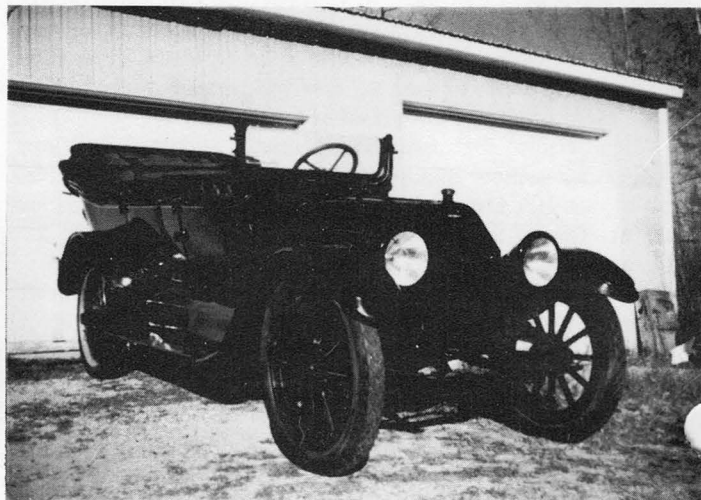
**LETTERS**

**From M. G. "Pinky" Randall, P. O. Box 700, Houghton Lake, Michigan 48629:**— Here is a photo of the 1914 Chevrolet Light Six, Model J, that I recently purchased. I have been trying to learn about the car but haven't made much progress. There is very little information available. I do, however, have a factory photo, an original parts book, a simple specification sheet, and that's about it. Ralph Dunwoodie did locate some information on it through his files, also. But there are still many of my questions unanswered. I would like to know about the following:

- 1) striping
- 2) production (for 1914 and 1915)
- 3) what sheet metal was painted black
- 4) type of radiator cap
- 5) engine tuning and timing information
- 6) where was the speedometer drive affixed—to wheel or where?
- 7) dash lights and instruments
- 8) availability of shop manual

These are some of the basic questions that I presently have. Maybe some of our members might have information that would help me.

Thanks for any help the Society might be able to lend me. And when I have finished I can certainly share what I have learned with the Society and others.



1914 Chevrolet Light Six, Model L

From Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89433:—Thought you might be interested in hearing about this recent experience. Research can sometimes be tough and trying, but when ‘evidence’ such as this is used against you—it is interesting, to say the least.

I received a letter from a man who said he had a 1904 Schacht and would I send him all I had on the 1904. I did, and received a reply that his was the ‘other’ model— a high wheeler.

I responded that Schacht’s first high-wheeler was a 1907 Model H, and to prove me wrong he sent the enclosed ad from *Automotive Trade Journal*, December, 1924, page 153 (obviously put together hurriedly for that anniversary issue) showing a high-wheeler in 1902 and that I must be mistaken.

Then I asked for a picture of his car (which turned out to be a 1909 Model K) and then had to prove myself with photographic evidence.

When a company ad is presented as gospel, you have an uphill struggle. I had to prove that Schacht’s first car was produced in May of 1904 and used pneumatic tires. That their 1905 and 1906 cars used a 4-cylinder Continental engine and pneumatic tires. That the 1907 used no spindles and the complete front axle turned fifth-wheel style. That the 1908 radiator had 20 horizontal finned tubes. That the 1909 radiator went to 45 vertical finned tubes. That the 1910 radiator used a vertical-tube radiator with 1909-1910 Ford type core, and added running boards, etc., etc., etc., to prove myself.

There have been others over the years, but this one was perhaps the most flagrant.

From J. H. Valentine, P. O. Box 5026, Playa del Rey, California 90296:—A bit more information has come in relative to the 1909-10 Coyote automobiles mentioned in *The Journal* No. 92. Member William J. Lewis, of Anaheim, California, provided a copy of an ad which repeated the specifications shown in the article plus a reminder that the firm had identified the roadster as the Coyote Special, not just the Coyote. This also showed an error I had made in the name of the city concerned, if indeed it was yet incorporated. The city(?) name then was just “Redondo;” much later this became “Redondo Beach.”

Member Ralph Dunwoodie sent a copy of an incorporation announcement from *The Horseless Age* of December 2, 1908. This stated: “Capitalists of Redondo, Cal., have subscribed to 10,000 shares of the stock of the Pacific Motor and Automobile Company, builders of the Clyde Special, an eight cylinder car, who will locate in Redondo. Two one-story 50 x 100 feet buildings will be erected.” This gives a different intended vehicle name, as well as a lead toward a possible last name of some participant in the venture. To date I have found no person named Clyde in any city directories nor in the U.S. patent files who might have been involved.

Photographs exist of two vehicles with slight differences. It is not known if any additional units were assembled.

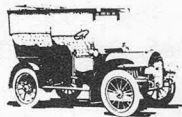
I enclose a color photo of a hybrid-electric vehicle which was used by television crews to cover the marathon races during the 1984 Olympics. I do not know if this vehicle was visible in the broadcasts, but perhaps might have been seen in shots from the Goodyear blimp. Gasoline-powered vehicles were not permitted in operation at the running sites.

This vehicle was called the “Uniq Turbo Elektrik,” and was built by Unique Mobility, of Englewood, Colorado. It was equipped with a Chrysler-built 2.2 liter fuel-injected, turbo-charged engine, and two 43 horsepower electric traction motors. The vehicle’s payload was 3000 pounds, and it carried two gyroscopically-mounted cameras, one hand-held camera, seven video monitors, and microwave transmission equipment. It had an auxiliary power supply, and carried a driver plus ten “crewmen” on board.

The photo was taken in Marina del Rey, California, during the men’s marathon event late in the afternoon of August 12, 1984.

## 25 Years of Progress

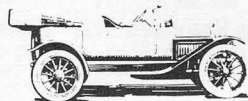
To realize that we have been associated with the automotive industry since its very beginning, to know that we have been able in some measure to contribute to the progress of that industry during the past twenty-five years, is a matter of deep gratification to this company. Schacht Ten Speed Trucks will, as ever, continue to be a dominant factor in modern truck transportation.



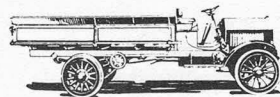
In the year of 1905  
**1900**



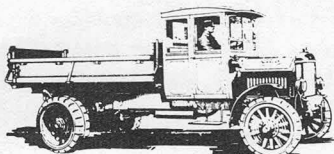
In the year of 1910  
**1902**



In the year of 1913  
**1910**



In the year of 1913 or  
**1910** LATER



In the year of  
**1924**

**The G.A. Schacht Motor Truck Co.**  
CINCINNATI, OHIO.

Schacht advertisement of December 1924, with corrections by Ralph Dunwoodie.



Runners in the men’s marathon in the summer Olympics of 1984 were photographed for television from this non-polluting gasoline-electric hybrid vehicle which preceded them.

## A VERY SPECIAL 1969 CADILLAC ELDORADO

The following letter from SAH member Ray I. Scroggins, 4570 Lincrest Drive, Brookfield, Wisconsin 53005, was accompanied by a letter and photo sent to him by Bob McCormick, of East Hartford, Connecticut. Condensed versions of both letters are printed herewith, along with a somewhat dark picture of Mr. McCormick's 1969 Del Caballero Eldorado. We hope that Mr. Scroggins can persuade Mr. McCormick to become a member of SAH.

### From Ray Scroggins to the SAH Journal:

Recently I received a letter from Bob McCormick, of East Hartford, Connecticut. In addition to a special Volkswagen I included in an article I did some time ago, he owns several special-model Cadillacs. Would you include excerpts from Mr. McCormick's letter, and if possible, a photo of his car in a future issue of *The Journal*?

Apparently there is little documentation of this type of car. Now might be the time to get it written before these peculiarities fade from memory completely.

### From Bob McCormick to Ray Scroggins:

I am sending a picture of a 1969 Del Caballero Eldorado I recently purchased. I can find no information on this car. I have seen three others over the years, but cannot seem to find out who built them.

Although the car is a 1969, it has an electric sunroof, not a Cadillac option until 1970, and it also has a 1970 Cruise Control. The vehicle identification number is H9 305 906, definitely 1969. My local Cadillac dealer said he thought the cars were modified by American Sunroof and sold through Cadillac dealers as a test of market appeal for the electric sunroof. I called American Sunroof and was given the name of the man to write to in their company. I wrote, but never received an answer.

Anyway, it dawned on me that not much has been written about these types of cars, which are definitely a form of coach building, and although not always in good taste, are a part of American automotive history.

Hess and Isenhardt in Cincinnati make custom Cadillac convertibles which are super. R. S. Harper in Detroit makes and markets customized Eldorados. Les Dunham, in New Jersey, remanufactures new Corvettes and markets them under the name "Cabalista."

Now I'm not talking about those places that take a stock Cadillac or such and bolt on a lot of crude chrome junk. I'm talking about serious cut 'em up and re-do 'em stuff.

My '69 Eldo has some serious top work, aside from the electric moonroof. There is a vinyl covered fiberglass shell over the rear of the roof (similar to later Biarritz models), no side



Bob McCormick's 1969 Del Caballero Eldorado Cadillac

quarter windows, and the front door glass is cut at an angle to match this roof overlay. You can't cut this side glass. It was made that way.

My questions are: Do you know anything about who built these Del Caballeros? And do you think someone should do an article on this type of car?. They may not always be in good taste, but I find them interesting and I'm sure others do also.

\*\*\*\*\*

## RESEARCH and CLASSIFIED ADS

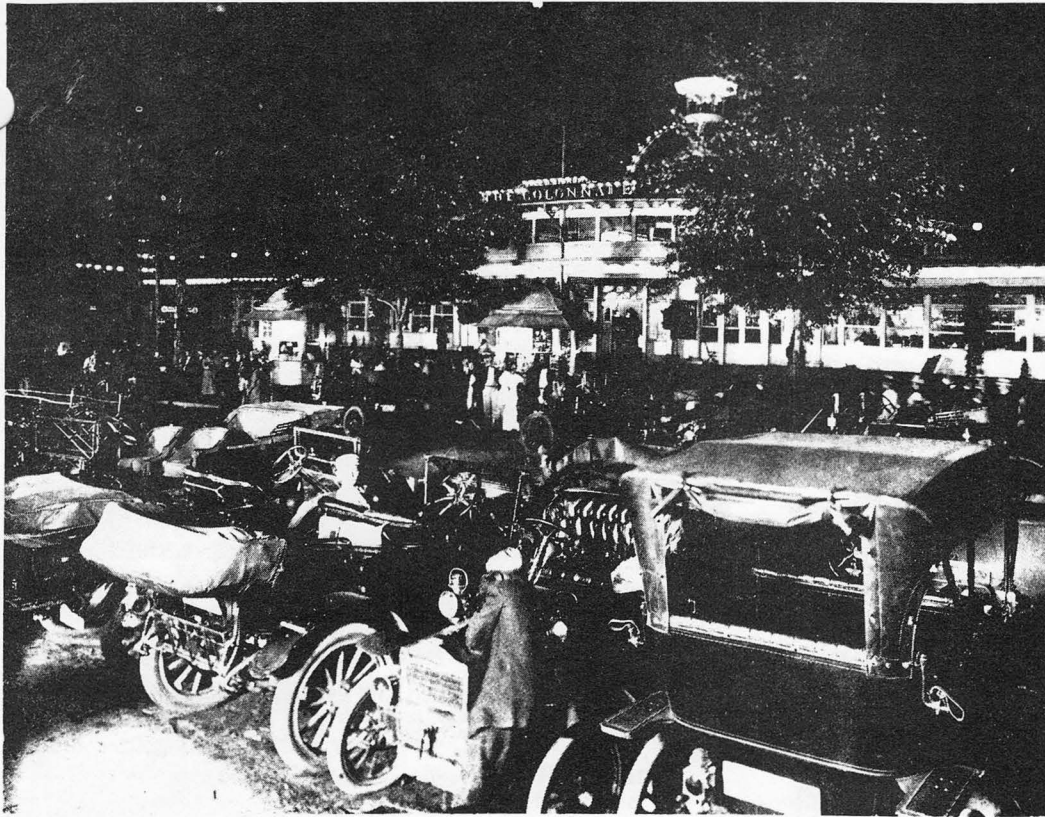
**AUTHOR'S QUERY** for an annotated reference guide to published works concerning the automobile's social, economic, and political impact on American history and culture. I would appreciate receiving bibliographies or other book/article lists on this and related subjects. Please direct material and/or request for further information to: **Michael L. Berger, Division of Human Development, St. Mary's College of Maryland, St. Mary's City, Maryland 20686.**

**WANTED:** Any issues of *Vanity Fair* magazine from 1920 to 1932. Must be complete, uncut, and in good condition. Also desperately seek the December 1930 issue of *Country Life* magazine (published by Doubleday) and any issues of *Autobody* magazine. **Walt Gosden, 197 Mayfair Ave, Floral Park, New York 11001.**

**WANTED:** Any information (including rumors) of any American-LaFrance automobile having been raced. This may have been at county fairs, etc., in central New York and north central Pennsylvania in the early teens to about 1920. **John M. Peckham, 675 Pinewoods Avenue Road, Troy, NY 12180.**

**WANTED—**Names and addresses of individuals and firms who use old trucks (or autos) as a method of advertising their business. Material being collected for use in a book. **Prof. Donald F. Wood, School of Business, San Francisco State University, San Francisco, California 94132.**

**WANTED—**Photos, literature and drawings. The Lowell Model Company of Lowell, Massachusetts, offered one-cylinder gasoline engines. Some were even shown at the first auto show in New York City. Any literature, photos or drawings would be of great help. Does anyone know if the letters "LMCO" stamped on an early engine signify the Lowell Model Co.? Also need literature, photos or drawings of the "Auto-Two" car offered by the E. R. Thomas Company of Buffalo, New York, at the turn of the century. Does anyone know of the whereabouts of an Auto-Two or Lowell gasoline engine. Will pay for literature, drawings or photos. Please help! Does anyone have a program or photos from the first auto show? **Harold Mermel, P. O. Box 159, Morganville, New Jersey 07751. Days (201) 566-3800. Evenings and weekends, (201) 536-2590.**



**MYSTERY CAR(S)**

The picture shown here is a postcard, sent by Dr. Charles Bishop, of New Haven, Connecticut. Printed on the back of the card is the following:

"The COLONNADE (1904-1923) at West Haven, 'a dining place unusual,' was perhaps the most popular objective for Connecticut motorists, who flocked to dine out over the waters of Long Island Sound and to dance the waltz or two-step to the music of an all-girl orchestra, or later to a 15-piece group under the baton of maestro Marcassano. This night view is an interesting look at the incipient parking problem. The Packard at the extreme left has a custom Guy Vaughan body of a sporting style then commonly called the toy tonneau."

Thus the car on the left has already been identified, and the two at the extreme right should be easy enough. The remaining two, however, are something else again. Can anyone tell us what they are?

**ADDITIONS AND CHANGES TO MEMBERSHIP DIRECTORY THROUGH JANUARY 1985**

**ADDRESS CHANGES AND CORRECTIONS**

**MEMBER RE-INSTATED**

Jerome V. Drenzek 858  
26064 Groveland Road  
Roseville, MI 48066

**NEW MEMBERS ENROLLED**

William B. Wrigley 1072 4931 Rebel Trail, N.W. Atlanta, GA 30327	Patrick Bogue 1077 Onslow's Auctions Ltd. 123 Hursley Winchester, Hamps. SO21 2LQ England
Paul Weiner 1073 Weiner's Antique Shop 22 Beacon Street Boston, MA 02108	Wesley C. Mattie 1078 67 Clearview Ave. Ottawa, Ontario Canada K1Y 2K7
Michael Albert 1074 Dept. of Geography University of Wisconsin River Falls, WI 54022	Norm Darwin 1079 29 Vincent Street Dyalesford 3460 Victoria, Australia
Gordon T. Morris 1075 5702 Buffalo Van Nuys, CA 91401	David V. Kolovat 1080 9307 West 87th Place Arvada, CO 80005
Darleen A. Flaherty 1076 Indust. Archives Ford Motor Co. 26305 Glendale Bedford Township, MI 48239	

<u>OLD</u>		<u>NEW/CORRECTION</u>	
Patrick Fridenson 327 31 rue Campagne Premeire 75014 PARIS, France	Partick Fridenson 327 31 rue Campagne Première 75014 PARIS, France		
Eugene R. Kosche 1005 RFD Shaftsbury, VT 05262	Eugene R. Kosche 1005 RR1A Box 97 Shaftsbury, VT 05262		
R. E. Pickering 893 1274 Vernier Road Grosse Pointe, MI 48236	R. E. Pickering 893 P. O. Box 402 Trolley Station Detroit, MI 48231		
Prescott V. Kelly 916 P. O. Box 655 West Redding, CT 06896	Prescott V. Kelly 916 156 S. Compo Road Westport, CT 06880		
Dennis Schrimpf 1031 P. O. Box 361 Montello, WI 53940	Dennis Schrimpf 1031 Krause Publications 700 E. State St. Iola, WI 54990		
David W. Glass 248 3505 Redwood Court Fairfax, VA 22031	David W. Glass 248 3505 Redwood Court Fairfax, VA 22030		
Lois A. Watson 772 44 Wantanopa Drive Scarborough, Ontario Canada M1H 2A8	Lois A. Watson 772 44 Wantanopa Crescent Scarborough, Ontario Canada M1H 2B4		
George Avramidis 598 P O B 23018 GR 112 10 Athens Greece	George Avramidas 598 P. O. Box 23018 112 10 Athens Greece		
Daniel W. Westwood III 1070 6524 Dandison Road West Bloomfield, MI 48033	Daniel W. Eastwood 1070 6524 Dandison Road West Bloomfield, MI 48033		

# The Story of the Izzer .....

by Thomas W. Merritt, Jr.

*The following story of the Izzer automobiles—why they were built, when they were built, and what became of them—was written in 1965 by Thomas Merritt, Jr., of St. Charles, Illinois, who still owns one. This article appeared in the January 1966 issue of Sidelights, the newsletter of the Illinois Region, AACA, and was sent to The Journal by SAH member Wallace Spencer Huffman, of Kokomo, Indiana. It is reprinted here with the permission of Mr. Merritt.*

## EARLY HISTORY

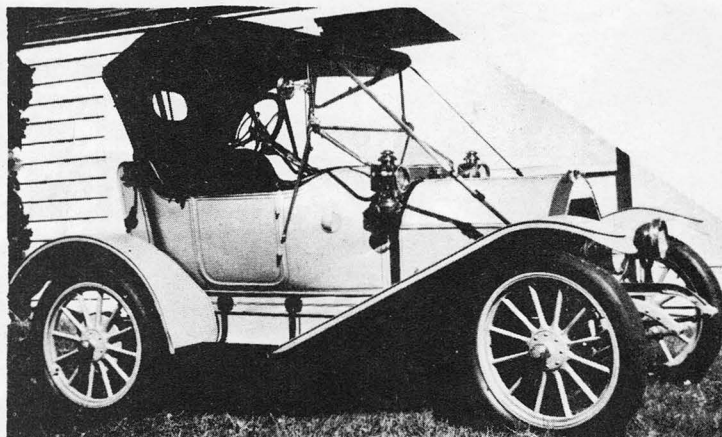
The story of the Izzer automobile probably begins in 1900, when a young lawyer named E. A. Myers took over the financially embarrassed Garrett Boiler, Engine, and Machine Works of Garrett, Indiana. This company was primarily a manufacturer of steam engines, but Myers had become intrigued with some work it was doing on internal combustion engines. In 1901 Myers moved the company to Auburn, Indiana, and renamed it The Model Gas and Gasoline Engine Company.

The following year, 1902, saw the introduction of the first Model automobile, a 12 horsepower, two-cylinder touring car with removable tonneau. Between 1902 and 1906 some 300–400 Models were built with 12 horsepower and later 16 horsepower engines. Then in 1906 came a money panic that closed many of the banks in the Auburn area and forced the Model company into bankruptcy.

Confident of his company's potential, E. A. Myers was able to re-acquire its assets by negotiating a loan, completely repaid by 1910, with two Ft. Wayne private bankers. The re-organized company was moved to Peru, Indiana, in 1906, and split into two parts, one of which was rechristened The Model Gas Engine Works, and the other The Model Automobile Company. Internal combustion engines, both industrial and automotive, continued to be the principal product of the Gas Engine Works, but transmissions and clutches were also manufactured. Model automobiles were built by the Automobile Company at one end of the long L-shaped Peru factory.

By late 1907, sales of engines, clutches, and transmissions were growing faster than the sales of Model automobiles, and Mr. Myers realized that he was in a difficult position of competing with his customers. As a result, a separate new factory was constructed in 1908 to handle the automobile making activities, and the product was rechristened the Great Western. This automobile-manufacturing end of the business was renamed the Great Western Automobile Company, and approximately 80% of its stock was sold to local Peru interests. The Model Gas Engine Works, however, retained a firm contract to supply all engines, transmissions, and clutches for Great Western cars. 1908 marked the introduction of the first cars utilizing a four-cylinder vertical engine, and these cars bore the Great Western trademark.

As many as 26 different 4-cylinder engines were available by Model in Peru, ranging from huge industrial units down to 3½" x 4½" automotive engines. The largest automotive design had a bore of 5" and a 7" stroke. Much of this variety was made possible by modifying several basic engine configurations. For example, changes in horsepower could be achieved by varying the bore in basic cylinder blocks. Production lines were virtually non-existent; all necessary parts were taken out of inventory by one man who then completely assembled the engine at his work station. In addition to its business with



The only surviving Izzer automobile, as restored and presently owned by the author.

Great Western, Model also sold engines for such other makes as Cutting, Whiting, and Pullman.

## THE IZZERS

It was in 1911 that a Dr. H. H. Bissell, of Watseka, Illinois, came to Mr. Myers and asked that a special car be built for him. Doc Bissell had been acquainted with Myers for several years and wanted a reasonably fast roadster with high clearance to negotiate the sometimes nearly impassable roads that he was forced to travel. As he explained it, there were plenty of cars available that were "has-beens" or "was-ers," but what he wanted was an "is-er," a modern vehicle made to his standards, and so the name Izzer was chosen. As the design took shape, Myers became intrigued with Doc Bissell's idea and decided to make two extra cars, one for himself and one for the Model office manager, James Littlejohn.

While the Izzers were constructed by the Model Gas Engine Works in the end of the factory formerly used for automobile production, many of the purchased parts that went into the three cars were probably the same as were used on the Great Westerns of that year. These would include frame, steering, axles, and differential. The transmission was made by Model, as was the L-head 3-5/8" x 4-3/4" engine, a new size at that time. The bodies were probably made by the same Milwaukee firm that supplied Great Western, and are said to strongly resemble those of the Great Western roadster. Fenders and rubbing boards, which were of open grill design, were probably made locally near Peru. While a 1912 picture of the Bissell Izzer does not show a windshield, it is quite certain that all three automobiles left the factory with windshields of the dogleg type, which are clearly shown in pictures of the other two cars.

All three cars had a small removable auxiliary seat that mounted on the floor boards in front of the regular left-hand seat. Upholstery was smooth black leather and the original exterior color of the cars was grey. The carburetors for all three cars were made by Schebler, and instruments in each case included a speedometer.

Mr. Myers and Jim Littlejohn decided to employ the latest in automotive innovations on their cars, and installed multiple disc clutches invented by a Model shop foreman. They also

tried a complete electric lighting, horn, and starting system made by Rushmore and employing a starter-generator. These systems were complicated enough so that it was necessary to enlist the help of the local telephone company manager to keep them going. A box or trunk mounted behind the gas tank of the Myers and Littlejohn Izzers was filled with storage batteries.

Doc Bissell did not trust these new-fangled ideas, and insisted on a leather-faced cone clutch and hand-crank starting. Available information suggests that this car did not crank directly on the magneto, the coil switching to batteries for starting purposes. Kerosene side and tail lights and a standard bulb horn were used, but the good doctor wanted something unique in a headlight. A special 110-volt carbon arc light and dynamo, similar to those on the interurban cars of the day, were made and the light was centrally located in front of the radiator. It has been impossible to locate or duplicate this unique light; as a result it has seemed best in the restoration of the Bissell Izzler to use kerosene side lights like those original to the car, while employing electric head and tail lights similar to those used on the Myers and Littlejohn vehicles.

There is some question as to the type of tires used on the Bissell car. The Myers and Littlejohn Izzers were equipped with wheels having Baker demountable rims. It is recalled that Doc Bissell wanted solid tires on his car and that some types of solid or semi-solid pneumatic tires that could be mounted on clincher rims were being aggressively sold at the time. Mr. Myers was strongly against the use of solids or semi-solid pneumatics and whether he was able to talk the doctor into taking delivery of a car with pneumatics or not is not certain. At any rate, a Watseka, Illinois, man who serviced the Bissell Izzler in its earliest years has stated that he recalls only clincher tires on the car. It is thought that Doc Bissell paid just under \$2,000 for his car.

The Myers Izzler was completely destroyed in 1912, when a malfunction in the multiple-disc clutch resulted in a radiator-

over-gas-tank plunge down a 450 foot bluff. Conversations and correspondence with Mr. Littlejohn's son have failed to turn up any information as to the fate of the third car, and so it is probably safe to assume that the Bissell is now a "one and only."

#### LATER HISTORY

Returning to the history of the Model Gas Engine Works, in 1912 Mr. Myers sold the company to Pittsburgh interests and moved there to help run the operation. The company continued to produce automotive engines as the Pittsburgh Model Engine Company until 1915, when it was sold to the Standard Automobile Company of Butler, Pennsylvania. Standard and what was left of the Model company apparently went out of business a few years later.

The Pittsburgh company retained the Peru plant, primarily for the completion of several long-term contracts for extremely large stationary engines. It was also in Peru that experimental work was done on a piston-valve engine invented by the founder of the Carter Carburetor Company. Three cars were built to use these engines and it was hoped that they could be used in the 1914 Indianapolis race, but development was never completed as a result of serious cooling and lubrication difficulties. During 1913 and 1914, Mr. Myers commuted between Pittsburgh and Peru at frequent intervals to supervise this work.

Before moving to Pittsburgh in 1912, Mr. Myers sold his remaining interest in Great Western to local Peru interests, retaining only certain notes that he had received as a result of a business negotiation between Model and Great Western. Late in 1914 Great Western failed, and in order to salvage something on his notes, Mr. Myers and several employees assembled as many cars as possible out of remaining inventory. These were individually driven out through rural areas, and sold on a door-to-door basis.

## BOOK REVIEW

*THE ROLLS-ROYCE AND BENTLEY*, by Graham Robson (2 volumes). Each 144 pages and 180 black and white illustrations. Hard covers, 9½" x 7½". ISBN 0-900549-86-6 and 0-900549-87-4. Motor Racing Publications, London, and available in the United States from Motorbooks International, P. O. Box 2, Osceola, Wisconsin 54020 (1-800-826-6600). Each volume \$18.95.

Here we have a definitive account of what Rolls-Royce and Bentley are all about in post World War II days. The first of these surrounds the standard production cars of 1945-1965, and its companion handles the coachbuilt models, 1945 to the current year.

Robson is a fine writer and he handles his subject with aplomb. The text is very fine and the choice of illustrations has been made with considerable care.

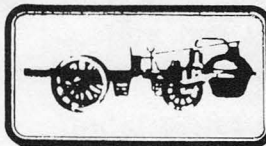
It is short of amazing to note the relatively large number of specific models of both Rolls-Royce and Bentley since the ending of the war. I think that part of this is undoubtedly due to the fact that in some cases they come and go with little fanfare and less promotion and are otherwise overlooked. This fact alone makes this set a valuable addition to anyone's automotive library.

Appendices include technical specifications, chassis identification and deliveries, as well as fuel consumption, general performance and speed. If you're looking for good, worthwhile material on these cars, you shouldn't overlook *The Rolls-Royce and Bentley*, by Graham Robson. If you're Rolls-Royce or Bentley geared, you mustn't.

Keith Marvin



Scene in the factory of the Apperson Brothers Automobile Company, Kokomo, Indiana, about 1923. Apparently the cars were pushed along on their own wheels, without benefit of a moving assembly line. Note that the two cars in the foreground do not yet have their rear fenders attached. *Photo courtesy of W. S. Huffman, Kokomo, Indiana.*



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