

A quarterly publication primarily to help Sears owners more accurately date their cars, find parts, and sell cars and parts. Subscription is \$1 per year. Published by Hayden Shepley, 5467 Taylor Ave. Pt Orange, FL 32127. 904-756-8580

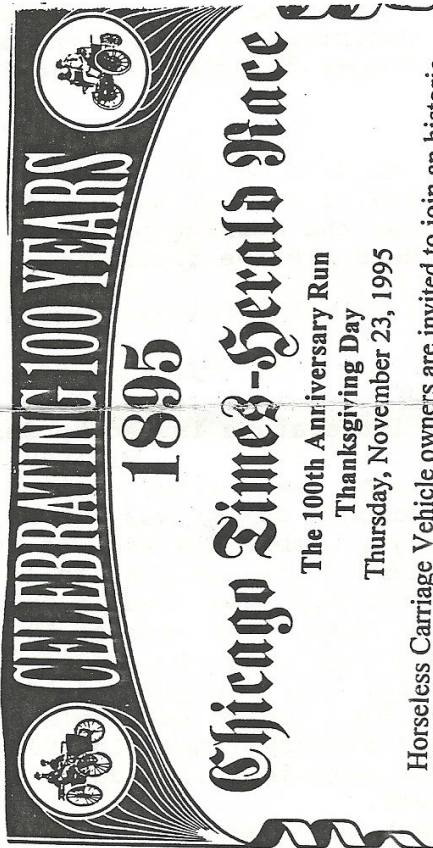
This issue is the most revealing one since Vol 1, No 2. It may disappoint those who thought their cars were as old as 1908 or 1909. I am fortunate to have an authority such as Don Hess with whom I can discuss the meaning of Sears literature which other historians have overlooked. Here are the facts.

I gathered the following information from Sears (general) catalogs originally owned by a grandfather of a 'Searsheet' subscriber. Catalogue number 118 appeared in the Spring (April) of 1909. Inside its front cover is the index. Under the category of Motor Buggies, it says "Ask for our Special Motor Buggy Circular". This was the only literature issued by Sears in 1909. In catalogue number 119 which appeared in the Fall (Oct.) of 1909, a full page advertisement appeared showing a so-called Motor Buggy costing \$395 as shown, with top, fenders, and steps. Its catalogue number was 21R 333. If a buyer did not want a top and fenders, Catalogue number 21R 444 was available at \$370. Neither model had any other letter of the alphabet to describe it. As if 444 was an entirely different vehicle, it was named a Runabout. No other highwheel autos were available from Sears that year of 1909. The Spring 1910 general Catalogue, number 120 had a four page section in full color describing the 'five new attractive models for 1910'. (G, H, J, K, & L). That statement could be interpreted in two ways. 1: of course they sold new cars each year. Or 2, The 5 new cars were entirely different than in 1909, though actually only 3 cars were entirely new. The equivalent of models G and H were built in 1909 but did not use those letters. The implication by Sears in their literature that they had been building cars since 1906 was entirely false. As I mentioned in Vol. 1, No. 2, Mr. Krotz its inventor, finished the plans for his first highwheeler in 1906, but it was not finished until September, 1907; over a year before signing the contract with Sears. About a dozen more prototypes were built in 1908, before the contract too. Sears must have acquired one of these prototypes so they could say that a 'Sears' had been running since 1907, or whenever. That's known as 'literary license'.

In 1911, Sears said that 'in (their) modern plant we build our nine different models (G, J, K, L, M, P, N, & R). I don't have any proof that M, N, and R were sold in 1912. Those three might have been first available in late 1910..

I believe that since I have proof that Sears was still selling cars well after mid 1913 (Vol. 1, No. 4), which is much later than all other accounts of the Sears auto demise, that only the model N and R light delivery trucks were taken over by Lincoln in very early 1912, not the whole Sears line. By that time, Lincoln was concentrating more on trucks, looking like Sears. In 1912 the only truck that Sears sold was the new Model X. In December, Sears said (in a letter to a customer) that The Model X would not be available next season. Perhaps Lincoln took it over too.

The get together at Hershey was well attended. Those who could not make it, came on other days and signed the register. During the meeting and before it at the Stadium, some interest was shown in having an organization for all high wheelers. Is anyone interested, besides me? The only information I know about other highwheelers is on the Duryea 'Buggyaut'. I had one in 1944. My remaining information on Sears may 'run out' next year. I'll welcome contributions.



Chicago Times-Herald Race

1895

The 100th Anniversary Run
Thanksgiving Day
Thursday, November 23, 1995

Horseless Carriage Vehicle owners are invited to join an historic Anniversary Run commemorating the 1895 Thanksgiving Day Race, **REGARDLESS OF THE WEATHER!**

November 22, 1995 Wednesday

Today:

Make your own reservations and meet with other participants at The Hyatt Regency, 151 E. Wacker Dr., Chicago IL 60601. Phone 312-565-1234
Hospitality gathering
6-10 p.m.

November 23, 1995 Thursday

7:00 a.m. Breakfast at the Regency.
8:00 a.m. Tow vehicles and trailers leave for Plaisance, about 12 miles, near Science Museum.
8:30 a.m. Arrive at the Midway Plaisance for parking. Unload your antique car.
9:00 a.m. Dedication of a bronze plaque, commemoration of event's 100th anniversary.
10:00 a.m. Begin the historic 52.4 mile voyage. Detailed maps and guide will be furnished.
12:00 Noon Lunch will be scheduled along the routing for all participants.
3:00 p.m. Last arrivals back at the Plaisance. Load vehicles and return to the Hyatt.
4:00 p.m. On-your-own social/dinner, with the group, at the Hyatt Regency. Complete turkey buffet dinner being served until 5:00.



Bring your oldest car (High Wheelers ideal). Join this once-in-a-lifetime event. No prior commitment, No forms, No fees. No club affiliation necessary. Just show up!
Note: The Hyatt is at the edge of Chicago's Michigan Ave. shopping district. Christmas lights and stores abundant!

For further information contact: Jerry Foreman (312) 951-0172, FAX (312) 664-7118
or Gary Hoonsbeen (612) 533-4280, FAX (612) 555-1421

Chicago Times-Herald

1895 RACE

Historical background

The Times-Herald Race was held in Chicago on November 28, 1895, Thanksgiving Day, as a promotional stunt for the newspaper. It was first announced in the Times-Herald on July 9, 1895, with an entry deadline set for September 13th of that year. The original plans were for a complete testing of the competing cars during the last three days of October, but only eight vehicles were represented at the appointed time.

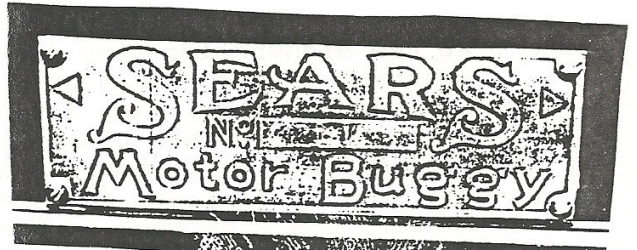
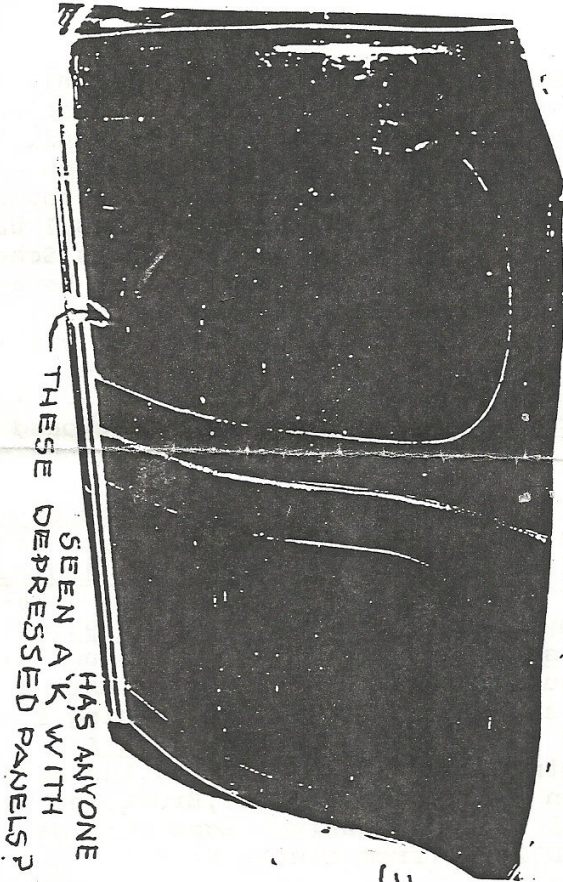
To allow more manufactures of motor-cars an opportunity to participate, the trials were moved to November 25, 26 and 27, 1895. However, to appease those who had made the original October trial dates, a consolation event was held on November 2nd, with a prize of \$500 to be divided among the winners. Two cars agreed to make the consolation run, the Duryea and the Mueller-Benz. The Duryea had an accident but the Mueller-Benz made the run in 8 hours and 40 minutes.

On the eve of Thanksgiving Day, there was 12 inches of snow on the ground and eleven competitors ready to start. By the next morning only six of them were at the starting line. The temperature of the day ranged between 30 and 39 degrees.

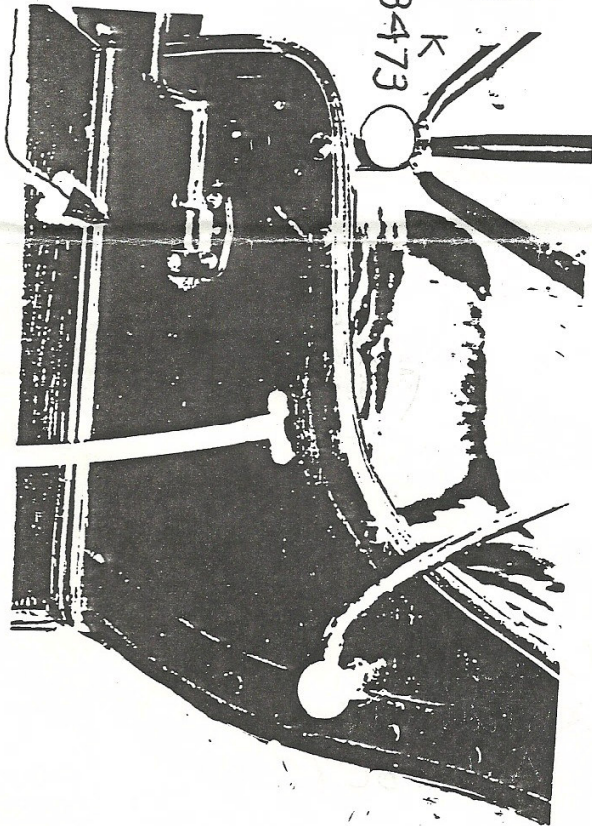
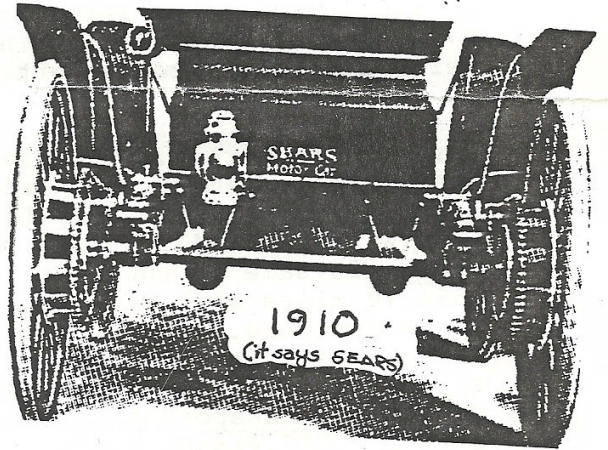
The six entries were: Duryea, De La Vergne-Benz, Electrobat II, Mueller-Benz, Roger-Benz and the Morrison-Sturges. They left the wet, cold and snowy starting line at 8:55 in the morning to cover a distance of about 52 miles. The Duryea was the first to cross the finish line, followed by the Mueller-Benz, an hour and a half later. The De La Vergne-Benz made only about 5 miles, the Electrobat II, 10 miles, the Morrison-Sturges, 12 miles and the Roger-Benz completed about 40 miles.

The Duryea win was a key factor in the beginning of the American Automobile Industry dating from the following year.

I would naturally like to know if any Searsheet subscribers or any Sears cars participated in this revival of that historic run. I'm sending this issue out especially early to notify those who don't belong to the Horseless Carriage Club. Another 1895 Morris & Salom Electrobat is owned in Gainsville, FL. He's in the HCCA.



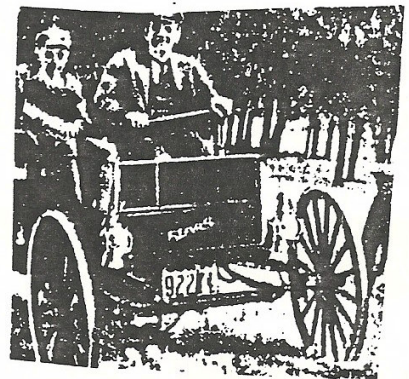
1909 (has no model letter)



1911 ON



An after market SEARS SCRIPT? Has anyone seen one?



VOL 2, NO. 1

SEARSHEET

11/95

At the highwheeler race in the Stadium, Loy Zimmermam made up for his Sears starting slower than mine by leaving me far behind to win the first 'heat'. His competition in the second heat was Gordon Martin's International, but it took longer than usual to start, so Loy was the grand winner. From observing earlier in the summer how long Loy's car starts, I knew I could beat him at that. But as I never before raced against another Sears, I had no idea how slow mine is. Loy has won six previous races! If one's Schebler is working properly, the jet on the bottom should not have to be unscrewed before starting and screwed in while warming up the engine. I hope the purchase of new friction material for the drive wheel will improve my top speed. Here's its address. Reproduction friction disc; may still be \$164 (phone to be sure). William Witmer 8374 N. Main St., Angola, NY 14006-9710. phone: 716-549-0121. The Muffler Assemblies previously mentioned as being available from Robert Jeffries never materialized. He explained about it at Hershey. Also his phone is 919-980-0771. Don Hess sold J3289 to the same man who was the first 'collector' owner of my car in 1946! The Sears of Katy, I was sold to Europe. If you should lose your ignition key, a standard bolt of the correct diameter and length ($\frac{1}{4}$ x 2) works fine! 32 page Sears instruction booklets reprinted by Ray Lindsey, for \$6 post paid. phone (Summer) 516-589-5168. (Winter) 904-439-6480. I replaced my fan belt with a Gates XL 9370. The engine for sale in the last issue was sold. Museum Update: Jem museum 717-386-3554. 10 miles west of Lehighton on Route 443 off exit 34 of NE Extension of PA turnpike. It has a model P with surry top, fenders, and running boards. (I never saw one so fully equipped). C T Protsman's Antique Auto & Music Museum, Stone Mountain Park, Stone Mountain, GA. 404-981-0194 (Home). Has J2684. Museum of Transportation, Larz Anderson Park, 15 Newton St., Brookline, Mass. 617-522-6547. Piston Rings for original type pistons (not Egge) Otto Gas Engine Works 2167 Blue Ball Rd., Elkton, MD 21921 (from Rustne Bros.)

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