WINTER SEARSHEET 2001

HERSHEY

This year's event was performed by an Anderson highwheeler,alone.His car was not registered in the program,because he thought he could get by, because his 1910 Maxwell was.He brought both in one trailer from Ohio. I learned this from the wife of Gordon Martin,the former IHC racer,who did a little detective work for me.He is still recovering from his strokes.

I was told by phone about a month or so before Hershey by Ralph Clayton of New Jersey that he was going to race his Model X Sears,but apparently he did not know that all entrants for the races are supposed to be registered in the program.He had bought the car in the Corral two years before.

So as no other highwheeler entered the gates of the stadium,Mr.Bugner was asked by the starter to make two laps of the track(owner of Anderson).I later phoned Bill Smith from Florida about Bugner so he would know where to send the trophy(like I also got).

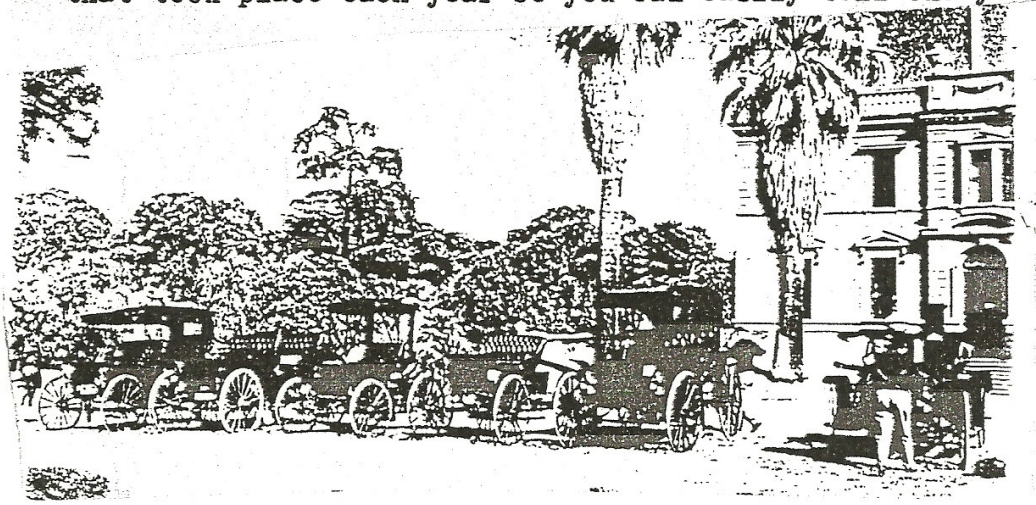
I did not enter my Sears,because I decided in May after returning from Florida that the Auto Train has too much vibration for a hard-tired car.
I thought I had arranged to swap one of my White Field spaces for a bed with Ralph Clayton,but complications and a misunderstanding prevented it.Ed Fabick who used to vend from my spaces decided not to come as he had sold the remainder of his parts during the Winter.I have decided not to contimue keeping my spaces.So if anyone wants to make a 'deal',they have until 12/31/01.

The reason Loy Zimmerman did not bring his car is because his trailer developed a broken spring.

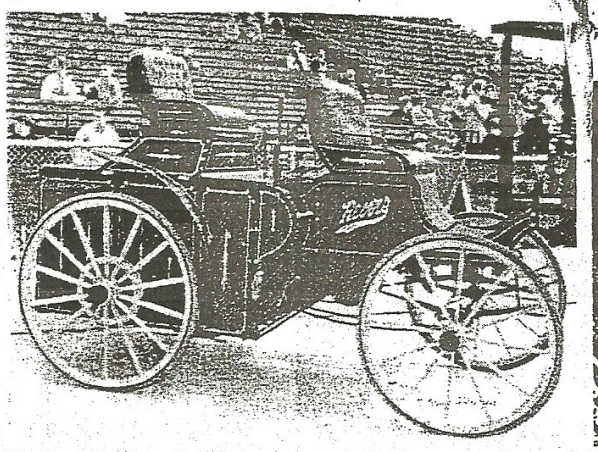
This issue features the Reeves two cylinder opposed engines,particularly the one that did not have'outside'valves and was the'ancestor'of the twelve horse power Sears engine.The ten horsepower Reeves had a bore of four inches.The 12 Sears had a bore of four and one sixteenth,and the fourteen had a bore of four and an eighth.

I am using envelopes for mailing,because some subscribers said their issues ar-rived torn.

I am planning the next Searsheet to illustrate with pictures all the changes that took place each year so you can easily tell one year from another.

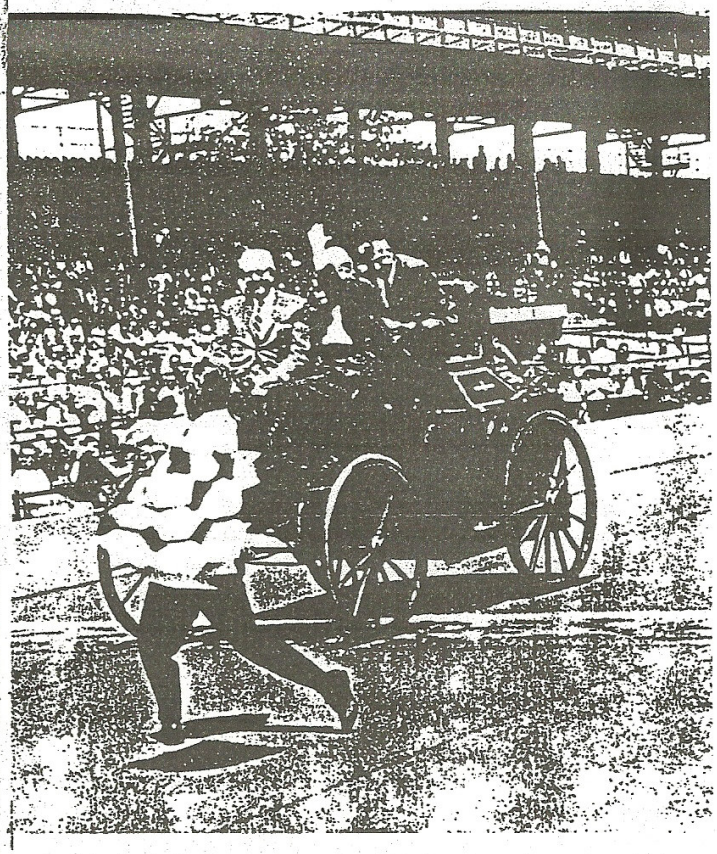


One Week Rally in Australia of only highwheelers 20 starters headed by me,including the only Sears in that country!



1896 Reeves, runabout, OCW

REEVES — Columbus, Indiana — (1896-1898, 1905-1912) — Had Milton O. Reeves not been so often diverted by the main business of his Reeves Pulley Company, no doubt his total production of automobiles would have been considerably greater. Still, though spasmodic, his several forays into building cars were certainly interesting. His first effort, which he called a Motocycle, was built in 1896 to demonstrate the variable speed transmission (VST) which he was planning for his pulley company to manufacture for industrial use. A four-wheeler powered by a Sintz engine, it was tested in the early fall of 1896 and so frightened horses and enraged neighbors that Reeves made two separate attempts to literally quiet things down: first, he installed a muffler on the engine (and certainly he was one of the earliest, if not the first, to do so) and second, he bought a papier-mache horse which had previously graced the entrance to a local blacksmith's shop, cut off the head and stuck it on the front of the car. The muffler stayed, the horse's head did not. Ultimately, Reeves installed a fine polished ebony body, his Motocycle received rave reviews in the automobile press, and he began to receive orders. No fewer than five motor vehicles were built in the year which followed, all fitted with the VST and double chain drive, some powered by Sintz engines, others by an air-cooled unit of Reeves' own design, and one a huge motor bus with axles seven feet long and rear wheels almost six feet tall. In the early spring of 1898, however, the Reeves Pulley Company announced its intention to discontinue manufacture of complete cars to focus on the manufacture of the VST and motors only. By the turn of the century, improvements in automobile transmissions had rendered the VST principle impractical for automotive use, but the four-cylinder air-cooled motors Reeves had designed found a ready acceptance. In late 1905 Alexander Y. Malcomson contracted for the entire Reeves output for a year — a total of 500 engines — for use in the new automobile he was planning to build in Detroit. Unfortunately, Malcomson's Aerocar venture was short-lived, which left Reeves stuck with a good many engines, a situation he solved by building complete cars himself. These included both fours and sixes, with chain drive fitted on the larger models, shaft drive on the smaller. In 1907 he added a highwheeler called the Go-Buggy, powered by a two-cylinder air-cooled motor, fitted with double chain drive, and usually offered at $450 *sans* coachwork.



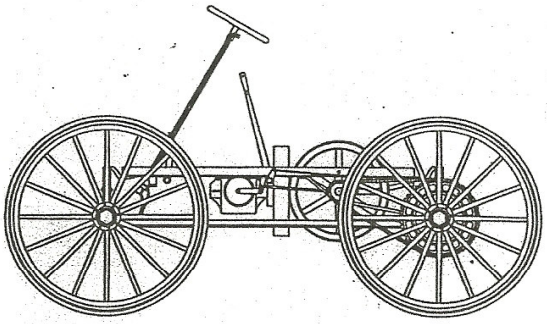
It's May 26, 1963, the last day of time trials at the Indianapol
1896
Motor Speedway, and the Reeves Motocycle takes the checker
flag. Carl and Paul Reeves, the inventor's sons, rode in t
front seat when Reliance presented the car.

Truly, it resembled a buggy in appearance and construction. The small "N" engine was under the floor and used a sliding spline clutch transmitting power to a cross shaft which drove the rear wheel chains. Buggy springing was used.

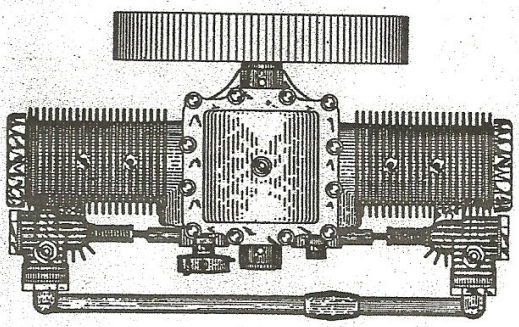
"Go-Buggy" succeeded "Buggymobile" and became the accepted name. This first model was exhibited at the Indiana State Fair., By November several had been produced, and one was selected for exhibition at the Chicago Auto Show in December. The original model was succeeded in June 1908 by the much improved Model "J" Go-Buggy with a new two cylinder engine called the Model "P". Except for the low cost idea, the "J" was all new.

In the "J" the engine was mounted lengthwise and used clutch bands, for power transmission, connected to a spline clutch extension of the engine shaft. Chains and sprockets transferred power to a cross drive-shaft which chain drove the rear axle. The Model "J" also had a muffler and entirely different springing. None of the Go-Buggies were offered with bodies. It is believed that Benefield Brothers of Columbus built bodies for some of the earlier Model "7" cars and the Go-Buggies.

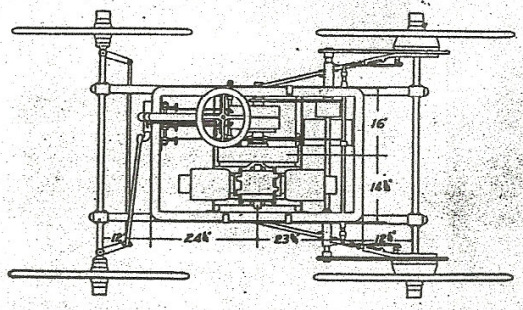
Full details of these 1907 and 1908 vehicles are not available. Only drawings exist of the Go-Buggies and no photos seem to remain.



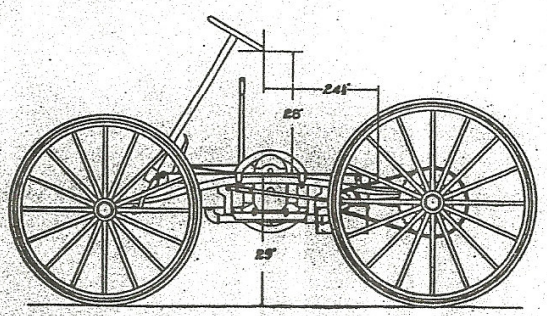
First of the "Go-Buggies" was very simple in design and was probably a rough rider.



Top view of the Model P two cylinder, opposed piston Go-Buggy engine.



Top view of the Model "J"



Model "J" Go-Buggy seems to have been the last auto design from Reeves in June, 1908. It was far more sophisticated in design.