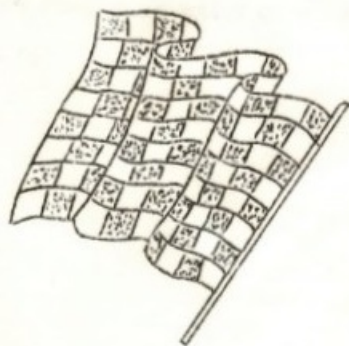


history of  
Old No. 10



LT. COL. LOWELL R. WHITIA

Owner



OLD NO. 10

D R I V E R S

LOUIS CHEVROLET	1909
BOB BUSHMAN	1910
JESSE R. WHITIA	1911-12

THE AVERAGE MAN WILL KNOW LITTLE OF JUST HOW MUCH HE OWES TO THE ABOVE MEN WHOSE ADVENTUROUS NERVE, MECHANICAL ABILITY, AND PIONEERING WENT FAR TO LAY THE GROUND WORK FOR TODAY'S MECHANICAL EXCELLENCE FOUND IN THE MODERN AUTOMOTIVE EQUIPMENT.

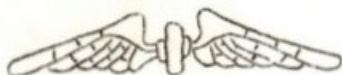


OLD NO. 10

V I C T O R I E S

1. Dayton, Florida, Jan 1909, 1st in feature race. (Automobile Trade Journal, Feb 1909)
2. New Orleans, Louisiana, Feb 21, 1909, new Worlds Record, 100 Mile in 102 Minutes, lowering old record 11 Minutes. (Automobile Trade Journal, Apr 1909)
3. Daytona Beach, Florida, Mar 23, 1909, 100 Mile race. 64MPH. (Automobile Trade Journal, May 1909)
4. Crown Point, Indiana, June 19, 1909, Cobo Cup Trophy Race, 395 Miles on 23 Mile circuit. Average speed over 49MPH. (True Magazine, Jun 50)
5. Kansas City, Missouri, July, 1909, Elmridge Track, 1st in all four features. (Kansas City Star)
6. Indianapolis, Indiana, Inauguration of Indianapolis Speedway, opening day feature, 250 miles, time 4.38.57 1/4-10. (Floyd Clymer, History of Indianapolis Speedway)
7. Lowell, Mass, Sept 6, 1909, Yorick Club Trophy, 154 Miles, 176 Min-17 Sec. Vesper Club Trophy, 212 Miles.
8. Atlanta, Georgia, 9 Nov 1909, 200 Miles, 2:46:48, new Worlds Record for 200 Miles. Coca Cola Trophy, \$600 first place and trophy. 10 Nov 1909, 12 Miles, 10 Min-12 Sec, \$100 first place; 10 Miles, 9 Min-3 Sec, \$100 first place.
9. Columbus, Ohio, 1st Place, 100 Mile race. (Dec 1909, Automobile Trade Journal)
10. Lowell, Mass, 212 Miles, fastest lap 10.6 Miles in 10 Min-12 Sec.
11. Lookout Mountain Hill Climb, (Automobile Trade Journal).
12. Savannah, Georgia, Grand Prize Trophy, 1910; 1st-Bruce Brown, Benz; 2nd-Bob Burman, Old No. 10; 3rd-Ralph Mulford, Lozier; 4th-Chas Basle, Pope-Hartford; 5th-Grant, Alco; 6th-Joe Dawson, Marmon. Ralph DePalma, Fiat, out at 390 Miles, cracked Cylinder; Wagner, Fiat, Upset, 305 Miles; Haupt, Fiat, Upset, 210 Miles.

The above list of victories is not complete. Other victories are known but as yet they have not been substantiated.



OLD NO. 10

S P E C I F I C A T I O N S

ENGINE: 4 Cylinder, 4 1/2 X 5, OHV, cast in pairs; valves in cages; Cam shaft 21 1/2° overlap; 3 main bearings; connecting rods machined and balanced; pistons cast steel, thin walls, and bored for lightness, balanced to within 2 grams; carburetor Marvel air valve spring loaded; gas tank has 35 gallon capacity.

HORSEPOWER: Rated at 30.

TRANSMISSION: Selective, 3 speeds forward 1 reverse.

REAR AXLE: Semi-floating, gear ratio 2.75-1.

TIRE SIZE: 34 X 4

WHEEL BASE: 112 Inches

TREAD: 56 Inches, front and rear.

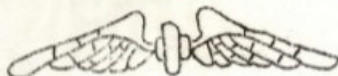
COOLING: Genuine honeycomb radiator, positive displacement rotary gear pump, belt driven fan.

LUBRICATION: Chassis, grease cups. Engine, recirculating gear pump located in oil sump, direct jet to rods and splash to other bearings. Tank, 5 gallon capacity.

SPRINGS: Semi-elliptic front, full elliptic rear.

STEERING: Gemmer, 7/8 turn lock to lock.

WEIGHT: 3120 lbs road weight.



OLD NO. 10

## HISTORY

Old No 10 was a Sports Car, a Racing Car, and a Stock Car all rolled into one famous vehicle. A Sports Car because it took a lot of sportsmanship on the parts of its sponsors, a Racing Car because it was used primarily for that purpose and a Stock Car because its dimensions and advertised specifications were the same as the Stock Model 16 and Model 17 of 1909 and 1910.

Since Old No 10 ran its first race in January of 1909 it necessarily had to be made in 1908. However, it was considered a 1909 Model and is now in fairness to all other antique cars.

The Company made a few of these cars (reported by some as 5 and others claim 10) and employed three drivers of renown with a crew of technicians to service them. In the crew of Mechanics were Arthur and Gaston Chevrolet, Glen Breed, and Henry Miller (killed in the Vanderbilt Race 1909). W.H. Brown, 127 Southwest Blvd, Kansas City, Missouri, was at one time among the highly skilled personnel connected with Old No. 10's victorious history. The Drivers on the list were Louis Chevrolet, Louis Strang, and Bob Burman. Jesse R. Whitla, the owners father, drove the car after the Company, forced by reason of financial difficulty, discontinued racing. (Incidentally, the writer has no knowledge of the Company ever again braving open competition with their product since that date.) It was through Jesse R Whitlas effort and love of the famous old veteran No. 10 that it was preserved and in existence today. All other cars of this team have vanished. (Some years ago it was reported that one of these cars existed in one of the eastern states. However, this has never been verified.) It was reported a number of years ago that, of all things, one of this team was sent to Russia (1911 or 12) and like many other things was never heard from since.

Most of the mechanical excellence of Old No. 10 must be credited to Louis Chevrolet as must many of the present day designs which are now universally accepted and taken for granted. The Cam contour has never been improved upon for performance efficiency. Light weight reciprocating parts were proven in this machine. Nearly every part of this vehicle bespeaks the excellence of craftsmanship employed in that early day as well as pride of workmanship displayed by workmen. (Almost a lost art today.)

While Old No. 10 was never known as a "killer", at least two men gave their lives on the altar of todays successful automotive equipment used by the Armed Forces, the public and transportation facilities of this day. The Men were

Henry Miller, Mechanic, Vanderbilt Race 1909

Ned Crane, Driver, Elmridge Track, Kansas City, Missouri

Bert Dodge, Dodge Oil Company, Kansas City, Missouri was riding with Crane when the above accident occurred.

Old No. 10 was retired from service after an estimated 300,000 miles in 1923, brought out of storage in 1939 after the loss of Jesse R. Whitla, and again returned to storage two weeks prior to Pearl Harbor. It has been brought out again for the Horseless Carriage Club Convention here at Beloit, Kansas, on 21, 22, 23 May 1954.

