

three cars to be used by the Australian Post Office Department.

The single-cylinder Winton proved so successful that the demand exceeded the supply, even when the output was increased. Consequently other inventors found a market ready-made for them as they passed from the experimental stage to manufacturing, and they not only took advantage of the conditions that Winton's success had created, but also paid Winton the compliment of patterning after his pioneer product, even to the arrangement in the chassis of the motor, transmission, gas tanks and other elements.

The double-cylinder Winton, introduced in 1901, was marvelous for power and endurance, and became, as Winton refined it, the best example of two-cylinder horizontal motor the world had seen up to that moment. Although this model was widely copied, just as the single-cylinder had been, the copies never reached the Winton standard, nor had the double cylinder motor been really improved from the point where Winton left off.

Writing in his "Plain Facts About the Automobile" in 1901, Albert L. Clough said that "Steam is today, almost without question, the most popular form of automobile power in this country, and has been developed further by American builders than either of the other motive powers, unless, possibly the electric." Indeed, steam automobiles were so prevalent in the early days that it was a serious question whether most gasoline car makers were not wasting their time. But the excellence of the Winton, particularly the double-cylinder, which dominated the market in 1902 and 1903, gave steam its quietus and settled for all time the superiority of the gasoline buggy.

In 1901, Winton also produced the first four-cylinder car as a racing model. It became known as the Winton Bullet No. 1. In fact at Cleveland it attained a speed of one mile in 1:02 1-4.

After further trials of Bullet No. 1, he put the four-cylinder motor into production. He tried both upright and vertical cylinders on the "Quad," as it was designated, and marketed both. Neither, however, met with his complete satisfaction.

The more earnestly he endeavored to perfect them, the more firmly he became convinced that the "four" was not the ultimate type of motor, but simply a stepping stone toward the goal. It was Winton's conviction that the perfect motor would produce continuous power, and this he realized, the "four" could never do, no matter how exhaustively it might be improved. Experiment, after experiment covering months of effort, proved to him what six and eight cylinders could do. His discoveries changed the entire automobile map.

It was in August, 1903, that his Bullet No. 2, powered with eight horizontal cylinders, made a circular track record of 52 4-5 seconds at Cleveland, cutting that mark of 43 second on the Florida straightaway in January, 1904.

Three years later, Winton finally announced that thereafter his company would make sixes exclusively. It was a case of one man against the industry—an industry composed of more than one hundred manufacturers, all making "fours," and praising "fours." Yet he won his battle!

There was one other great genius in the automotive industry and that was John North Willys. He possessed a mind naturally adapted to mechanics and organization, and was engaged in the bicycle business