

*Simplicity  
Simplified*

*Reliability  
Realized*



BRACKET MODEL

*The Van Sicklen Company*  
*Aurora, Illinois, U. S. A.*

# Van Sicklen Speed-Meter

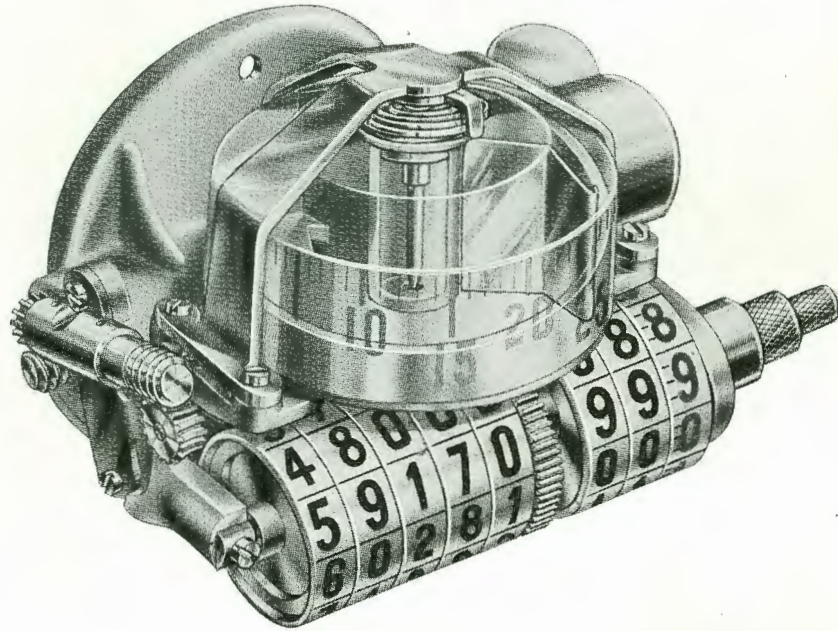


More Simple

More Reliable

# The Van Sicklen Speed-meter

3



PHANTOM VIEW

Note Large Figures.

Actual Size.

**S**IMPLICITY, beauty, absolute accuracy and noiselessness at all car speeds, under all conditions of temperature, humidity, altitude or vibration, and other factors effecting the ordinary speed indicator—these are the distinctive characteristics of *The Van Sicklen Speed-meter*.

The Van Sicklen Speed-meter is an established, tried and proven instrument on which patents allowed and pending are well defined and correspondingly basic.

The Van Sicklen Speed-meter registers the *slightest* variation of speed *instantly*.

Our instrument is absolutely accurate, *both under and above three miles an hour*. Hence it is a boon to salesmen and manufacturers in demonstrating the ability of a car to run at *extremely low speed in high gear*—a pronounced sales factor in many instances. The instant registration of *The Van Sicklen* is also a big help in demonstration when the salesman wishes to show the ability of a car to “*get away*” quickly.

The Van Sicklen is guaranteed for life by a Company sufficiently strong to make the guarantee *stick*.

The extreme *legibility* of The Van Sicklen is its chief external feature. The figures are *big, clear* and *so close to the face of the glass* that no shadow can interfere with the reading. *The big white face* with its *big black numerals* makes it possible to obtain a reading at a glance—even from the back of the tonneau and without bending forward.



The "tripper" is readjustable instantly—any column can be set back or forward as need may require, *without changing the companion columns of figures.*

The Van Sicklen comes in two models, one of which sets "flush" on the dash; the other being mounted on a bracket.

The extreme simplicity of *The Van Sicklen's* construction makes it possible for us to use the finest materials and employ the most skilled type of workmanship and still produce the instrument at a low cost. Great work of any kind is always simple. The Van Sicklen is a great speed indicator, not so much on account of what it contains—what is *left out of it* is of vastly more importance.

*The basic principle of The Van Sicklen Speed-meter is the generation and calibration of air current.* The correctness of the principle is unquestioned, while the most intense vibration in no wise affects the instrument; it responds *instantly* to the slightest displacement of air caused by the forward movement of the car. It is as sturdy and simple as a man's fist and at the same time as delicate and responsive as his ear drum.

*The absolute accuracy of The Van Sicklen Speed-meter has been proven by both exhaustive laboratory and the most trying road tests.* Road tests were made over a course surveyed for accuracy of speed and distance at high and low speed trials on wet, dry, smooth, rough and sandy roads, for long and short distances—without chains—on motorcycles as well as motor cars. *Under all conditions the instrument is positively accurate.*

The speed—over surveyed distances—timed by stop

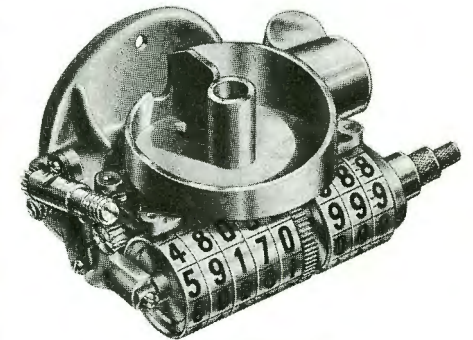
watch and checked also with the odometer, shows positive accuracy—*a mile on the odometer against a chronograph checks up with a mile on the speed dial*—a mile of 5,280 feet—not an approximate mile varying anywhere from 4,500 to 6,000 feet.

*Positive speed* indication has been obtained by our new principle of construction, which, while eliminating all undesirable mechanical features, has secured a speed dial *that positively cannot oscillate.* It indicates absolutely the speed of the car at any given moment—without lagging—without fluctuation—without oscillation even when rushing at high speed through sandy roads with deep, crooked ruts causing the car to sway violently.

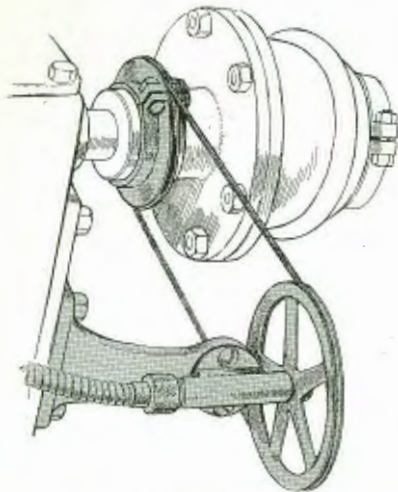
The Van Sicklen Odometer is based on an absolutely new principle, by which are eliminated all visible intermediate gears, springs, pawls, ratchets, etc., thus giving full dial width for large size figures. The trip record may be operated with one hand and set at any fraction of a mile and instantly the record begins from the position set. The rapidity with which the trip dial can be re-set is a feature.

## APPEARANCE

Our aim has been to provide an instrument so attractive in point of design—so legible in its readings—as to leave nothing to be desired. All dials are made of non-corrosive metal, enameled a dead white, while the numerals are lithographed thereon in large full-face figures within 1-32



CALIBRATED CUP



DRIVING METHOD

of an inch of the glass face. Both speed and distance records may be read easily *from the rear seat* of the largest car—and at night, illuminated by the usual small dash lamp, they are as easily read as by day.

With no flexible shaft housing in view this Speed-meter *presents* to the eye *only its face* and the re-set device at the side.

Reliability has been established by the most strenuous tests possible on motorcycles and automobiles and in so far as the registering devices are concerned—namely, the Speed-meter and the Odometer—no change from original design has been made in either.

## THE DRIVE

We have produced by means of a Hobbed Belt Form Pulley a positive wire belt drive, as positive as a set of gears. There is no estimated slippage figured into the size of our pulleys; they are exact and every revolution of your wheels will give the exact ratio of revolutions to the driven pulley.

When mounted on an automobile, whether on a perpendicular dash or cowl board, the shaft may be entirely out of sight, no portion—not even the connection at the side—need be shown, as in mounting it may be recessed into position and set flush, the side connection and

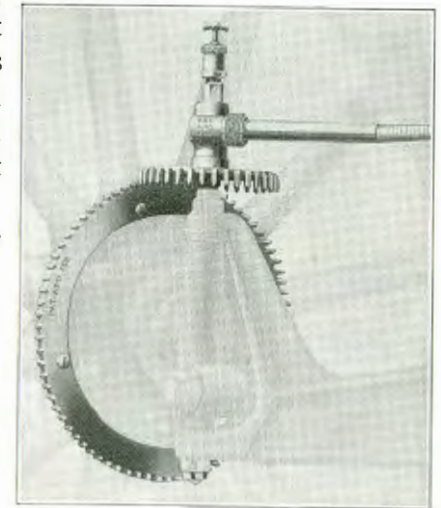
shaft going straight back through the board into the engine compartment. From this point the shaft drops under the toe-board and floor to a connection attached either to the transmission or a cross-member of the frame at a point where the driven member receives the drive from the drive member applied directly on the hub of the universal joint. The drive is so elastic and positive that it may, if necessary, be mounted directly upon the propeller shaft immediately back of the universal joint.

The driving member is a specially designed, deeply grooved, hobbled pulley of proper dimensions, locking positively to the member to which it is applied. The hobbing in the drive and driven pulleys is of the same pitch as the coil of the endless wire belt used and permits no slippage.

The driven member is mounted on one end of a shaft revolving in a housing provided for attachment to the transmission or cross member, and has a special bearing of sufficient length to warrant our claim that it is indestructible.

*Special front wheel drive for Ford cars* is here shown.

*The Gears* of the front wheel drive are specially designed, non-wearing, self-cleaning and will not rattle or grind, due allowance having been made for loose bearings and eccentric running of road wheel gear.

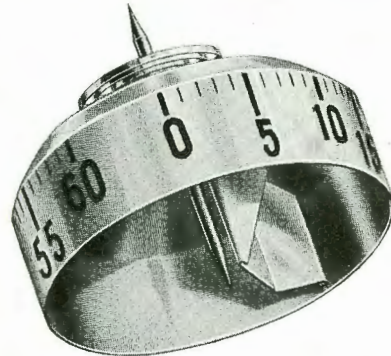


THE VAN SICKLEN WHEEL DRIVE AND SWIVEL JOINT

**The Swivel Joint** is strong, light, simple, will not pack with dirt and mud. In designing this feature of our equipment we have eliminated the troubles swivel joints have heretofore suffered from—too much mechanism. Four bevel gears have been dispensed with; we secure better results with two spiral gears. Clamps and brackets which heretofore have been the source of great annoyance have been eliminated. Our entire equipment can be attached on wheel and steering yoke in half the time required for other types.

### ABSOLUTELY NOISELESS

A prominent feature of the Van Sicklen Speed-meter is that regardless of the position in which it is mounted, it is absolutely noiseless. There is no grinding of driving gears, no lost pinions, no squeaking of dry joints—always exposed to water, dust and mud—no sticking swivel joints, no broken flexible shaft to dangle under the car and drag along the road.



REVOLVING SPEED DIAL

### QUALITY

This instrument is elegantly finished. It is the most attractive speed and distance recording instrument possible to make. Our instrument could be consistently

listed at \$100.00, but we could not improve its appearance or quality or make it better. It is all we claim for it—the best it is possible to build—*regardless of price.*

### MODELS AND DETAILS

Two models of The Van Sicklen Speed-meter are now on the market; these are known as the Bracket Type "A" and the Flush Type "B". The difference between these two instruments is quite clearly shown in the illustrations. The Flush type model measures  $4\frac{3}{8}$  inches across the face, and the Bracket type  $3\frac{5}{8}$  inches, and both are three inches deep, except for the mounting bracket used with the smaller model.

### GUARANTEE

A Van Sicklen Speed-meter is made non-adjustable, need never be recalibrated and is guaranteed for a lifetime.

Defective material or workmanship will be replaced or repaired free of charge providing the Speed-meter is sent to us, transportation charges prepaid, and has not been opened or otherwise tampered with.

If the glass is broken or the case damaged by accident, we agree to repair at actual cost; our Speed-meter is so simple and well made it will not under ordinary conditions need repairs save for accident, in which case we will share your misfortunes by replacing or repairing with a profit to us.



ILLUSTRATING CALIBRATED CUP  
Note Large Figures. Actual Size.

## TESTIMONIALS

### Apperson Bros. Automobile Company

Apperson "JACK RABBIT" Motor Cars

*"The Wizard of the Hills"*

KOKOMO, IND., U. S. A.  
March  
Thirteenth,  
Nineteen Thirteen.

The Van Sicklen Co.,  
58 South River Street,  
Aurora, Ill.

Attention—N. H. Van Sicklen.

My Dear Mr. Van Sicklen:—

I can not speak too highly of the performance of the sample speedometers which you have with us and which have been continually running since last Fall and giving the very best of service. In fact none of these speedometers have been touched in any way and seem to be running as perfectly as any piece of machinery could run.

We will be ready for regular deliveries on these instruments in a very short time and hope that you will be able to take care of our product for next year in good shape. We will, in all probability, build about 4000 cars next season.

With kind regards, I am

Yours very truly,

APPERSON BROS. AUTOMOBILE CO.

Elmer Apperson, *President.*

EA-EMc.

# The Automobile Blue Book Publishing Co.

CHICAGO, ILL.

NEW YORK CITY

910 South Michigan Avenue  
CHICAGO, ILL.  
Sept. 19, 1914

Mr. N. H. Van Sicklen, Pres.,  
The Van Sicklen Co.,  
58 So. River St.,  
Aurora, Ill.

My Dear Mr. Van:—

As we have now had the Van Sicklen Speed-Meter on the Blue Book car for about six weeks and have covered in that time over 4,000 miles, I just thought you might like to hear from me as to the results obtained.

Let me state that I have been greatly pleased with the instrument from the first and we have had no trouble whatsoever, although I appreciate that the instrument was attached rather hurriedly.

As you know, I feel that not only for our work but for everyone desiring to follow route matter, as motorists do at some time or other nowadays, this instrument has some features of especial merit. These are:

1st—The large size figures used for odometer readings.

2nd—The set attachment which allows one to reset the trip mileage to any point very quickly.

I still have some more route work to do and will let you know if anything comes up of interest.

Very truly yours,

JPD-EM

JOHN P. DODS.

# W. C. THORNE, of Montgomery Ward & Company says:

Chicago, Sept. 12, 1914

Mr. N. H. Van Sicklen, President  
Van Sicklen Mfg. Co.  
Aurora, Illinois.

My dear Van:—

I made a test of your speedometer the other day, and I thought the result would interest you.

You know that certain cross streets in Chicago are on Section Lines, and I took Michigan Avenue and 55th Street to Madison Street. The test is as follows:

Start 55th Street,	
47th Street	1-0 miles
39th Street	2-0 "
31st Street	3-0 "
22nd Street	4-0 "
12th Street	5-0 "
Madison Avenue	6-1 "

This shows a gain of  $\frac{1}{10}$  of a mile in six, and the tenth did not show until the finish of the sixth mile.

I have tested a great many speedometers over these six miles and have never had one that compares with yours. There is no speedometer made, in my knowledge, that will approach this record. As you know, I have driven cars of my own since 1902, and have covered something like 200,000 miles in that time. I have been a pioneer in nearly all of the new innovations, including speedometers,—and have tested them all.

It is quite possible that the  $\frac{1}{10}$  of a mile shown on this speedometer was consumed in going around vehicles, as a straight line down Michigan Avenue at ten o'clock in the morning would be almost an impossibility.

With kindest regards, I am,

Very truly yours,

WM. C. THORNE

Established 1872

## APPLETON MANUFACTURING COMPANY

Agricultural Implements

Batavia, Ill., U. S. A. September 24, 1914.

The Van Sicklen Co.,  
Aurora, Illinois.

Gentlemen:—

The Van Sicklen Speed-Meter that has been in operation for some time now on my Pierce-48, has been the source of a great deal of satisfaction to me as compared with other speedometers which I have used from time to time. The method of installation seems to have entirely overcome one of the most disagreeable features of other makes of speedometers, and aside from that the noiselessness and accuracy of the instrument at all times, as well as the ease with which all records on it can be read, are far superior to anything that I have ever come in contact with before and I am taking this opportunity to compliment you on the advance your company has made in speedometers over others that we have had to depend upon in the past.

Your instrument and your company are certainly entitled to the first honors and I wish you every success.

Yours very truly,

JOHN VAN NORTWICK

## MOLINE MALLEABLE IRON COMPANY

Detachable Drive-Chain

REFINED MALLEABLE IRON CASTINGS

St. Charles, Ill. September 18th, 1914

The Van Sicklen Co.,  
Aurora,  
Illinois.

Gentlemen:—

Referring to your favor of the 17th, I am pleased to advise that the Van Sicklen Speed-Meter that you put on my Pierce-Arrow car is giving entire satisfaction. I am very well pleased with its instantaneous indication of change of pace. I have traveled over a measured distance and find it to be absolutely accurate—in fact, quite a little more so than the regular instrument furnished with the Pierce-Arrow car.

I was very much interested to note the other day that, in the course of half a day's ride, I could at all times read the instrument mounted on the dash from the back seat.

Wishing you every success, I am

Yours respectfully,

R. R. FAUNTLEROY



SOME INTERIOR VIEWS IN VAN SICKLEN FACTORY