



Society of
Stukely Westcott
Descendants of America

The Westcott Family Quarterly

July, 2010	<i>“Know Your Kindred Better”</i>
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<p><i>The Westcott Family Quarterly</i> Issued quarterly or thereabouts through the year with news of the Society.</p> <p>Free to members. Non-members \$10.00 annually.</p> <p>Website: www.sswda.org</p> <p>Editor: Lyle Wescott 180 Pleasant Valley Dr. Holly Springs, MS 38635 Lyle_Wescott@yahoo.com</p>

Welcome New Members!

Paul S. Wescott, Hollywood, Fl

Musings from the 2010 Westcott Family Reunion

There were 37 cousins at the reunion in Cocoa Beach in June. Kudos to Ailene Picheco for organizing everything. The weather was bright and sunny if a bit on the warm side. Well, I guess you could say it was hot but it's always hot in the summer.

On Friday night, there was square dancing and meeting and greeting old friends and cousins and meeting new ones.

On Saturday night a nice sit-down dinner preceded by an open bar was followed by music and more dancing, more mingling and generally a good time.

Several new members were signed up.

STUKELEY WESTCOTT, 1592 – 1677, planter and colonizer, one of the 13 original proprietors of Providence Plantation and Colony of Rhode Island; of Salem, Mass.; 1635, Providence, R.I., 1638, and Warwick, R.I., 1647. His wife: Juliana Marchant. Their children: Damaris (Arnold), Samuel, Mercy (Stafford), Jeremiah.

The Westcott Automobile

I am sure that many of you have heard about the Westcott Automobile. It began as the Westcott Carriage Company founded by John McMahon Westcott and his sons, Burton and Harry in 1896 in Richmond, Indiana. In 1909 the company started motorizing its carriages but John M. had a disdain for motor cars so in 1916 Burton moved the Westcott Automobile production to Springfield, Ohio. So many workers followed the move to Springfield that North Limestone Street was called "Richmond Row."

The Westcott car, which flourished as a luxury touring car was assembled from parts manufactured elsewhere. The two chief suppliers were General Motors and Durant. Both had made frequent overtures to buy the firm and there were numerous corporate battles.

The Westcott slogan was "Westcott, the car with a longer life."

Burton resisted attempts to be bought out. Among other things, he felt that his employees would not be treated as well by a larger company and he feared that the quality of the cars would go down. The company became so imbued with losses as a result of boycotts and injunctions that Burton became bankrupt and he was forced to sell his interest to a syndicate in 1924.

Dealerships were known to have been in Cleveland, Ohio, St. Louis, Missouri, Dayton, Ohio, Hartford, Connecticut and Spokane, Washington. They were also exported to Australia, South America and possibly other places.

A Westcott ran in the first Indianapolis 500 in 1911. The car was in third place and gaining after 196 laps when the mechanic in the car ahead was thrown out of his car. The driver of the Westcott swerved his car to avoid hitting the mechanic. The car was damaged but came in 30th in a field of 40 cars.

There is also the story of a Westcott Touring Car valued at \$2,000 being given as first prize in a circulation contest by "The Richmond Item." It was won by Miss Alice Vogel song. Her comment was, "I am one of the proudest, happiest women in Indiana as the result of this victory." Miss Vogel song's happiness was tempered by an accident on her first outing when she drove it without an experienced chauffeur. She had driven to Indianapolis with some friends and in making a turn ran into a tree, breaking a wheel.

Another newspaper article about a Mrs. Hough who owned a Westcott car was titled, "Among the First Women to Drive a Car." The article said that she made it up the grade into the shed alright but, unable to stop, went straight through, knocking down the closed doors at the far end.

Mrs. Hough took instructions at the Westcott factory and soon became, not only an expert driver but was able to repair her motor. At the request of the company, Mrs. Hough drove the Westcott in the 1913 Fall Festival Parade. The drivers had to do their

own cranking and cars had to keep fifty feet apart. Although several male drivers held up the parade by killing their engines and being forced to get out and crank, Mrs. Hough did not stall her engine during the entire trip.

There are fifteen Westcotts in existence today but one of these is only parts in a garage in Australia.

A 1920 advertisement listed the following:

5 passenger Touring Car	\$2,029
2 or 3-passenger Roadster	\$2,090
5 or 7-passenger Touring Car	\$2,590
3 passenger (one seat) Coupe	\$2,890
5 passenger Sedan	\$3,190
7 passenger Sedan	\$4,190

These were the lighter six models the larger six body types were:

5 passenger Touring Car
7 passenger Touring Car
7 passenger Limousine-Sedan

All closed Westcott cars had 3-piece windshields. Later in 1920 they introduced a passenger coupe.

The Great Sacrifice at the First Indy 500 Race

At the first Indianapolis 500 Race on May 30, 1911 a courageous man driving a Richmond-made car won the hearts of more than 80,000 fans and stole the headlines from the winner.

It was a spellbinder that has never been repeated. Ray Harroun, piloting a Marmon "Wasp" outfitted with new invention, a rear-view mirror, raced to victory but it was a man driving a Richmond-made car that won the hearts of spectators that paid \$1.00 each to witness the first ever historic race.

The Headline read: "Harry Knight in a Richmond Westcott purposely wrecks car to prevent killing a man."

At 196 laps into the race, Knight was in third place and gaining, when another car left the pits with a broken steering knuckle. The unwieldy machine swerved out of control, banked off the cement wall and wobbled to the middle of the congested track. According to the Richmond newspaper: "A half-dozen machines bore down upon it."

To avoid a smash-up, mechanic C.L. Anderson jumped toward the car in order to shove the crippled machine back to the wall. As he jumped to the track, the rear wheel passed over his foot and he was thrown mid-track.

If ever a man was within a hairs breadth of eternity without going across, he has that distinction. Nothing in the history of auto racing approaches that situation. Lying there in the midst of 40 machines passing the spot two seconds apart at more than 70 miles per hour, it seemed that C.L.'s time had come.

Starter Fred Wagner ran into the course and vainly sought to stop the race. The drivers couldn't stop but two of them swerved aside without hitting Anderson or the stranded car. It happened so quick and Harry Knight was next. The Richmond Westcott sped along at 80 miles per hour with Knight and mechanic John Glover inside. Knight saw Anderson in his path. Two courses seemed open to Knight as he saw the prostrate man on the ground directly in front of him. He could hold his car straight and run over Anderson or he could turn toward the pits to his right with a slight chance of escaping death or injury.

The 22-year old Harry Knight made his decision and turned his car toward the pits; at the same time jamming his emergency brake. Instantly applying the emergency brakes at the risk of his life, Knight caused the machine to perform one of the strangest pranks in auto history. The sharp turn made his car skid on the oily track. It turned entirely around facing the opposite direction and the car lurched airborne, striking the stalled car in the rear and hurtling over it. The flying Westcott caught the broken car and turned it completely over, knocking it toward the pit, in which four men scrambled for their lives.

The impact of racers caused the mechanic in the Richmond Westcott, John Glover, to be hurtled about twenty feet. He landed beyond the pits in a muddy pool. Knight clung to the wheel until the car smashed to the ground; then he was thrown out the side. The Westcott smashed up against a post and wrecked. "I didn't hit him, I didn't hit him!" were the first words Knight cried.

Glover had a wrenched back and two broken ribs. Knight had a concussion and bruises. Many thought that had it not been for the accident, the youthful driver of the Westcott car had a chance to win the race.

By his choice of risking his life, rather than take that of a prostrate comrade, Harry Knight forfeited his chance of winning the race. He was in third place when the accident happened; running well up with the leaders.

Knight captured the hearts of racing fans everywhere. The 20-year old Knight won more adulation than the race winner.

Bulletins of his condition as he recovered were issued from Methodist Hospital. He was later recommended for the Hero Medal, presented by the Carnegie Hero Commission.

From your Society Historian, Betty W. Acker,
taken from an article of May 30, 2006 by Steve Martin for the *Palladium Item* newspaper.

Matt Westcott Receives Rotary Club Phoenix Award

Each year, a high school senior from each of the county's high schools is eligible to receive the Rotary Clubs Phoenix award for soaring over adversity.

This year one of those students was Matt Westcott.



Westcott was identified as having learning disabilities in reading and writing as a sixth-grader, and then in the seventh grade, sustained serious injuries in a car accident through all of this, he discovered an interest that led to his choice to attend DeVry University - computers. He fixed his first computer at the age of 8, then built one from scratch at 11.

He is graduating with a 3.46 grade-point average, ranking 21st out of his class of 160. He was awarded a \$1000 Scholarship.

Passing of Barbara Westcott

It is with heavy heart that I must inform you of the passing of Barbara Westcott on July 4th 2010. She was 81 years of age. She was the wife of Paul W. Westcott, past president who died in office in January, 2006. Please remember the family in your prayers as they cope with this loss.

**PICTURES FROM THE 2010 WESTCOTT REUNION
IN COCOA BEACH, FLORIDA**



2010 – 2012 Society President Ailene Picheco (extreme right) with her family.



**Oldest members attending –
Barlow Westcott, Fern Peterson, Edna Jay Lewis and Lew Westcott**



Cake commemorating 375 years since Stukely Westcott landed in America



Barlow Westcott, Past President, Betty W. Acker, Past President, David Seyferth, Past President and Ailene Pichco President 2010-2012



Paul Wescott (new member) meets Paul Westcott



Lynn Hulkow, Michigan and Kim Anderle Alabama

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Lyle Wescott, Editor