

WHICH CAME FIRST ---- THE CHICKEN or the EGG?

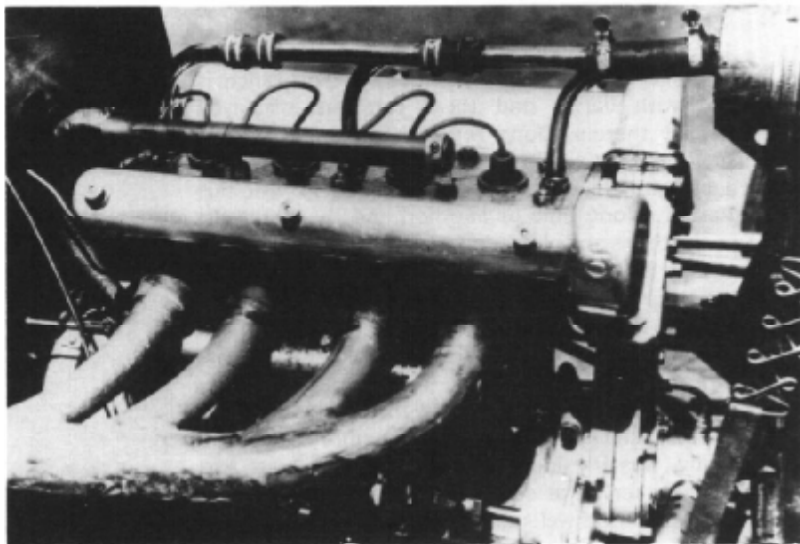
BY H. C. EGSGAARD

The first time a two-camshaft RAJO overhead conversion of the Model T came into the view of what might be called "collector s eyes" was in Chicago in 1948. The RAJO at that time, along with the patterns, belonged to the late Charley Kozen. Most of the people gathered in Charlie s garage that night were people who had been in the racing business since the Model T days, and most of those present were of the same opinion that Joe Jagersberger had built only one two-cammer.

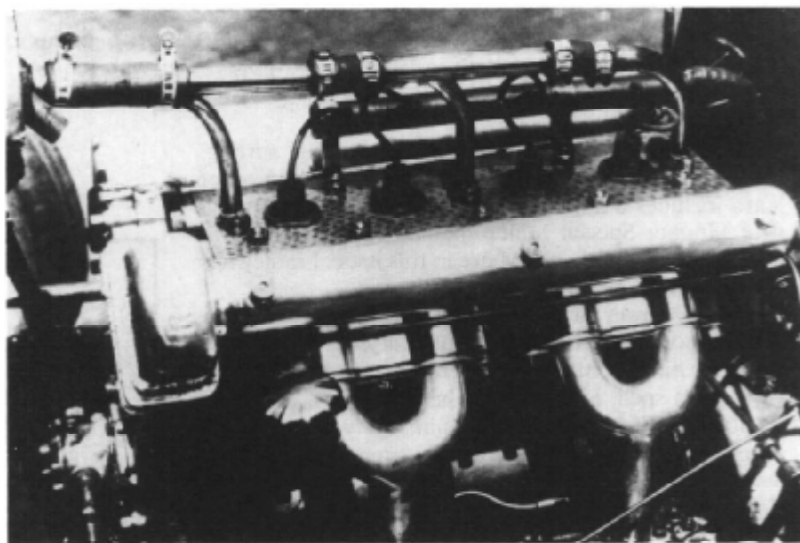
Thanks to the help of Bud Hand, of Santa Monica, California, who loaned his Gallivan, we were able to put the heads beside each other and make comparisons. While it seems to be well established that Jagersberger had been designing and building overhead speed equipment for the Model T since 1917, and doing an excellent job at that, it has always seemed incredible that John Gallivan, without any previous experience in designing and building racing equipment, should or could come up with such a magnificent overhead for the Model T the first time around.

In talking to John Gallivan in 1964 it did not occur to us to seek out the history of this setup, for we were interested at that time in locating a Gallivan to run on the Long Beach Model T Club s Hill Climb. Years later when the history op so much of the speed accessories for the T became a byproduct of T activity, it became harder and harder to separate fact from fiction. Now in view of the fact that both the Gallivan and the RAJO head castings obviously were made from the same patterns, who made the patterns and who made the first head?

Pop Dryer, Johnny Burns, Speedy Helm, Ira Hall, Carl Rogers and others in the Indianapolis area who have been connected with racing all their lives all agree that Gallivan had a shop on West Washington in Indianapolis during the Twenties. Yet the Gallivan advertising we ve read and the imprint on the Gallivan front drive castings all indicate made in Rantour, Illinois. One

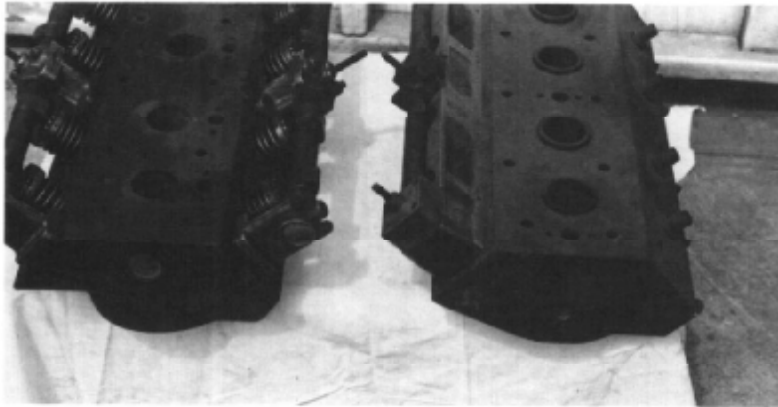


Above and Below: The D.O.H.C. RAJO head. Very much like the Gallivan; perhaps using the same patterns as the Gallivan but slightly modified to change the appearance. The photos are dated June 1927.

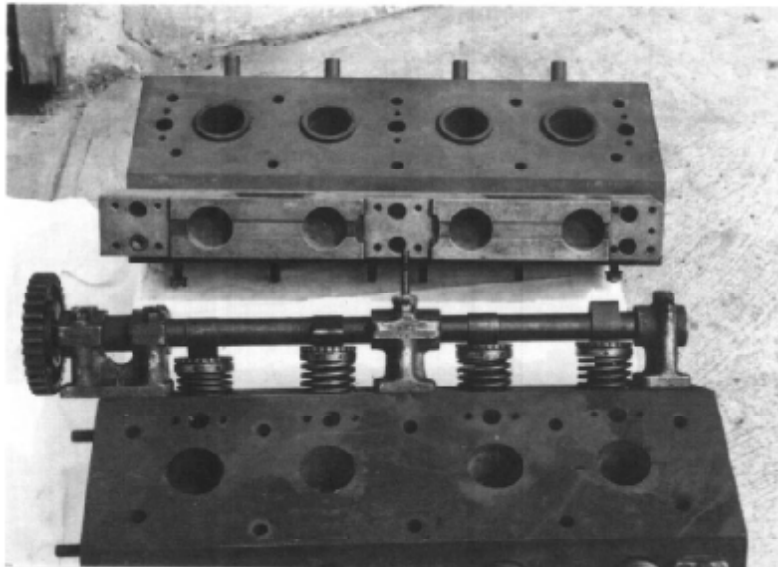


thing we know is that Rantoul had a foundry that made castings for many in the auto racing game. Another thing that is incredible is that there is nothing, absolutely nothing, tangible in the Jagersberger household, or in where his shop used to be in Racine, Wisconsin, that would much as even indicate what Joe had done for the Model T. There is, at the Jagersberger Mansion in Racine, a 1949 fastback Chevrolet with a RAJO in it.

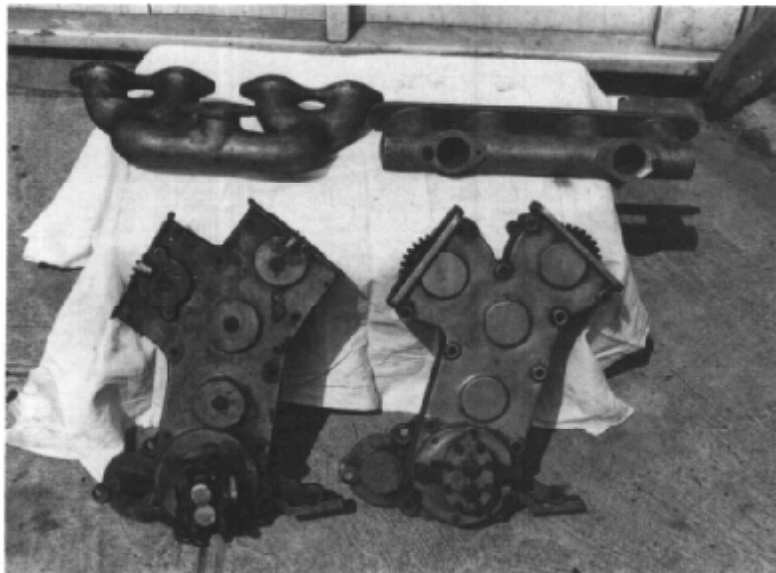
It might be convenient here to explain where the word RAJO came from. The J. I. Case Co. in Racine, Wisconsin, was building tractors, threshing machines and other farm equipment when the automobile



The RAJO (right) was, in this particular case, very likely cast after the Gallivan. It would take just a small amount of putty to fill in the pattern on the end to change the general shape of the casting ever so little. There would be no mechanical advantage in doing this, though. It would have almost had to have been done for effect. The machine work on the heads is absolutely identical, and must have been done from the same *jigs*.



The Gallivan in the foreground used the valves and spring setup out of the WW-I Hispano Suiza airplane engine. The cam wiped across the valves which had a distorting effect. The RAJO had a cup system where an aluminum cup traveled up and down in a cylindrical guide, eliminating the distorting effect.

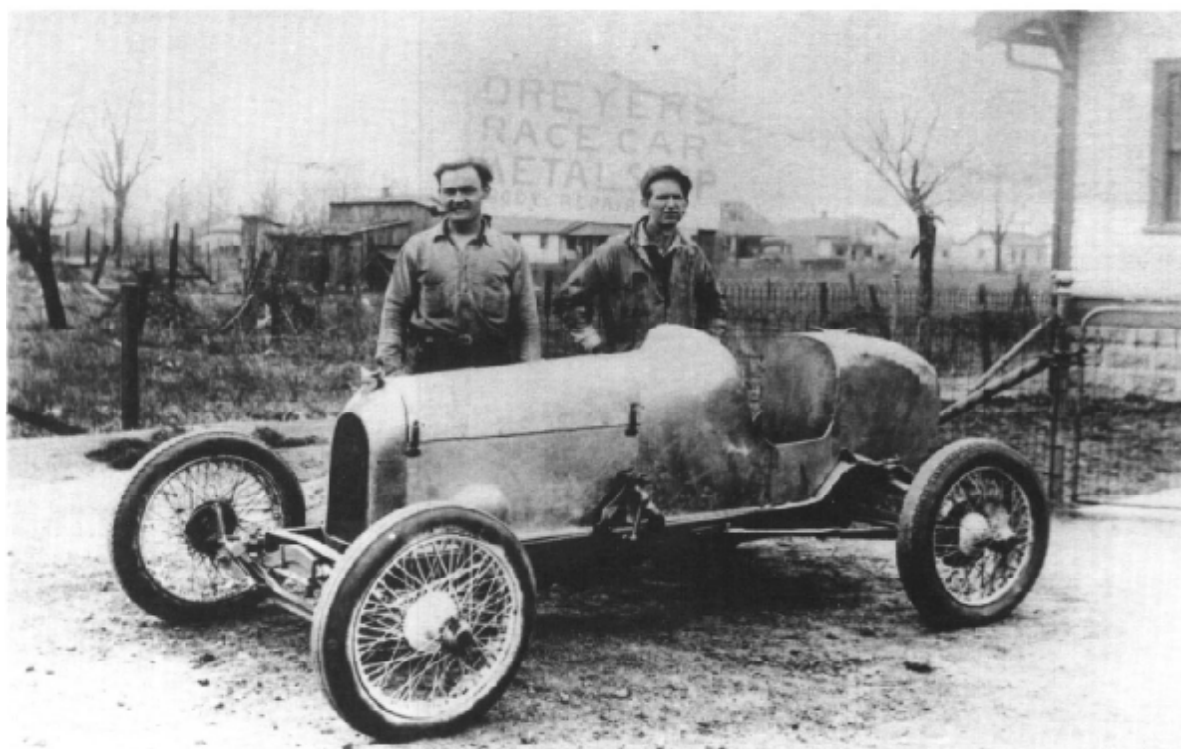


The RAJO drive (right) incorporated the use of the WW-I OX-5 Curtiss aircraft engine oil pump.

became a reality. It was quite natural for them to get in on the benefits of the new frontier so they started to manufacture the J. I. CASE automobile, which incidentally was a very good car. They chose to have a racing car like Henry Ford's 999, Winton's Bullet, etc., to advertise their product and company. Joe Jagersberger was chosen to drive this racing car. For some reason not clear, he was known as Racine Jo. He had done quite well with the Case car in races and was entered in the first Indianapolis 500-mile race in 1911. He wrecked on the 87th lap and was injured quite badly. When he was healed, he married J. I. Case's daughter, and that ended his racing career. He had the excellent facilities of the J. I. Case foundry and machine shop so he decided to make parts for the racing cars. It is not known how he chose to build an overhead for the T, but the name RAJO was a natural. It was the first two letters of Racine and the first two letters of Joe.



Pop Dryer's first race car body. Pop had been working for Morton G. Brett doing custom metal work. He left and worked for the Chevrolet Brothers for several months before he left Frontenac to go into business for himself. His first customer and his first race car body was for John Gallivan, approximately 1922.



Pop Dryer and the Ira Hall car. Ira Hall and Pop Dryer are very much alive today and would still rather talk about racing than anything else.