

NATIONAL SPRINT CAR HALL of FAME & MUSEUM

W.C. "BUD" AND EDWARD WINFIELD

By George Peters & Henri Greuter

Edward Arnold Winfield was born in La Canada, California, in October 1901, while his brother, William Clement (Bud), arrived in April, 1904. The boys spent their early years in La Canada, which is nestled in the foothills of the San Gabriel Mountains north of Los Angeles. The Winfield home was headed by the boy's mother, Mary, a woman of Norwegian extraction. Their father, of English heritage, died when the boys were very young.

In due course, Ed went to work for Harry Miller, the renowned race car

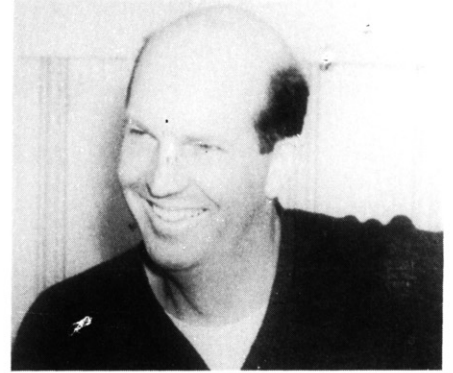
500 Mile Race, the winning car, a Duesenberg driven by Pete DePaolo used the Winfield carburetor.

Ed's withdrawal from racing in 1927 is generally conceded to have come about at the behest of his wife Margarete, who feared for his safety. Among his other jobs in the early 1930's, Ed helped to setup the ultra fast No. 2 Winfield Special Model A with a rocker arm head that Rex Mays drove. The car proved to be a top contender at the Legion Ascot track. When Rex moved on to the Art Sparks-Paul Weirick team, Ed and Bud worked on that car as well.

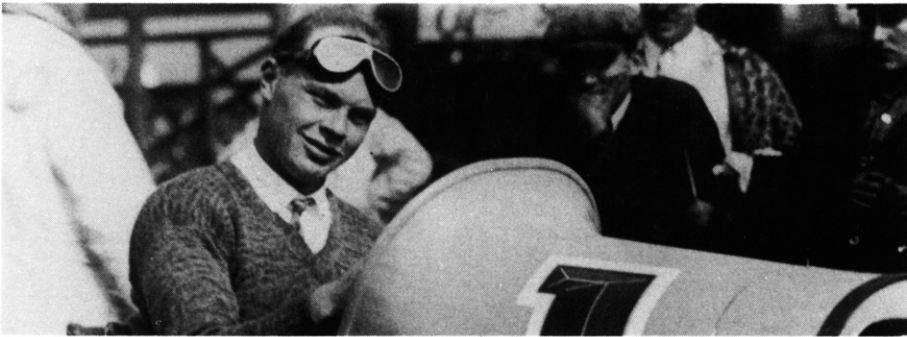
A brief glance at the patent registry for the late 1920's and 1930's indicates that a number of Ed's creations

for the competition.

Ed apparently was content to return to his work on the coast, while Bud remained busy working with West Coast racers, the Bowes-Louie Meyer team and then the Rex Mays-Bowes undertaking. In 1940, the



W.C. "Bud" Winfield
Bruce Craig Collection



Edward Winfield
Bruce Craig Collection

builder whose shop was in Los Angeles. The fascination with fast cars eventually led Ed to compete at tracks such as Ascot and Culver City in the Los Angeles area. Along the way he became keenly interested in the functions of cylinder heads, cams and carburetors.

In time, Ed was to open his own garage in Glendale. With all their work on carburetors, the Winfields became experts to the point that they ultimately designed their own model. The Winfield carb went into production in 1924, though the actual manufacturing was farmed out to a firm on Marilyn Avenue in Glendale that operated under the name of the Winfield Carburetor Company. The Winfield carb quickly caught the attention of race drivers who wished to purchase the new product. The early success was nothing short of phenomenal, for in the 1925 Indianapolis

were issued patents during this time. These included a two cylinder cycle internal combustion engine (1929), a carburetor reservoir (1930), a revised carburetor (1933), an automatic throttle control (1937) and a new design for an internal combustion engine head that provided for an elongated combustion chamber directly above the cylinder (1938).

Ed preferred to think and work alone, and in time he became something of a recluse, and only a small clique of racing associates were able to gain entry into his Glendale shop. By stark contrast to the reclusive Ed, Bud was a congenial soul who made himself available to all those in racing who sought his mechanical expertise. Bud was at Indy every May to assist those racing teams using the Winfield carbs. Back in California, Bud could be found at various tracks rendering help to those in need of assistance as they went about setting up their cars

Winfield-Lou Welch connection was made and Bud was to remain active with what became the Novi venture until his death. Without a doubt, the Winfield brothers played key roles in the development of the Novi powerplant during the incubation period as well as during its early years of trials and tribulations.

At Bud's untimely passing in the fall of 1950 at the age of forty-six, his hometown newspaper, La Canada Sun, referred to him as a "Nationally known designer of racing automobiles." Bud was laid to rest at Altadena, California, in the Mountain View Cemetery.

Ed remained in the Los Angeles area for a number of years, as he continued to provide his expertise and mechanical ideas to customers. On April 15, 1982, he passed away and according to his wishes, he was entombed next to his wife within the walls of a small open air mausoleum in Las Vegas.

The memory of the Winfields has not faded, for recently they have been posthumously honored. Ed was selected for induction into the Indianapolis Motor Speedway Hall of Fame.

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