

THE STEAM AUTOMOBILE





THERE IS A MODERN STEAM CAR IN YOUR FUTURE

If anyone can tell which of the several groups that have recently designed and built experimental modern steam cars will be first on the street with a successfully operating steam car, I'm sure we would all be at ease.

The Detroit iron is running out of sales ideas and steam is still uppermost in the public mind as being the ideal power for cars. Its smooth silent power is something be desired in automobiles.

The Steam Meets around the country have brought together the hobbyist with his outstanding restoration of antique steam cars of all makes, some we didn't know existed.

The recent card survey indicated high interest in Steam Meets everywhere and in both modern and antique cars. In 1959, the Steam Automobile Club of America will have three Steam Car Meets, date and location to be announced.

One thing I can say is that all of the Steam Automobile Club of America members are certainly interested in the Steam Meets. Each is doing a marvelous job cooperating with all the activities and events. Those who are working on modern steam cars are keeping us informed of their progress.

Your officers and directors are striving to make your club and the Steam Car Meets the most interesting possible. However, your cooperation is needed. We do need an editor to write up articles about steam and our Steam Meets.

Robert L. Lyon
President

The Steam Automobile

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Cover: Photo shows 1903 Stanley owned by Earle S. Eckel, Washington. New Jersey. Probably the best of any antique restoration, it is rated by True's Automotive Yearbook as one of the ten most cherished cars.

We'd like to include the car that YOU cherish most in the next issue of the Steam Automobile. Send us a photo of your car or steam experiments. Just be sure to put the name, address of owner and a short explanation of the picture, on the back of the photo, or paste description to the

We hope you like this first issue of The Steam Automobile. It has been edited especially for the U. S. steam enthusiast. Your opinions, suggestions, and especially, your contributions will be appreciated. Keep them coming.

The new Steam Roster will be mailed to all paid members in December. Look for it. We've had to wait for some late returns.

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Editorial

During the year we have attended Steam Car Meets at Lakeville, Connecticut, and Lake Forest, Illinois. Aside from enjoying the steamers, there was the Opportunity to talk personally with a few hundred of the most active and enthusiastic steam fans. Almost overnight the number of restored steamers, conversion projects, and modern attempts to harness steam to the automobile have mushroomed into a great national hobby. For some of us the steamer is nothing new. Our fathers had a Stanley and we grew up around them. All the adjustments and firing-up procedure are so simple that we have no need to study about them..

But for the majority of the new steam enthusiasts, this is not so. Caught up by the silence of a passing Stanley, a short ride at some charity bazaar, or just from reading one of the many articles about the old steamers, is an ever growing 'new generation' of steam fans. Most of them keyed up by a brief encounter with steam, want to restore the Stanley they have finally found, but how do you go about it? Others want a conversion unit to drop into their gas car in place of the noisy engine made in Detroit. Some want to build a boiler with 75 feet of tubing. Another wants to heat the water with an electric hot-plate. One fellow wants to build a small turbine on each wheel.

These are all noble attempts to develop steam cars, but they lack proper direction and basic principles. Talking with the designer of a modern steam project which has cost over \$50,000 for development, he admitted he had designed the steam engine although he had never even ridden in a steamer. Such activity can only lead to a lot of wasted money; resulting projects, if publicized, will literally ruin the steam car reputation, and possibly may even result in a serious boiler explosion which might not only create great local injury, but could also instigate legislation to rule steamers off the road for us all.

Our aim, then, is to maintain the high level of steam restoration, the congenial steam get-to-gethers, and the joy of operating our steamers safely. Our hobby is one of many choices which give us countless opportunities to disagree. Be it flash vs. fire-tube, or antique vs. modern; all these are personal preferences and have their place.

We feel that the establishment of a steam car enthusiasts club is necessary as a common medium to give and receive information, and promote steam car Meets, so that we can continue to enjoy our hobby together with all our new friends. We are counting on everyone to help make this club a success. Lets all work together to keep steam alive.

California Steam Meet

Steam went West this year, with a bang-up Steam Car Meet Sept. 19-20th. Buena Park was the location of the first Meet sponsored by the Steam Automobile Club of America, under the direction of Treasurer Ken Maxwell, Carl Guth, and Dick Philippi.

Nothing held the steamers back. Carl Guth started at 1 A.M. from Phoenix, Arizona, in his 740 Stanley driving much of the way through the desert. Including stops for visits (and water) he made the trip in 18 hours. Barney Becker drove his Doble (E-14) down from Walnut Creek, California, a distance of about 450 miles.

All Friday morning (Sept. 18th) the steamers kept coming in, a total of 15 in all. Ted Frost brought his steam boat the S.S. Dory. Heard he rode a tidal wave part of the way. Herb Ottoway came all the way from Wichita, Kansas with his very hot 1901 Locomobile.

Altogether 93 steam enthusiasts registered for the Meet, and enjoyed the activities including a parade through Disneyland (here the parade was delayed till the steam men got off the kiddy rides) and Knotts Berry Farm. The

evening meeting included a summary of Modern Steam Developments in the East by Club President Bob Lyon. Bill

Besler was on hand to give a brief insight on Modern Steam Development which was somewhat of a departure from current thinking.

The Western Region of the Steam Automobile Club voted unanimously to hold TWO Steam Car Meets a year in the West. Barney Becker volunteered to make arrangements for the next Meet in the San Francisco area in April. With steam pressure at a high at the end of the second day, it was decided to make the next Meet a three day event.

Steam Meet Preference

The recent questionnaire was mailed to 604 of the steam car roster members, and 412 replied as follows:

387 wanted a convention for solving steam car restoration problems and convention for engineering of modern steam cars, and a winter conference.

209 want Meet at a College. 213 want Meet at a resort inn.

176 want a Meet in June 111 want a Meet in September

327 want a Meet in Ohio or the Middle West.

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The Whitney Motor Wagon Co.

32 New Street, East Boston.

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**BUILDERS OF SELF-PROPELLING VEHICLES OF
ALL STYLES AND FOR ALL KINDS OF SERVICE.**

1897

By experience in different towns and cities of the United States, I find that the list of answers herewith presented cover about all the common questions asked by the ordinary observer.

In answer to the most common question, as to speed, I have all the speed necessary for traveling ordinary roads.

Can run from Boston to Providence in three hours—fifty one miles. *Could* run at the rate of thirty miles per hour if conditions of roads would allow.

Steam the motive power, produced by the evaporation of common water and the burning of common oil, which supplies can be obtained on any public highway in this country.

Built in East Boston.



