

SPRING 2021

SAXON TIMES



This edition of the *Saxon Times* was to be delivered last summer, but issues like the pandemic and some needed surgery swept this copy off my desk until now. I will wish you a "Happy Spring" and a sincere hope for a safe, fun touring season in your Saxon.

To the right, I have included a brief timeline of the Saxon Company that I compiled from public records in order to keep a handle on its brief history while I write. This past summer I began a biographical history of "Detroit's other Mr. Ford" and intend to write as much about President Harry Ford as I can. His unique abilities and his favor with Hugh Chalmers is an essential part of the Saxon Motor Car Company, and those features need to be understood.

Please understand that I am not a highly trained technical guy. I need short articles about technical issues, with illustrations or photos concerning the Saxon to be included in the upcoming *Saxon Times* issues. Please contribute. And thank you for the current photos you have sent of your Saxons. They will all be published in later issues that will be sent via email. If you haven't sent an email address, please do so we can keep you in the loop. (*The membership list on the last page indicates if we have your email address or not*)

The Saxon Registry was given official status as a club registry by the Horseless Carriage Club of America at its board meeting last spring. While this recognition does not bring any immediate practical changes to our registry, it does provide two things:

- First, the Registry gains a bit of status by this recognition, as we are listed in all HCCA publications as a recognized Registry.
- Second, should the Saxon Registry have any official activities, those activities would be eligible for insurance coverage.

Though this may be a small step in building the stature of the Registry, we are grateful to the HCCA for including us in a list of distinguished Registries.

So, kids. We're official! Let's start planning some activities even if we do have to wait until it is safe to do so.

— Alex Huppé



Timeline

- 1913, November: Saxon Motor Company is formed in Detroit by Hugh Chalmers to produce a car envisioned by Harry W. Ford.
- 1914, March: First Saxon produced is a small two seat roadster with a four cylinder engine.
- 1915, January: Saxon six cylinder touring car is produced.
- 1915, February: Saxon Motor Cars company is selling \$1 million a month, producing over 100 cars a day.
- 1915, November: Harry W. Ford buys control of Saxon from Hugh Chalmers.
- 1916, November: Fire at the Saxon plant causes \$60,000 damage.
- 1917, February: Fire at the Saxon factory does \$2 million damage.
- 1917, June: Saxon unable to meet current financial obligations, creditors advisory committee is formed.
- 1917, December: Harry W. Ford resigns for health reasons.
- 1918, December: Ford dies of pneumonia during the influenza epidemic after having been honorably discharged from the motor transport division of the US Army, as Captain. He leaves behind a wife Lola Woolfington Ford and two daughters, Jane (1910-1999) and Mary (1911-1997).
- 1919, November: Saxon is re-organized, increasing the number of common and preferred stock.
- 1920: Saxon's new model is the four cylinder OHV Saxon Duplex, replacing both the original models.
- 1921, April: The company sells its parts business covering its previous roadster and touring cars. New company to be called the Saxon Service Company.
- 1921, December: Saxon reports an operating deficit of nearly \$400,000. Office of president is vacant.
- 1922, April: Saxon moves to Ypsilanti. Remaining cars sold in 1923.

REPORTED PRODUCTION

1914	7,500
1915	19,000
1916	27,800
1917	21,000
1918	7,200
1919	2,500
1920	700
1921	500
1922	250

The Saxon From A to B

by William Davies

I make no pretense to great knowledge of the Saxon car, or its history; but some information I do have, and that can be passed on to others in the hope that ultimately it will spell out the whole story of a remarkable little car.

In assembling the data which I have on the car and its history, I am indebted to many, but particularly to Miss Maude Payne of the Detroit Library, Mr. George Gray of Barrington, Rhode Island, and Mr. Samuel Tannenbaum, bookseller, of Hartford, Connecticut, for documents which they provided or secured for me. The parts catalog from the VMCCA library of the Lars Anderson Museum was invaluable. In this article I treat only the early 4-cylinder roadsters. Perhaps someone else will provide articles on the six, the #14 and the later, bigger, regular fours.

The Saxon Motor Company, later called the Saxon Motor Cars Corporation was founded in Detroit, Michigan sometime in 1913*, and early in 1914, about February, turned out their first production model. Descriptive articles with illustrations first appeared in "Motor Age" and "Automobile" in December 1913. The first car was a four-cylinder roadster called Model "A" and was priced at \$395.00 f.o.b. Detroit. It was frankly a contender for the laurels of Ford's Model "T", but with a somewhat more sophisticated approach. Economy was stressed, and early advertisements claimed 30 miles per gallon. Although some now call it a cycle car, possibly because of its wire wheels and 28" x 3" clincher tires, it was never so considered at the time, had no motorcycle components, and was made not only in the standard 54" tread but also in 60" tread for the broad wagon tracks of the deep South. Although the car weighed but 1150 pounds soaking wet, it could not be considered a cycle car by any definition.

During its first production year, 1914, 7599 units were built, all of which were on the 4 cylinder chassis. Model "A" was the standard, 2 passenger roadster, left hand drive. Model "A-1" was the standard roadster, right hand drive, of which only a few were built, for export. Model "A-2" was the 4 cylinder chassis with delivery body; and Model "A-3" was the standard roadster, but with magneto ignition.

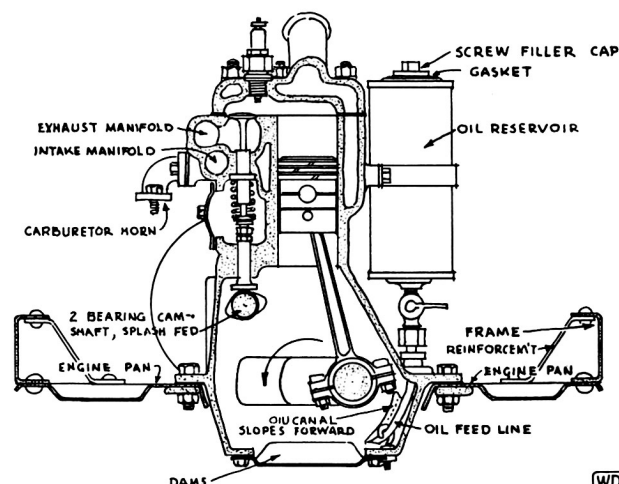
The model A engine, built by Continental in Muskegon, Michigan had a 2-5/8" bore and 4" stroke, about 85 cubic inches, and had a N. A. C. C. horsepower rating of 11.03hp., although the catalogs of the time brazenly claimed fifteen. It had its four cylinders cast in bloc, with removable head, and with all the manifolds integrally cast, except for a short elbow or horn to receive the carburetor. The valve mechanism was enclosed with a single pressed metal plate, and the camshaft was driven by helical cut metal gears. Valves had nickel steel heads with carbon steel stems, 1 3/16" diameter, with 1/4" lift. "Breathing" had not yet come to the small displacement engine.

Ignition in the models A, A-1 and A-2 was by Atwater Kent; high-tension system using six 1 1/2 volt dry cells for a nominal total of 8 volts plus. The distributor had an automatic centrifugal spark advance, with no manual control. Induction and condenser coils were both placed in a neat wooden box under the cowl. Carburetor was a Mayer, Model L, with adjustable cork float and a single jet with needle valve adjustment. There was an air restriction device, controlled from the cowl, entirely independent of the standard butterfly choke, which had the effect of enriching the carburetor mixture. Late in 1914 (engine #5000) a manual throttle control was incorporated with the air control on the dash. There never were any controls of any kind on the steering column. A metal warm air tube wrapped around the exhaust line and led to the carburetor intake.

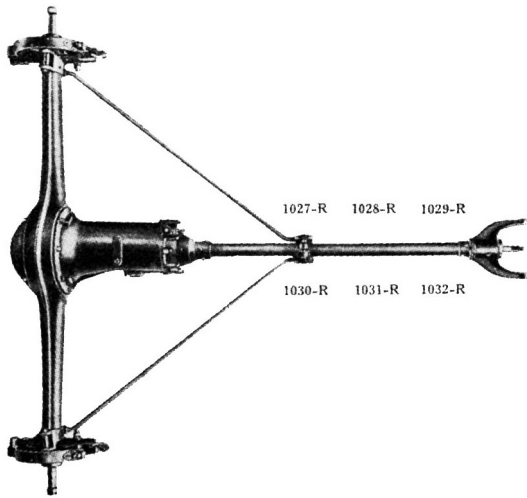
The crankshaft was a drop forging, with two main bearings, a sleeve at the front and a split insert bearing at the rear. Connecting rods had removable babbitt inserts and, after motor number 7654 (early 1915 model), were equipped with dippers.

The camshaft also a drop forging, had but two bearings, both sleeve type; a small one forward and a large one at the rear, big enough to pass the entire cam. The shaft was held in place by the drive gear at the front and a small pressure plate in the ignition timing gear housing at the rear.

The transmission had but two speeds forward and reverse. The low was very low indeed (1 : 3.85) and the high direct with a ring-pinion ratio of 4.42 : 1 in the rear end. The transmission was mounted on the rear just ahead of the



SECTION THRU REAR OF SAXON MODEL "A" ENGINE
LOOKING FORWARD - SERIAL NOS. 100-7999, INCL.



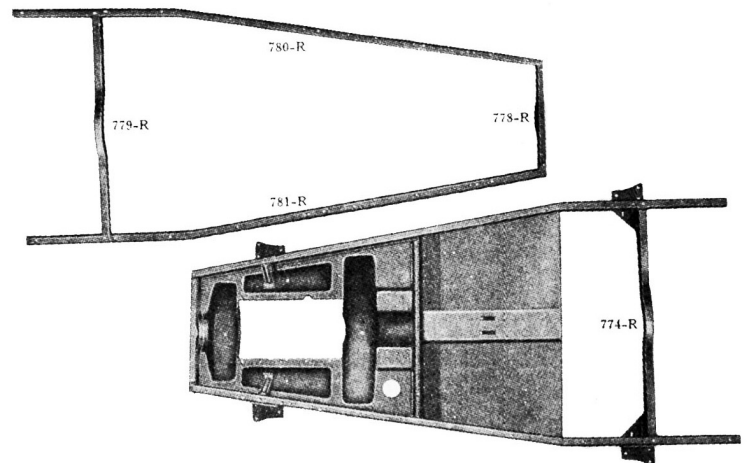
differential, and the shift was progressive, with two neutral positions; one between low and high and one between low and reverse. Shift lever was in central position with a single rod control to the transmission, with the emergency brake mounted along side to the right. The transmission was housed in a ferrous casting, but the differential and drive gears were housed in a very large pressed steel casing with castings for the outer bearings of the semi floating rear axle.

The oiling system on the Saxon Model "A" engine can only be described as casual. Although later Model "A" engines had zippers on the rod caps, the first ones had none. In fact the first 8000 engines had no sump at all but a channel for supplying oil to the rod bearings cast into the right side of the crankcase; a sort of canal, sloping forward to the #1 and #2 bearings. At this point a short dam in the pan held the oil at about 1/4" depth, while the #1 and #2 rods beat it into an oily mist. The oil which got by the forward dam was caught by another in the pan between the #3 and #4 rods. The oil was held at this very slight level by a tube, held by a metal loop at about 1/4" from the pan bottom. The tube lead from an air-tight oil reservoir which held about three and one-half pints. Theoretically, at least, as oil was consumed, air entered the reservoir through the tube, allowing a small amount of oil to descend into the crankcase, replenishing the oil level and again sealing the tube. Clever! But the fault of the system was that blow-by caused some pressure to develop in the top of the reservoir and when the engine stopped or idled very slowly, down came a rush of oil; more than the engine could use. The system was logical and simple. But the logic was incomplete and the simplicity inadequate. Oil pumps and breathers were added at engine #8000 and after, and this refinements was continued in the Model "B".

Another very interesting point in the Model "A" Saxon car was the frame. Although the side members were quite light, there were two very heavy (about #16 gauge) pans; (see illustration) an engine pan, and a floor pan, which extended from the front cross member, nearly to the rear cross member, and which formed not only the splash pan, but also the cockpit floor of the engine support. There were no other engine mountings or brackets (see cut of 774-R). This naturally made a frame which was very stiff laterally, but indifferent and its resistance to racking. Although this caused some trouble in both Models

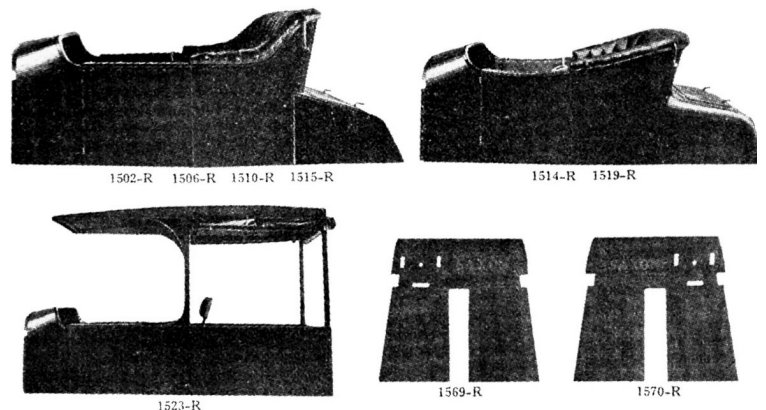
"A" and "B", due to cracking of the pan at the corners of the engine opening, it was continued without change, even though the 1916 Model "14", successor to the Model "B". Both engine and floor pans were riveted to the bottom flange of the side members, with a tunnel for the drive shaft, formed in the center of the floor pan; and early form of "channeled" construction and a forerunner of "step-down" body design?

Suspension was by four "cantilever", or quarter elliptical springs, 1-1/2" wide. Front springs 22" long, rear 23" long. The clutch on the Model "A" was a multiple dry plate affair with two double Raybestos-faced discs, and one floating steel disc, while the fly wheel face and pressure plate face formed to outer clutch surfaces. Steering was by pinion and sector, very fast, about 1 1/4 turns, lock to lock. Needless to say It was quite reversible.



Brakes operated on 8" diameter drums on the rear wheels. Service brakes were external with 1-1/4" wide Raybestos-lined bands; emergency brakes were internal, steel on steel, operating very much as in the Ford Model Ts. Brake linkage for both service and emergency brakes was by 5/8" steel straps, very similar to modern bailing strap.

Saxon Model "A" and "B" serial numbers may be found on top of the left hand side bar, next to the radiator, in the event the serial plate, which was affixed just below the seat cushion, is lost. Engine numbers are found on a removable plate, left side of crankcase, above the splash pan.



Branham's Automotive Reference Book for 1922, gives 4-cylinder Saxon serial numbers as follows:

Year	Model	Serial Numbers
1914	A	100 to 7599
1915	A	7600 to 9740
1915	B	10,102 to 15,082

The Chilton Automobile Directory for 1923 ignores 1914 altogether as follows:

Year	Model	Serial Numbers
1915	A	100-9740
1915	B	10,102 to 15,082

However, there is no question that a great many Saxons were produced in 1914, as 1914 models, and Branham's reference can undoubtedly be taken as correct and complete. In the above figures, the models A-1, A-2, A-3 and B-1 are ignored as the total of these was insignificant compared to the "A" and the "B".

In the first two years, 1914 and 1915, there were several changes made which make identification and approximation of the serial number quite easy. While there were 9740 Model "A"s built, and 4,980 Model "B"s, actually there was no clear technical break or change between the later series Model "A" and the first Model "B", but rather a series of changes occurring at certain serial numbers, which led up to it.

The principal identification features on the Saxon "A" and "B" roadsters are: a) Radiator shell form; b) Location of gas filler; c) hood; d) fenders; e) rear deck and doors; f) air control arrangements; and g) crankcase pan. The very first production cars from serial No. 100 through No. 2199 had the following features:

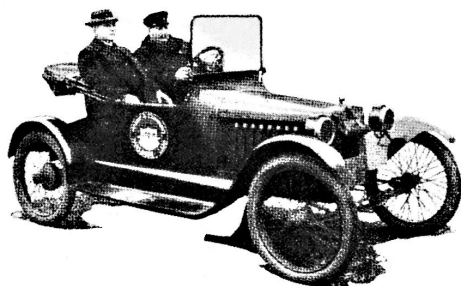
- a) Radiator core and shell integral, with forward projecting lip and no medallion
- b) Gas tank filler entirely under the hood with solid brass wing cap
- c) Hood one piece, without hinge of any kind. Lifting handles above louvers.
- d) Separate full crown fenders with rubber flaps in front fenders. Small square carriage step each side
- e) rear deck square-edged. Doors with square lower corners.
- f) Single carburetor air control, button on cowl.
- g) No crankcase sump. Pan practically flat.

At Serial No. 220 two changes were made; the radiator shell was made a separate stamping, and a medallion added; and the gas tank filler was removed to a position atop the cowl, similar to the later Ford, Model "A". At serial No. 5000 the hood became three-hinged, full running boards were added and the front fenders were swept back to attach them. Running boards were steel integral with the splash guards, and there was a small step plate on each running board. Also, at this time, a manual throttle control (by pull-button) was added just above the air restriction control, the headlight crowns were raised slightly, and the "spade" type headlight mounting was dropped in favor of a two-pronged wishbone. Also, after serial No. 5000, electric starter and lighting (Wagner) were available at extra cost, but could appear on any serial number after 5000.

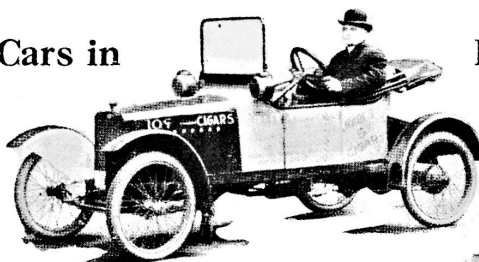
At serial No. 5500, the gas tank filler was moved again, this time to a position inside the cockpit, through a dash, which was added at this time. At serial No. 7515, the roadster body was modified to incorporate a faired-in, rounded edge rear deck, and the doors were changed from square to rounded bottom corners.

Saxon Cars in

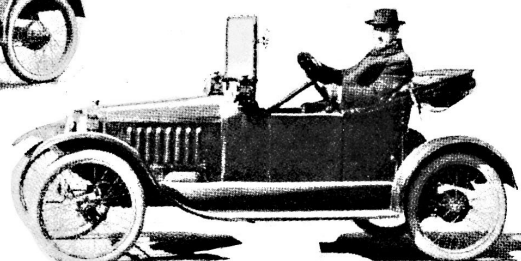
Business Uses



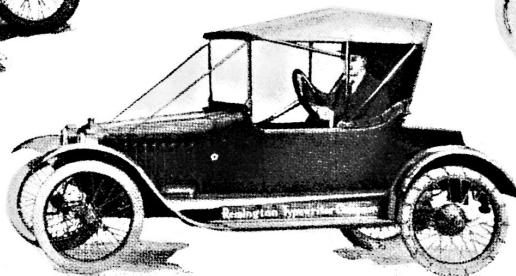
Morris & Co. Salesmen.
Chicago, Ill.



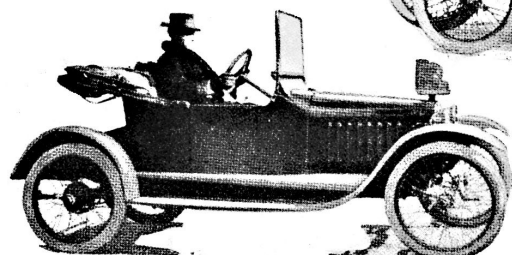
Salesman for Jno. D Woodhouse Co.



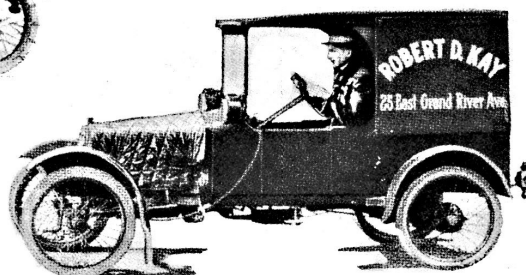
S. H. Smith,
Paint and Varnish Salesman.



Remington Typewriter Salesman,
Peoria, Ill.

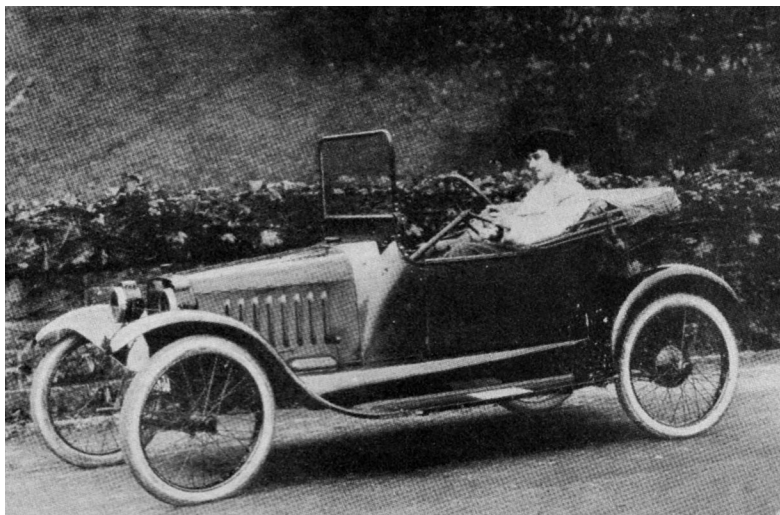


W. N. Whittemore, salesman for the
American Adding Machine Co.



Robert D. Kay, Jeweler, Detroit, Mich.

At serial No 8000 an oil pump was added with a sumped pan, and the little oil reservoir on the right side of the motor disappeared. This was the last significant change in the Model "A", and in fact, there was no change which really marks the beginning of Model "B", these being identical with the Model "A", serial No 8000 and after. Only the gap between Serial numbers 9740 and 10,102 marks the change. Wire and wood wheels (28" x 3" tires) were optional throughout the entire "A" and "B" series, and the position of the gas headlamps was optional up to serial No. 5000, either cowl mounting or forward mounting being available, according to the requirements of the law in the state in which the car was delivered. After 5000, all headlamp mountings were forward.



Mrs. Emma S. Parenteau, Pittsburg, Pa., in her Saxon Car



Mrs. William C. Lamont, Charlotte, Michigan

Saxon Popular with Women

Ease of operation makes the Saxon an ideal car for women. Simplicity has been the Saxon watchword in designing and building cars.

Saxon advertising was always quite "folksy", with great emphasis on economy, and ease and simplicity of operation. The company published a "give away" magazine called "Saxon Days" for several years, but with no definite publication dates, and this magazine is an important source of information on the early cars. It is unfortunate that few of these issues were dated. Illustrations in the publication recorded and stressed the popularity of the car with women. Its editorial policy was consistently and insistence that automobiles were for everybody and that one could hardly afford to be without one, especially a Saxon.

The Model "B" was discontinued at the end of 1915, and the Model "14", a slightly larger four begun. In all, over 30,000 Saxon four cylinder roadsters were built between 1914 and 1917, when the model "B-5R" was discontinued in favor of the more pretentious six on which production had begun in 1915. Although the company had been increasing production in each successive year, it was never adequately financed and in 1917, material difficulties due to the United States' entrance into World War I, and excessive inventories, coupled with the cost of trying to build a new plant in Detroit, caused creditor action against the company. 27,800 cars, including sixes, were built in 1916, the peak year, but rumor had them on the rocks and total production figured dropped to 21,100 in 1917, 7200 in 1918, 2500 in 1919, 700 in 1920, 500 in 1921 and 250 in 1922, the year the Saxon Company ended its existence. The new plant was never occupied by Saxon, but was completed by others and was sold to General Motors, who later used to as a chevrolet production facility. "Sic semper gigantis."

* Editors note: To complete the record, it might be added that the Saxon Motor Co. was organized by Chalmers men, Hugh Chalmers, H. W. Dunham, and Harry Ford. The purpose was to turn out a light car that was distinctly not a cyclecar. The runabout was developed in the Chalmers plant and first shown at the New York Show in 1914. It met with instantaneous success and the next year showed Saxon in tenth place in volume of business.

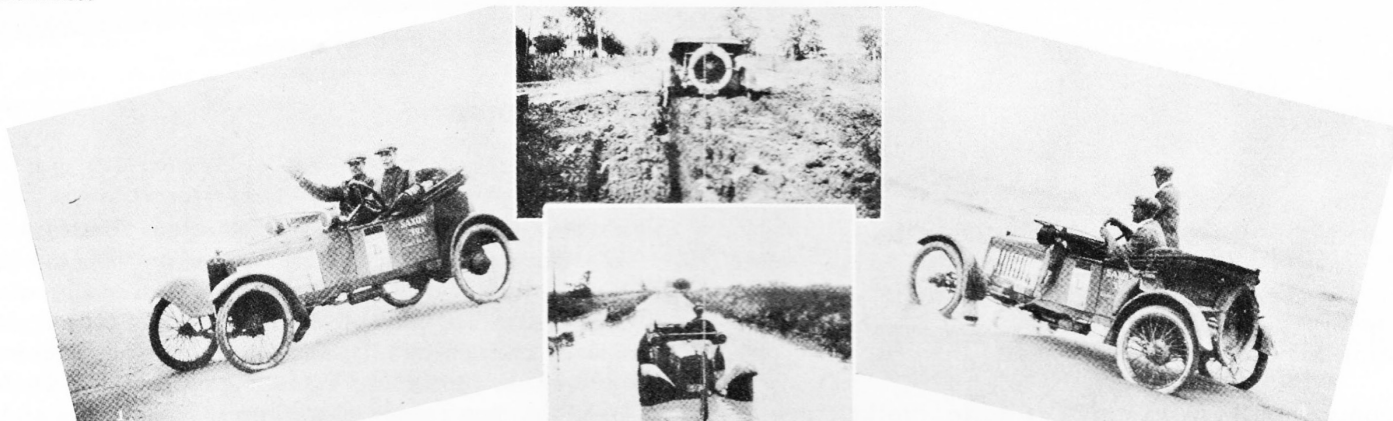
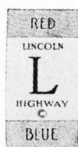
Early Saxons bore a marked family resemblance to the contemporary Chalmers cars.

Did you know that the first two women to drive cross country and back, drove a 4-cylinder Saxon? Read the story of Alice and Nell on the Saxon website or visit the Seal Cove Auto Museum in Seal Cove, Maine to see a "Golden Flyer".

www.saxonmotorcars.com/saxon-stories



1914



Saxon Was the First Car to Cross the Continent Over the Lincoln Highway

The above illustrations tell graphically the story of the Saxon car that crossed the continent over the Lincoln Highway, and reached its destination on time — the first car ever to make the trip.

Shown in the upper group are the car and its drivers, M. A. Croker and Fred Wilkins; the route followed; the man whose memory this highway perpetuates.

In the lower group, from left to right, are pictured (1) the Saxon dipping its rear wheels into the Atlantic Ocean at Brighton Beach; (2) pulling through Illinois gumbo; (3) swimming a washed-out road in Nebraska; (4) dipping its front wheels into the Pacific Ocean at San Francisco, thus marking the successful completion of its long journey.

This ocean to ocean run started June 4th. It ended July 4th, when the Saxon declared its independence of all road and weather conditions. In thirty days this car covered 3389 miles over the Alleghanies, the Rockies; across the great American desert, through floods and roads that were worse than no roads at all. It held to its schedule and averaged 30 miles per gallon of gasoline all the way.

CLASSIFIED

WANTED

- Twenty original **WHEEL LUGS** and bolts. *Note: I think the wheel lugs are "Kelsey" brand but I don't know for sure.*
- A foot **ACCELERATOR PEDAL** and linkage arraignment for a 1917 right hand drive B7R Roadster.

Mick Newham

Email: a_newham@bigpond.com
15 Madigan St, Numurkah
Victoria, Australia 3636

Alternative postal address:
Post Box 44, Numurkah
Victoria, Australia 3636.
Phone: 03 58 621 788.

WANTED

1914 ROADSTER
Original or restored.
Running or not.
Jerry Passehl
641-512-0857

FOR SALE/FREE

AXLE/TRANSMISSION
#40248 - 6-CYL
Jeff Shauger
free to a good home →
Eugene, Oregon
shaug2u@yahoo.com
415-509-7494

Questions? Item to sell? Need a Saxon? Have a story to tell?
contact Alex Huppé (All rights reserved. © 2021)

summer:
PO Box 560
Castine, ME 04421

winter:
750 N Tamiami Trail Unit 1508
Sarasota, FL 34236

207-249-8592 - alexhuppe@aol.com
www.saxonmotorcars.com



27 DAY JOURNEY AUTO TRIP TO 1915 SAN FRANCISCO WORLD'S FAIR

By Mark F. Passaro

Photos courtesy of H.L. Kriner
Courtesy AAA Pennsylvania Motor Federation



The Saxon crossing the Sierra Nevada mountains, the altitude of this summit being 9,000 feet.

World's Fairs come and go, and in this coming and going they change radically; but so do the changes in transportation for getting there!

Take, for example, this 1915 automobile trip by two adventurous 21-year old Pennsylvanians who traveled 3,226 miles to get a look at the San Francisco World's Fair -- known officially as the Panama-Pacific International Exposition.

In 1914 the seed was planted in the minds of two young educators from Clearfield County, Pennsylvania -- Harry L. Kriner of Du Bois and David A. Yingling of Westover -- to make an automobile trip to the San Francisco Exposition after seeing a new Hupmobile at a picnic they were attending. By the following year the seed had germinated, and the two men decided to definitely make the cross-country trip.

It was in Altoona in February 1915 that they went 50-50 on a new Saxon automobile, with a folding top, costing \$387. It was a car of standard width with a 96-inch wheelbase, 28 x 3 clincher type tires carrying 60 pounds pressure, and I-beam front axle, a six gallon gasoline tank under the cowl, regular center gearshift transmission with reverse and two forward speeds (high and higher), and powered by an 18-horsepower, four-cylinder Red Seal Continental engine.

The adventurers started their trip from DuBois, Pennsylvania on June 17 at 2:30 in the afternoon, after loading their "new" Saxon with tire chains, water bag, extra tires and four extra tubes, two suitcases, five-gallon can of extra gasoline, one gallon of extra oil, shovel, pup tent, carbide, and tools, kerosene, emergency supply of canned food and a box of soda crackers, and revolvers. Twenty-seven days, 3,226 miles and numerous blowouts later, they arrived in San Francisco, none the worse from their strenuous transcontinental trek.

According to the accurate diary they kept of their trip, total cost for the entire journey amounted to \$120.08. It was divided this way: \$27.88 for 161½ gallons of gasoline (ranging from \$.08-\$.50 per gallon), 43 quarts of oil at \$8.80, tires and tubes \$40.15, kerosene \$.20, alcohol \$.10, repair \$16.25, eight spark plugs \$2.00, carbide \$.71, storage \$3.25, battery \$5.00, grease and oil, \$.85, chains \$2.64, tent \$7.00, water bag \$1.80, shovel \$.85, gas can \$.40, pressure gauge \$1.00, and tools \$1.10. The car produced 20 miles-per-gallon of gas and 75 miles per-quart of oil.

Although their first days journey of 6½ hours took them to the Greensburg Pennsylvania YMCA 90 miles away, they averaged 124 miles daily during the course of their entire trip. At one point, while traveling through heavy mud in Nebraska and bothered with some engine trouble and a weak battery, they covered only 18 miles in one day.

To keep their car in good running order, it was necessary that the plugs be cleaned every few days. It also became an evening ritual to pour kerosene through the petcocks into the engine head so the carbon could be blown out of the motor when starting the car in the mornings.

Our travelers had somewhat of a lonesome trip, although pleasant from the standpoint that there were no traffic jams or tie-ups anywhere along the way. In fact, with the exception of the cars they saw in Salt Lake City (where they spent the day sightseeing), they did not encounter more than 10 or 15 cars going in both directions from Cheyenne to Sacramento. Some days they would go without ever seeing another automobile.

Just keeping the car on the "road" proved to be a real chore. Outside of the towns themselves, they traveled on less than 100 miles of paved roads. Their most valuable, and only, piece of navigational equipment was a brochure provided by the Lincoln Highway Association. Most of the time you had to "feel" your way along, although occasionally the road was marked with "L" signs mounted on wooden posts. They often drove all day without coming across such signs. The color scheme of the signs was consistent across the country, probably the earliest effort to standardize signing.

Food on the trip provided to be no problem. Meals were very inexpensive. For example, a full course breakfast in Fort Wayne cost \$.15, although an egg sandwich in West Gage, Nevada did cost \$.45. When traveling through the western United States they had many meals with cowboys in the area, and were always cordially received by them. One entry in the diary showed that the two men ate for one full day on just \$.60.

One of the trip's most interesting surprises was on their arrival in Granger (now renamed Little America), Wyoming. Before leaving home, they had given instructions that their mail should be sent to Granger, where it could be picked up on their way through the town. They selected Granger because it was printed in large letters on a map they had studied before

leaving; and surely because of the prominence given to the town on the map, it would be a large bustling community. Upon their arrival they found Granger to consist of “one house or hut”, which was also the U.S. Post Office.

While our “tourists” had innumerable blowouts, broken springs and spring clips, some engine trouble, encountered flooded highways and even ran into a barbed wire fence during a sandstorm in Grantsville, Utah, their chief fear was the “high centers” in the “highways” and the possibility of piercing the car’s oil pan. This fear became a reality in Nevada, when they tore the drain plug out of the oil pan. Fortune was with them, however, for although they were in a very remote area, they found a rancher who welded the plug onto the oil pan for them. This meant, of course, when they wanted to change oil in the future it would be necessary to drop the entire pad rather than just unscrewing the oil drain plug.

On July 13, after being on the road for 27 days, the weary travelers journeyed the last 35 miles into Oakland, California, from where they boarded a ferry for the last leg of the trip to San Francisco.

Our Pennsylvania adventurers were treated as celebrities upon their arrival in San Francisco. The Saxon dealer there had the Pennsylvania car taken to the Fair for display, and in turn, gave the two men full use of the six-cylinder Saxon while they were in town. Besides given tickets to the Fair, they were put up at the St. James Hotel, presently the site of the Civic Auditorium and the birthplace of the United Nations. Their pictures appeared in *The Saturday Evening Post*, and the July 18, 1915 issue of *The San Francisco Examiner*.

After a stay in San Francisco, they went on to Los Angeles where they sold their faithful Saxon for more than \$300, with never a word about the welded oil drain nut. Shortly thereafter they boarded a steamer for New York, traveling through the newly opened Panama Canal to reach their destination.

When Kriner arrived home safely, no one was more surprised than his mother. For it was then that she admitted to her son that when she kissed him goodbye on June 17, “she never expected to see him again”.

Such was the image of automobile travel in a bygone era – – one that seemed so ancient and remote – – yet happened to be only 49 years ago.*

* As it is now 2021, make that 105 years ago.



Harry Kriner at the wheel while driving on a Nebraska “road”.