

**Kettering,  
Charles F.**

## MEMORANDUM

DATE \_\_\_\_\_

TIME \_\_\_\_\_

FROM MR. LA GORCE

Dear Carol

Happened in Mr La Gorce's  
office and saw your picture  
"settin" on a shelf with a  
lot of other curiosities.  
If you have another would like  
to have it but cant put in  
surroundings like this.

Net



My Dear Mr Fisher:

I have  
been trying to persuade  
Mr Stettering to go to  
Miami in January  
but don't seem to have  
much influence.

Your literature is  
very interesting and  
I wish you would  
write him. If I  
came alone would I  
be able to get hotel  
accommodations without

previous reservations?  
This weather now  
certainly makes me  
want to go south.

Thanking you for  
your kindness.

Sincerely

Mrs C. F. Kettering



August 21st, 1917.

Mr. C. F. Kettering,  
c/o The Delco Company,  
Dayton, Ohio.

My dear Mr. Kettering :

I was recently appointed a member of the Airplane Mapping Committee of the National Advisory Committee on Aeronautics - and will enclose you under separate cover in the next day or two a sample of the first map which was gotten out which seemed to be satisfactory.

It was the idea, of course, to have these maps prepared by the Government over the routes which are to be selected in the very near future. For the present we are working on the route between Dayton and Rantoul, between Dayton and Detroit, and from Detroit to Rantoul.

I enclose you under separate cover an article which appeared in the Indianapolis News last night. I have already had several replies to this article - and our local Electric Light Company has taken on the responsibility of furnishing the current for the lamps on the Capitol Building in Indianapolis - and the city Board of Trade will furnish the lights.

It would help me considerably if you can assure me that the City of Dayton will erect suitable lamps. It occurred to me that all Capitals should have two red and two white fixed lights, and that all cities the size of Dayton or Indianapolis should have two red and two white fixed lights of very high power that can be seen at a sufficient distance to allow aviators to miss the central portion of the city.

I have blueprints of the smaller lamp outfits which will be furnished the smaller towns, and will bring these over to Dayton within the next few days. Kindly advise me if you will be at home the rest of the week and will have an hours time to talk over some of these matters.

Yours very truly,

CGF:R

Miami, Florida.  
December 18th, 1917.

My dear Mrs. Kettering :

I have your letter of recent date : I tried very hard, the last time I was in Dayton, to get Mr. Kettering and the two Mr. Talbots to promise to come down some time during December or January, and all three of them did promise that they would be down here in January. Of course I figured that Mr. Kettering would bring you along. Personally I think Mr. Kettering would be of a great deal more service to the Government, his company and the country in general, if he had a week or ten days rest. He is working too hard : you can see it in every move he makes, and I think everybody else notices it except himself. I don't think it would do any particular good to tell Mr. Kettering this - but I am interested in him enough to hope that he will let up and take a short rest : right now he is a very valuable man, but you cannot drive a steam boiler or a racing automobile at full speed all the time - I have tried it and found you can't possibly do it.

I am going to drop Mr. Kettering another letter this afternoon, just as tho' I hadn't heard a word from you, because I don't want him to think that we are teaming up on him or that we are trying to scare him - and above all else, God knows that I don't want him to think that I want to sell him any real estate or have you get after him to buy a house in Miami, altho' nothing would suit me better than to see him have a place here and spend some of his vacations here.

Now regarding hotel accommodations : We have a very nice little thirty-five room hotel within a block of the seashore and opposite the Golf Links, which I built and fitted out on purpose to take care of friends in a pinch. It is a very pleasant place to stay and is usually booked up solid, but there is always a room or two some place that we can use in a pinch. I am having Mrs. Fisher drop you a letter today, however, and ask you to first come to our house and stay with us a few days until you look around. Then, if the hotel on this side isn't just what you want, we will get you in over in town. The hotels have very heavy bookings but a great many people are coming and going and I am sure that if you prefer to be at a hotel in the city, we could locate a room for you there. The bathing beaches are on this side : also the polo grounds, Golf Club and grounds, the riding school and the Tennis Club. The big hotel, of course, has an orchestra and dancing almost every evening : if you are interested in dancing and if you like music, possibly the big hotels in town would suit you best. At our home, however, we have a pipe organ a good deal like your own, so that if you will knock around with us a bit, you can make your own music as you see fit.

To Mrs. C. F. Kettering. Page #2. December 18th, 1917.

I am in hopes you will decide to run down and look the place over whether Mr. Kettering comes or not, and you can at least have the pleasure of telling him about it.

An enclosing copy of my letter to Mr. Kettering.

Sincerely,

CGF:R

Mrs. C. F. Kettering,  
Dayton,  
Ohio.



The Dayton Engineering Laboratories Co.  
Dayton, Ohio

December 27, 1917.

Mr. Carl G. Fisher,  
Miami, Fla.

My dear Mr. Fisher:

I certainly want to thank you for your kind letter of December 18th. If there is any possible way I want to come down but I have just been handed a job here that I think will keep me busy the rest of my life.

I want you to understand that in coming down there I am not so much interested in fishing myself as I am in trying to verify the truth of some of the stories you have told me about it. Should it be possible for me to get away and get down there and spend some time with you, I want you to know that I am very much of a skeptic in regard to this fishing matter.

Mrs. Kettering received a letter from your good wife and we want you to know that we appreciate it very much.

I do not know whether it is going to be possible for us to get down there but we certainly thank you for the very kind invitation which you have extended us.

Yours very truly,



January 2nd, 1918.

Mr. C. I. Kettering,  
c/o Dayton Engineering Laboratories Co.,  
Dayton, Ohio.

Dear Mr. Kettering :

I have yours of the 27th : I know you are very busy, and next year you are going to be busier than you are this year. To prepare for the strain of next year, you ought to have some little vacation occasionally and some extra sunshine and salt air : it is a great tonic and it lets you go home with the cobwebs entirely blown out.

Any time you and Mrs. Kettering can come down, will be glad to see you.

I expect Mr. and Mrs. Talbot down this week.

Yours very truly,

CGF:R



# GENERAL MOTORS RESEARCH CORPORATION

DAYTON, OHIO

December 11, 1920.

*Automobile men*

Mr. Carl G. Fisher,  
The Alton Beach Realty Company,  
Miami Beach, Florida.

My dear Mr. Fisher:-

I am in receipt of your very kind  
letter of Dec. 6, relative to Mr. Britton.

We received a letter from him on  
December 2nd, in which he stated that he intended  
making a visit to Dayton and would call upon us at  
that time. We have had no further communication  
from him and, to our knowledge, he has not been here.  
However, we would be glad to see him at any time and  
would suggest that he give us a little advance notice  
of the date that he expects to be here so we can make  
proper arrangements. A letter is going forward to  
him today advising him of your calling the matter to  
our attention.

I am mighty glad to get this letter  
from you and hope you are well. I regret very much that  
I am not able to enjoy the winter season in Florida,  
although I am having a mighty fine time up here working.

Yours very truly,

*W. K. C.*  
President.



December 18th, 1920.

Mr. C. F. Kettering,  
Dayton,  
Ohio.

My dear Kettering:

I have your letter of the 11th instant. Have been thinking some about this carburetor situation and it is unnecessary for me to explain to you that I am not a mechanic or an engineer and only know from results of a carburetor a good one from a bad one. In a good many tests that I have seen made the Britton carburetor is as good as any other carburetor and we have a very good patent which is a big asset, and several good engineers have told me that sooner or later the simple carburetor must infringe our patent.

How a patent is only worth as much as the money you can back it up with and the bluff that goes with it, but the Prest-O-Lite patent was worth ten million to us and I believe this Britton patent is very valuable. I believe so because I know the carburetor is as good as any other carburetor and it is more simple than other carburetors and really first class engineers have, without prejudice, told me that in their estimation the principle was fundamentally correct.

Please look into the matter and let me know what you think of the thing.

Will be glad to make any kind of a reasonable deal with you if you see anything to the patent situation.

Yours very truly,

CGF:W

December 18th, 1920.

Mr. C. F. Kettering,  
Dayton,  
Ohio.

My dear Kettering:

I have your letter of the 11th instant. Have been thinking some about this carburetor situation and it is unnecessary for me to explain to you that I am not a mechanic or an engineer and only know from results of a carburetor a good one from a bad one. In a good many tests that I have seen made the Britton carburetor is as good as any other carburetor and we have a very good patent which is a big asset, and several good engineers have told me that sooner or later the simple carburetor must infringe our patent.

Now a patent is only worth as much as the money you can back it up with and the bluff that goes with it, but the Prest-O-Lite patent was worth ten million to us and I believe this Britton patent is very valuable. I believe so because I know the carburetor is as good as any other carburetor and it is more simple than other carburetors and really first class engineers have, without prejudice, told me that in their estimation the principle was fundamentally correct.

Please look into the matter and let me know what you think of the thing.

Will be glad to make any kind of a reasonable deal with you if you see anything to the patent situation.

Yours very truly,

CGF:W



*Automobile man*

Indianapolis, Ind.,  
Aug. 26, 1921

Mr. C. F. Kettering,  
Dayton, Ohio.

My dear Ket:

I have your short note from Mr. LaGorce's office.

If there was ever one time in the world I have been thoroughly prepared to call a bluff, it is today, and I am having a first class pen and ink drawing of myself boxed and shipped to you - frame, glass and all. This monstrosity was delivered to me a short time ago by a bunch of my friends with a large speech and it has been around my office, and I don't know what to do with it, or at least I didn't know what to do with it until I got your letter. I am anxious to get rid of it at the first opportunity so I am shipping it to you and you can re-ship wherever you like. Anyway, I am rid of it and that's worth while.

How about that air-cool car you were going to bring over here and show me? Its about time for somebody in the automobile business to spring the sensation.

Very truly yours,

CGF:DLC

GENERAL MOTORS RESEARCH CORPORATION  
DAYTON, OHIO.

*celcb*

June 13, 1922.

Mr. Carl G. Fisher,  
Indianapolis, Ind.

My dear Carl:

I am in receipt of your very kind letter, with  
check enclosure.

I find, according to the official records, that  
there was eight seconds difference between these two cars.  
I am going to retain this fifty dollars and put it up as  
a lap prize next year at the Speedway.

I do not take very many days off and I certainly  
did enjoy my day at the races exceedingly. If, at any time,  
I can do something to stimulate the races by having the owners  
of the track contribute a little bit, I feel that this also  
helps the game along.

With kind regards, I am

Yours very truly,

*W. K. C.*  
President.





CHARLES F. KETTERING  
MUTUAL HOME BUILDING  
DAYTON, OHIO

March 3, 1927.

Mr. Carl Fisher,  
Miami Beach,  
Miami, Florida.

My dear Carl:

I was just talking to some of our boys here relative to the Diesel Engine thing, and I was wondering if you would mind giving me the relative weights of the engines which you had in mind, and also the name of the fellow who was doing the design work? We understand there is a fellow at Columbus, Indiana, who is doing quite some important work on Diesel engines, so far as automobile work is concerned; also, that the Foos Gas Engine Company at Springfield, Ohio, is doing work of a similar nature.

I am sure that there is quite a little activity along this line, and I think that your suggestion of a race to interest these people is a very constructive one.

In the meantime if you happen to have a Prospectus regarding Montauk Point, I wish you would send it to me. — — — — — *Have sent book.*

I want to tell you that I am sorry there isn't some good language whereby I could let you know how much I appreciate the courtesies which you extended to Mrs. Kettering and myself, and I hope I will have an opportunity of seeing you some time later in New York. *W. T.*

Yours very truly,

*Ket*

C. F. Kettering.

P. S. I am going to ship you one of our very latest radio sets, which will probably get off the latter part of this week. If it doesn't work, just throw it in the Bay.

*Ket*

March 8, 1927.

Mr. Charles F. Atterring,  
Mutual Home Building,  
Dayton, Ohio.

My dear Kets:

I have yours of the third. I want to tell you about Mr. Treiber. We think he is the smartest man in the Diesel Engine game in the United States. He has been mixed up in this business for the past twelve years and came to the Messener Company as their chief superintendent several years ago.

He built an engine for Mr. Joy, of the Packard Company, which was a one lever control from the pilot house, and which Mr. Joy reported to me after a year's service was one hundred percent efficient.

I purchased a pair of Winton five hundred horse power each Diesels. They were terribly out of balance, so much so that we had to put a brace between the engines and from the engines to the side of the hull. Even these braces did not get rid of the vibration until we got Mr. Treiber on the job. Then by adding to the counter-weights and putting a false fly wheel on the motors the vibration was almost completely eliminated.

Mr. Treiber is engineering a plant at Garden, New Jersey, in which I am a stockholder. He had orders from me for a pair of three thousand horse power motors which I am satisfied he can build, also a pair of seven hundred fifty horse power motors. I was willing to back Treiber in his engineering ability to build these motors and take chances that they would be a new step in the development of the art. They are V type motors, twelve cylinder, and will be twenty pounds to the horse power.

Just after the order had been placed for the motors, this trouble came in Florida and we were compelled to retrench very much and very quickly. Treiber is now attempting to complete one of these motors which will be a twelve cylinder, three thousand horse power motor. He has many enquiries from railroad companies and steamship companies for motors of this kind and it looks like it may be one of the big coming industries in America. I am sending him money as I can spare it so that he may complete this one motor and make a demonstration and get some orders.

Mr. Charles E. Kettering. March 8, 1927.  
Page 2.

If you want to meet and talk to Mr. Treiber, he can get on a Pennsylvania train and come to Dayton. I think you will find in him a very exceptional engineer and much experienced in Diesel motors and a thoroughly reliable man, and I will be very glad if you are interested enough to have a talk with Mr. Treiber.

It will probably be interesting to you to know that until twelve months ago the weight per horse power of Diesels was about 150 to 175 pounds per horse power. The Winton Company undertook to build me and deliver to me a pair of motors at 75 pounds per horse power. This weight they exceeded about 10 pounds per horse power and as I have explained, the motors were considerably out of balance through inaccurate engineering.

Treiber now undertakes to build, and I am satisfied that he can, Diesel motors weighing 20 pounds per horse power, and if he had sufficient assistance and such backing as your company might give him he no doubt could deliver oil burning engines at 10 pounds per horse power or less.

You would be surprised to know the tremendous interest there is in railroads, street car lines, bus lines, and all other power company plants in connection with oil burning Diesel motors, and it might be worth your while to have Treiber spend a day with you and tell you some of the good points and some of the troubles with oil burning motors.

We had tremendous interest in the announced contest at Indianapolis for oil burning motors, but we seem to be one or two years ahead of the times and all the companies interested seem to think that they could not get ready in time for a contest next September, so we have decided to postpone this contest for one year and we believe that in one year from this September we will have a tremendous contest at Indianapolis which will have contestants from all of Europe. Up to the present time, the Europeans are ahead of us on small oil burning motors but are sadly behind us on large type motors for marine yachts of every day type.

Treiber has a plan to convert the standard automobile engine into oil burning which would not be expensive to demon-



Mr. Charles F. Kettering. March 6, 1927.  
Page 3.

strate or try, and if you are interested it might be worth while for you to have Treiber make an experiment of this kind.

I am sending Treiber a copy of this letter which will tell him that it is entirely satisfactory with our company to give you any and all information which he may have on this subject.

Albert is sitting opposite me as I am writing this letter and he advises me to tell you that he made the fifth hole in tree, "tree" meaning he hit a coconut tree. We are playing every day and the weather is wonderful. Work fast and hard for a few days and come back and stay with us for a time. We will have a chance now when the season is almost over to get away and take another trip. And tell your good wife that if she cannot swim after the next lesson I give her, I will guarantee to drown her.

Best regards.

Yours,

CGF:T

# GENERAL MOTORS CORPORATION

DETROIT, MICHIGAN

March 30th, 1927.

Mr. Carl G. Fisher,  
Miami Beach, Florida.

My dear Carl:

I have not yet had an opportunity to get in touch with Mr. Treiber. The next time I am down to New York I shall try to do this.

I just got back to my office, after having been away for more than two weeks, and I have just recently read the review of the meeting that they had down at Indianapolis on the Diesel engine.

In regard to the radio set, I was down to Dayton last Saturday and the boys had a set ready to send to you. However, they have made a recent development in the last two weeks, which from your own particular standpoint, is very superior to anything that we have ever had, and I told them to hold up sending you the set they had ready until I could write to you.

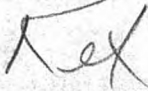
This is an entirely new thing from the standpoint of tone. I remember what you said about the orthophonic phonograph, and have appreciated that the tone qualities of the radio sets have been away below the average. I believe now that we have something just as good as orthophonic music.

I saw Vick Kleisrath the other day, and he said that you expected to be back in New York on the 8th of April. It may be that it will be better to send the radio set to you at New York than to Miami. If you will let me have your advice on this matter, I shall appreciate it.

I am sorry that I was delayed in this matter, but as mentioned before, I have been away almost continuously since my return from Florida, and the boys did not want to send the set out until I had seen it.

With kindest personal regards, I remain,

Very truly yours,





April 5, 1927.

My dear Ket:

I have yours of the thirtieth. I think you had better send the new machine in care of Vic as he is posted on this sort of stuff and can help me out. As you know, my bump of mechanics is a dimple.

We have just returned from a trip to Cuba and I want to tell you now, I know at this time where there are more tarpon than any other place in the world. About four amateurs caught sixteen and lost at least thirty. Of course, they lost the big ones. This place is located in Port Isabella on the north shore of Cuba. There is a very small river that runs out of the center of Cuba and comes down into the sea. We had on tarpens so big they broke the lines and they jumped eight and ten feet into the air and it was impossible to gaff them. The minute they are touched with a gaff they broke out, spitting out the hooks and kissing us good bye. I had with me Albert Champion and Coley Bragg and we almost had to put them in irons to bring them home. I want to take you there next year if possible.

Yours,

Mr. Charles F. Kettering,  
Mutual Home Building,  
Dayton, Ohio.

CGF:T

Charge to the account of \_\_\_\_\_

\$ \_\_\_\_\_

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
	CHECK
	TIME FILED
	12.00 M

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 23, 1927.

CHARLES H. KETTERING GENERAL MOTORS. DETROIT, MICHIGAN.

WILL YOU BEE REFEREE A T INDIANAPOLIS MAY THIRTIETH  
ANSWER DUPLICATE WIRES MYERS AND HERE STOP THOUGHT BEST  
NOT TO HAVE TOO MANY GENERAL MOTORS MIXED UP BUT WE HAVE  
ASKED EIGHT OR TEN PRESIDENTS AND VICE PRESIDENTS TO  
ACCEPT THE JOB AND THEY HAVE ALL TURNED US DOWN AS TOO  
BUSY SO DONT GET TOO SWELLED UP ON THIS INVITATION

CARL G. FISHER.

CGF:T



Charge to the account of CARL G. FISHER. \$ \_\_\_\_\_

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	<input checked="" type="checkbox"/> WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 8, 1927.

CHARLES H. KETTERING,  
THE PARK LANE, 99 PARK AVENUE, NEW YORK CITY.

PLEASE TELEPHONE PORT WASHINGTON NINE FOUR EIGHT ON YOUR ARRIVAL  
TO MAKE ARRANGEMENTS FOR TRIP TO CAMDEN

CARL G. FISHER.

MEC:T

CHARLES F. KETTERING  
MUTUAL HOME BUILDING  
DAYTON, OHIO

August  
Twenty Second  
1927

Mr. Carl G. Fisher,  
Port Washington, Long Island.

My dear Carl:

I was sorry you were not at Montauk Point the other day. I had no idea of being able to get there but Mr. Sloan, Fred Fisher, John Pratt and myself; with Mrs. Sloan and Mrs. Fisher, took his boat Saturday morning and just went up the Sound. And finally we came to the conclusion that we would look over your development. The whole thing was rather impromptu - otherwise, I would have gotten in touch with you.

I think you have done some very interesting work and the Hotel certainly does look good. Regarding the other development, I am not enough of a judge on that sort of thing to even pass an opinion.

It was very kind of Mr. Chase to take us in tow. I was very anxious for you to meet Mr. Sloan and the rest of my associates, as I think you would find them very fine fellows. I do not know whether you could interest them in any of your properties because they are a pretty hard-boiled lot.

With kindest personal regards, I am

Yours very sincerely,



cfk/s

November 5, 1927.

Mr. Charles F. Kettering,  
Mutual Home Building,  
Dayton, Ohio.

My dear Ket:

Have you changed your mind any  
regarding coming to Miami Beach this  
winter? Do you want me to keep for  
you "The President's Cottage" on the  
island in connection with the Nautilus  
Hotel?

Yours,

CGF:T



November 10, 1927.

Mr. Charles H. Kettering,  
Mutual Home Building,  
Dayton, Ohio.

My dear Ket:

I was over yesterday to see Treiber's new Diesel. It is the cleanest job I ever saw in any engine of any kind. It is well built of best materials. It is less than twenty pounds to the horse power and seems to be amply strong. Certainly it is going to make a beautiful job, and there is nothing particularly new that has not been tried.

Treiber's oil cooled piston is going to be one big step in advance of all of them. His oil and air pumps are so far ahead of anything else I have seen there is no comparison. All moving parts are covered, with the exception of the oil and air pumps, and these are mounted on the engine where you can observe them and it is as quiet as a turbine. The pumps I have come in contact with on other Diesels do not synchronize with the motor; they rattle and knock and cause a lot of trouble.

Treiber has made arrangements with the Consolidated Shipbuilding Corporation and is now building for them a three hundred horse power motor that looks beautiful. You can hardly see how an engine can run with so few parts.

He has received an order for a pair of 700 horse power motors for Harold Vanderbilt. This will give Treiber in operation in thirty days a 3000 horse power motor and in five months a pair of 700 horse power motors and the first 300 horse power motor.

If you get a chance, you should drop in and see this motor, the workmanship and the way it is going to go.

Yours,

CGF:T

DETROIT? MICHIGAN.

NOVEMBER 16, 1927.

My dear Carl:

Regarding Miami Beach -- there is some doubt as to whether we will be able to come down.

Mr. Charles Fisher spoke to me the other day at the Board meeting, saying that he would like to get this cottage that you had set aside for me. I think it would be very much better to let Mr. Fisher have it on account of my uncertainty about coming down. If we do go we can perhaps get a nice suite in one of the hotels.

How are you? We think about you often and hope everything is going along in fine shape. We regretted very much losing Albert.

Very truly yours,

C. F. Kettering.

# GENERAL MOTORS CORPORATION

DETROIT, MICHIGAN

November 30, 1927

Mr. Carl Fisher,  
Miami Beach,  
Florida.

My dear Carl:

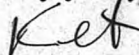
I received your very kind letter and also one from Mr. Krom.

We want very much to come to Florida this winter, if possible. My difficulty in this matter is due to the fact that we are doing some extremely interesting development work and it is doubtful whether it will be a good thing for me to be away from the Laboratories for a very long period.

I am very glad indeed to know that things are coming along in good shape and, as I said last year, I am perfectly positive that you have a good proposition, but it does take a long pull sometimes to get out. However, we must also recognize that it is this long pull that drives a great many of the undesirable people away. In my development work I have gone through many things of this kind - and the ones who know you appreciate the fact that if there is any one person that can come through with a proposition of this kind, you and your organization will do it.

With kindest personal regards to you and your associates, I remain,

Very truly yours,



C. F. Kettering.



C. F. KETTERING  
DETROIT, MICH.

February 21, 1929.

Mr. Carl Fisher,  
Miami Beach,  
Florida.

My dear Carl:

I had to come home rather unexpectedly and regret very much that I did not get to see you personally to thank you for the many courtesies which you and your organization extended to me.

I am very glad indeed to see Miami Beach coming into its own. I am sure that this year represents what you anticipated when you started this project. The development road, as you well know, is not always an easy one but when a thing begins to work out the way its originator anticipated, I think that is sometimes part pay for the hardships which you have encountered along the way.

Again thanking you for the many courtesies, I remain,

Sincerely yours,



C. F. Kettering.



April 8, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Ket:

I have a letter from Treiber telling me that they are making some progress in talking to you and General Motors regarding taking over of the Treiber Company. I think this will be fine for everybody concerned.

I am in hopes that the General Motors will take over the "Big Berthas" I have financed so far, and put them in a hull which will be the fastest Diesel driven boat in existence, and immediately establish all Diesel records. This will be easy to do. I think some of the members of the General Motors could then take over the boat.

I don't like to take a loss on these motors but I am willing to do so to see them deliver the goods. As you know, I was willing and anxious to finance Treiber myself to complete these motors and the fastest Diesel yacht in the world. I think it would be one of the best things the General Motors company could do, considering the size of the company and there interest in oil motors.

Also, don't forget about that little 100 h.p. motor on a rail tractor with two of our Aerocars hooked up with pneumatic couplings to go from New York to Chicago faster and with more safety than any other train in existence. It is easy to make the center of gravity about sixteen inches from the rail and with 100 H.P. two cars can go from New York to Chicago for six or seven dollars in oil and I think this is worth while for you to shoot at. If I had all the engineers you have laying around in highly padded offices, I am sure I could have this outfit on the rails in sixty or ninety days.

Mr. C. F. Kettering,  
April 8, 1929,  
Page 2.

Every day I see the operation of this Aerocar I am more enthused. For instance; yesterday, Mr. C. M. Keys, "Casey" Jones and Jim Willson left for a ride through the northern part of the state with the idea that they would get off the car when they were tired and take the train on which they had purchased accommodations. They left Miami, as near as I can remember, an hour ahead of the train and at Savana Georgia the Aerocar was still two hours ahead of the train. At one time on an unusual piece of road in Georgia without slow-ups for city traffic rules, they went 84 miles in 86 minutes. If you would see the class of people who are ordering these Aerocars, I think it would make you take another thought about it.

Several little changes have been made in the car since you were riding in it which makes them ride better, and a wider tread in the rear lessens the sway. Two or three other small adjustments have made the car a perfect touring car.

In my position as a real estate dealer it is perfectly easy for me to make some statements regarding automobiles and road travel, and I am going make this statement to you; that this Aerocar is going to revolutionize automobile traffic in this country and all other countries.

We have had a great season; everybody has been here, and in the last sixty days I have not even seen hide nor hair of a sheriff or deputy.

Yours,

CGF:T

C. F. KETTERING  
DETROIT, MICH.

April 16, 1929.

Mr. Carl Fisher,  
Miami Beach,  
Fla.

My dear Carl:

I have received your letter of April 8. I wrote you a letter some time ago and I thought probably you had died in the meantime.

We have been working along, trying to get some agreement with Treiber. Mr. C. E. Wilson has been handling the matter.

I note what you say about the trailer and the Aerocar and I am personally, quite impressed with what you may be able to do with this. However, I have not got quite the vivid imagination that you have, where this will revolutionize transportation but, I can see where a nice business might be built up, making and selling this. I think you have to start in a small way and build the thing up.

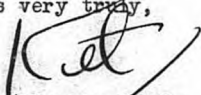
I am indeed glad that you had a good season. Everybody who has come back from Florida this year has come back enthusiastic. I feel that you have gotten this thing to be what you originally designed it for. I have gotten a number of people to go to Miami this year for a day or two, who were very great friends of some other parts of Florida and the universal statement has been that Miami Beach is really the only place in Florida worth going to.

We have moved into our new Laboratories and have a very interesting set-up. Some time, if you should be out in this vicinity, I certainly would be glad to entertain you for a day and show you some of the things we are trying to do. I also think I could show you what the limitations of diesel engines are and many other things.

Mrs. Ket. is on a Mediterranean cruise now so I haven't anything to do but work.

With kindest personal regards to yourself and associates, I remain,

Yours very truly,



P.S. I was very sorry to learn of Mr. Kohlhepp's death.

C.F.K.



April 24, 1929.

Mr. C. F. Kettering,  
General Motors Building,  
Detroit, Michigan.

My dear Ket:

As you know, I had the drawings all made for a 165 foot cruiser to use the "Big Berthas" Treiber Diesel engines. I wanted to use this boat to break all world's records for Diesels and establish a new record between New York and Cuba and between New York and Boston, etc. The boat is quite substantially built but has running lines that will give her between 38 and 40 miles an hour when not loaded heavily but will cruise very comfortably at better than thirty miles an hour.

All these drawings were made up by Purdy and I have paid about \$8,000 for them. I also have a picture of the boat as she will look completed. If you want me to, I will send on this picture and have Purdy send you the drawings for your criticism.

I would like very much to see you take these "Big Berthas" and complete the boat. I don't know of anything you could do that would be better for the promotion of Diesels; and, incidentally, I imagine you could have a very fine time yourself with your officials there with a boat of this type. The hull can be completed for about \$300,000.

Yours,

CGF:T

C. F. KETTERING  
DETROIT, MICH.

April 30, 1929.

Mr. Carl C. Fisher,  
Miami Beach,  
Florida.

My dear Carl:

I have received your letter of April 24.

I am going to be travelling around quite a little bit for the next few weeks and when you get back to New York perhaps I can stop in some time and look over these drawings.

As you perhaps know, I am just finishing up somewhat of an old fashioned boat which will be finished late this fall.

I doubt whether any of our people would be interested in this particular scheme at the present time but I will discuss it with you later.

When I was down in Miami I discussed with Mr. Chase of your Sales Department, the possibility of picking up a lot just below your "Shadow K" dock. At that time I was somewhat in doubt as to the draft of my boat. It will be about 10 ft. or perhaps 9 ft. 6 in. is more nearly right. I have forgotten the details of this piece of property but what I am anxious to get is a place where I can pull the boat into the dock and have some landing facilities along with it.

I am always glad to hear from you and when you get back to New York let me know.

Yours very truly,

Ket

May 6, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Ket:

I have yours of the 30th. I am sure Purdy will be glad to go over these drawings with you any time you stop off here at Fort Washington. I have sent for the picture of the boat from Miami Beach and it will be here in five or six days and if you wish to take it west for further consideration you are very welcome to it.

I am not sure that you can get in below the Shadow K dock drawing nine foot six inches. We draw eight foot six and kick up some mud every time we come in there, but we don't hit bottom. At high tide, which is eighteen inches, you are o.k., but you don't want to tie up where you are dependent on the tide.

We have plenty room at Pen Terminal docks just south of the Causeway with plenty water. You could tie up there and only be half a mile from the Flamingo. One advantage of tying up at the Pen Terminal would be that you would not have to go through the draw to leave the harbor. I will be very glad to have you use this property for your boat. I am figuring on improving the property so the surroundings will be more agreeable.

I am back in New York now and will be at Port Washington until the fifteenth of this month; then I am going to move out to Montauk. My new house there is finished and I expect to spend a lot of time out there. The place looks splendid this spring and I am in hopes we will get started soon on real business. The new Yacht Club will be finished in thirty days and our dredge is working to the stage where you can go right up to the dock drawing ten feet. You can also tie up to our dock in Fort Pond Bay. You can also come



Mr. C. F. Kettering,  
May 6, 1929,  
Page 3.

right to our dock here in Port Washington drawing ten feet, and you can get right up to our dock at Fifty-second Street East River; so this gives you three places where you can be at home here at Long Island. If you need any small jobs on your boat, the Purdy Boat Company here can take care of you quickly.

I am now working on a club of four persons for some sixty-five foot boats using Treiber 300 H.P. twin six motors. I am offering the Shadow K for sale as I wish to get another boat with Treiber 750 H.P. motors.

I have a tremendously interesting proposition in Cuba that I want to talk with you about when I see you. We have a great location for a fishing club in Cuba that will be a delight to all the members. I believe you would enjoy some of the new roads back in the mountain districts in Cuba. These roads are perfectly wonderful and they are only being opened up this coming year for the first time to tourists. Until this last year, an automobile could hardly wobble five miles from Havana, but next winter there will be 200 or 300 miles of roads into the interior that will be marvelously interesting and I am anxious for next winter to arrive so I can get down there.

The Cuban Government had a commission up to see me last week to hire some practical fishermen to teach the Cubans how to fish and how to entertain sportsmen in catching sailfish and tarpon. The only method of fishing at the present time in Cuba is with seines. The fishermen hate tarpon and sailfish just like they hate sharks, on account of their nets. I have located three places on the north shore in Cuba where it would be possible to catch 150 to 200 pound tarpon or an equal number of other large game fish which are not edible or saleable and naturally are not fished for by the Cubans. Will tell you more about it when I see you.

Yours,

CGF:T

Mr. C. F. Kettering,  
May 6, 1929.  
Page 3.

P.S.

If any deal can be made to take over my big motors, I would immediately consider as part payment a contract for the 750 H.P. which I could handle without the big investment of the larger boat and the larger motors.

Everybody in the boat business is talking Diesels now-a-days and the fellows making gasoline engines are pretty well frightened.

I will ask Captain Hewes further today about the water at the Flamingo dock and if there is enough for you to get in you can have the opposite side of my dock, which would put the bow of your boat practically in the front yard of the Flamingo Hotel.

Yours,

CGF:T

C. F. KETTERING  
DETROIT, MICH.

May 23, 1929.

Mr. Carl Fisher,  
Port Washington,  
L. I.

My dear Carl:

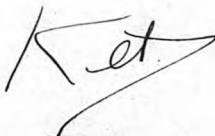
I want to thank you for your several letters relative to the new boat. I think this will be a very fine craft, and will be very anxious to see one of them when they are finished.

There is still some doubt as to the exact draft of my new boat and just as soon as I get it I will let you know.

I am very anxious to have a membership on your chain of yacht clubs. I also note what you say relative to the Cuban proposition. It looks to me as though this would be a very good thing.

With kindest personal regards, I remain,

Yours very truly,

A handwritten signature in cursive script, appearing to read "C. F. Kettering". The signature is written in dark ink and is positioned below the typed name "Yours very truly,".



June 11, 1929.

Mr. O. F. Kettering,  
Detroit, Michigan.

My dear Ket:

When are you going to get out some small Frigidaires that look like music boxes or bureaus and have a nice mahogany finish instead of a coffin white? We are going to have a place for several of them in new bungalows at Miami Beach but we would like to put them in the rooms as decorations, and they must not be large.

Another thing: (You will notice I am one of these nuts who has not enough business of his own to attend to and can always horn in on other people's affairs.) Here is a new thought that won't cost you a nickel and some day you or some of your engineers are going to settle the question of taking the cubes out of the Frigidaire without making it necessary to go into the bathroom, turn on the hot water, then go back and take an ice pick and hammer and thaw or cut or knock out the ice from the little containers. I don't know just how this can be done but I do know that if I had enough time and a ten million dollar laboratory and 300 or 400 "manufacturers' enemies" running around the place with the title "Mechanical Engineer", I would solve this question, or at least improve on present conditions.

I just happened to think that the first ice machines in this country were made by the Isaac Company in Detroit. You folks have not improved a nickel's worth on the construction of this tray for the cubes over the ones we first built in Detroit fifteen years ago. Harry Joy was Chief Engineer; Albert Gowan and myself were the promoters and put up most of the cash -- a good part of which remains "up".

Y<sub>o</sub>urs,

CGF:T

C. F. KETTERING  
DETROIT, MICH.

June 18, 1929.

Mr. Carl G. Fisher,  
Montauk,  
Long Island,  
New York.

My dear Carl:

Your letter of June 11 has been received.

I am sending abstracts of this letter to Mr.  
Biechler of Frigidaire.

We have been working on both of the things you  
mention. I think the boys have gotten the ice  
cube business fairly worked out.

I think you are right in your point of view  
relative to the appearance of these jobs.

Yours very truly,



July 1, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Kett:

I have a letter from Treiber this morning in which he tells me the deal had apparently fallen through with the General Motors, principally on account of my big engines. I thought the General Motors Company could take these motors off our hands since a big part of the promotion of the company was through money advanced on these motors and my stock. My stock is such a small proportion of the Treiber Diesel Company that it looked foolish to dispose of my stock without knowing just what disposition would be made of my engines.

However, Treiber tells me of one of our smaller stockholders who wishes to reorganize the company and place on sale \$100,000 worth of additional Common Stock. I am not at all anxious that this plan be followed giving any control to this stockholder. I would much prefer, if the control is going to be given for financing, to sell this amount of stock to General Motors giving them control, if this is necessary to do.

The number of orders Treiber is getting seems to me to be making him nervous. I understand he has three orders for pairs of the 300 h.p. twin screw engines, the last order coming in from Mr. Todd a shipbuilder. I understand other orders running into considerable volume are expected. Treiber tells me he has almost \$200,000 worth of orders on hand now, so that if he speeds up and takes care of his business he will have to do some refinancing.



Mr. C. F. Kettering,  
July 1, 1929  
Page 2.

Can't you figure out some plan that will look to the future for the disposition of these big motors and not leave me in the hole with them? They are unquestionably good value and will perform just as they were intended to do. One of the motors has gone through severe tests and as I understand is o.k.

You probably have nothing else to do but think over other people's troubles.

Best regards,

Yours,

CGF:T

C. F. KETTERING  
DETROIT, MICH.

July 10, 1929.

Mr. Carl Fisher,  
Montauk,  
Long Island,  
N. Y.

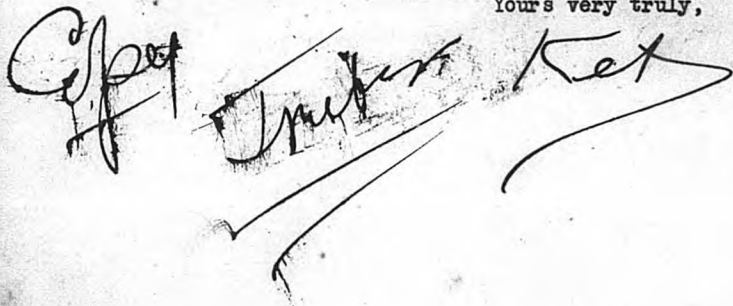
My dear Carl:

Thanks for your letter of July 1.

I had kind of lost track of what was happening to this Treiber thing but when I see the fellows again, I will bring the matter to their attention and it might be that something can be worked out.

With kindest personal regards to yourself and associates, I remain,

Yours very truly,

A large, stylized handwritten signature in black ink, appearing to read "C. F. Ketting". The signature is written in a cursive, somewhat slanted style with a long horizontal flourish at the bottom.

GENERAL MOTORS CORPORATION  
DETROIT, MICHIGAN

August 7, 1929.

Mr. Carl G. Fisher,  
Montauk,  
Long Island,  
N.Y.

My dear Carl:

The other day when I was in New York the boys were discussing with me the question of the Treiber Engine Company and I told them that you had written me regarding it.

You know of course, the proposition which was made to Treiber and apparently the only hitch in this matter is the disposal of the two large engines. I believe your chances of selling these engines would be very much greater if Treiber came into our organization than in his present situation. I am sure that the Corporation would be perfectly willing to do everything they could to see that these engines were in proper shape and handled rightly. Of course, it would be greatly to their advantage to have these engines satisfactory in every respect if they were to carry Treiber's name. They did not feel that they would care to put up \$150,000 to purchase them. ↓

If it appeals to you to have it handled in this way I believe a satisfactory deal could be worked out.

With kindest personal regards and best wishes, I remain,

Yours very truly,

*C. F. Kettering*

C. F. Kettering.

\* 10,000 lbs  
Kettering



August 9, 1939.

Mr. C. F. Kettering,  
General Motors Corporation,  
Detroit, Michigan.

My dear Ket:

I have yours of the 7th. As you probably know, the \$225,000 which I put into the Treiber Engine Company on these big motors did not all go for these motors. I was interested in the company at that time and owned a majority of the stock and it was entirely satisfactory to me that the plans and drawings of other motors should go right along with the construction of these motors, and just what the division between the cost and the diversion to the drawings, etc. of the other motors was, I cannot say, but if it had not been for these motors there would have been no Treiber Diesel Engine company. The motors are saleable and I know that they will sell better with Treiber's name and attempts to dispose of them than they would if they were in the shop on consignment.

Since we first talked this matter over with the General Motors men, our situation has changed tremendously. Treiber has money in the bank at this time and enough orders to insure him somewhere between \$50,000 and \$100,000 profit by the first of January, or as soon as he delivers the orders he now has.

The performance of the motors in the Vanderbilt boat, together with the motors the Consolidated are turning out, has been a big step in showing other Diesel Engine builders what can be done with proper designs, materials and weights, and as a result of this we are now approached by two other very large and influential companies, one of which wishes to have a consolidation, the other company a reorganization on a stock basis of some kind to be determined later this month. I am to meet representatives of these companies as soon as we can get a little better line up on just what we have in our company.

Mr. C. F. Kettering,  
August 9, 1929,  
Page 2.

We received yesterday an o.k. from Mr. Curtiss giving our corporation exclusive rights to use their pneumatic connection in a rail car. Mr. Treiber was here yesterday and the day previous, and the design which he sketched out for a Power Car and Aerocar for either rail or the road will weigh under 10,000 pounds and have a carrying capacity of 22 to 24 persons and can handle passengers over the rails much faster and cheaper, as you know, and I believe there is going to be a tremendous market for such outfits, both for bus work and for rail cars.

Naturally, I prefer to do the financing of this company myself to do these things, but you know why I am not doing it. With the showing we can make now in earnings, our company is worth three times as much as it was when we talked to your people. I think our company is in a position soon to grant licenses to foreign companies to great advantage to ourselves. Treiber is figuring now on several big jobs that run into several millions and any such work would mean a tremendous increase in the business; but at the same time it would call for more room, etc. so that we should have more tools and I want to see the company get in a position where they can carry Diesel motors in stock.

I would like to see you and your friends have the company, but I don't think it is fair to me to have to take such a serious loss, and if I can sell a hotel or something amounting to something I will be very glad to finance the company myself because I believe in the Diesel engine to the limit of my ability to believe in anything.

Yours,

CCF:T

P.S. Treiber told me the first representatives who came out are on their vacations and they were going to come out and talk to me some of these days.

-----  
Montauk

August 13, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Kett:

The future of the Treiber Company is coming so fast that I am a little bit confused. I want the company to be a great success and I want Treiber to be a great success. I wish you could, if possible, see your way clear to become more interested in the company -- not from the standpoint of General Motors Corporation but from the standpoint of the Treiber Diesel Engine Company. We don't want to give the company away because I believe it has a wonderful future. If our patents are any good at all, they are going to be worth millions. If they are no good, a strong, substantial company can help make them good by being the first in the field.

If you have any further interest in the outfit, let me know! otherwise, I think Treiber and myself are going to reorganize to get ourselves in a position where we can deliver Diesels on order. I wish I could talk this matter over with you for a few minutes.

Do you expect to be east soon? My Aerocar can meet you any place you say and I can meet you at Port Washington, only fifty minutes from New York, or at Montauk; but I am afraid to come into New York. The minute I get in New York I commence to have hay fever and all I could do for your amusement would be to sneeze in your face.

Drop me a line.

Yours,

CGF:T



GENERAL MOTORS CORPORATION  
DETROIT, MICHIGAN

August 15, 1929.

Mr. Carl Fisher,  
Montauk,  
Long Island,  
N. Y.

My dear Carl:

I have received your very kind letter.

I am wondering whether the best way to do this would be for you and Mr. Treiber to meet with Mr. C. E. Wilson. He will be in New York next week.

With kindest personal regards, I remain,

Yours very truly,



C. F. Kettering,  
General Director,  
Research Laboratories.



August 17, 1939

Mr. G. F. Kettering,  
General Motors Corp.,  
Detroit, Michigan.

My dear Ket:

I have yours of the 15th. Mr. Treiber has one of our Aerocars in Philadelphia commencing Monday, 19th, for a series of demonstrations to railroad engineers and officials. These demonstrations may carry on for the entire week. They are very important to us. With this and some other engagements, Treiber is tied up practically the entire week until Saturday when he is due to come here to Montauk for conference with some other interests. We have told these other interests we would not carry on further negotiations with any other companies until after next Saturday, the 24th. We have not given these interests an option. We have outlined briefly what we want for the company and a statement of our assets, and they will have one of their experts looking over our layout at Camden the day after tomorrow on Monday. These people are large engine builders and I think they realize what Treiber has in his patents and his designs, and it will probably be a question whether they can see our figures.

At the present moment, the royalties that Treiber is receiving on his designs and patents furnishes a very good interest on a million dollars without any other profits from the shop, and as I stated to you in a previous letter if any of the several large orders Treiber is figuring on are secured by him the profit on same would be quite large. However, just the mere taking of some of these big orders will mean a very considerable outlay by our company before we can receive any returns, and this will immediately mean peddling of stock or borrowing on short time notes, which we do not want to do.

I will advise you if anything comes of

Mr. C. F. Kettering,  
August 17, 1929,  
Page 2.

our meeting next week, and then if Mr. Wilson is available and wishes to go into this question again I will be very glad to make the engagement with him and Mr. Treiber in New York.

I am sending you herewith a list of orders coming through the shop and you will notice that every buyer on this list is hard boiled and an experienced engine man. I just have a note from Treiber today that he had a nice order for \$15,000 to replace the generating set in Mr. Curtiss' yacht, "Lyndonia". The replacement of gasoline generating sets alone is an enormous business.

Treiber is figuring on a 150 H.P. engine for large busses and rail cars, showing a weight of 1800 pounds and an operating cost for oil (hauling one or two Aer cars) of between 3 $\frac{1}{2}$ ¢ and 4¢ per mile. Glenn Curtiss will be here next Saturday and his design of an Aerocar of somewhat streamlined on the extreme rear end will give us with 150 H.P. an opportunity to do near 100 miles an hour on suitable tracks and wind and weather conditions. Also a pick up with one 28 passenger Aerocar of from nothing to 50 miles per hour in less than thirty seconds; also at a cost for Power Car and 28 passenger Aerocar of less than \$12,000. The pneumatic coupling between the Power Car and the Aerocar should give the most elastic and safest coupling known and with the new rubber insert rail wheels which they are now using on some light rail cars, our outfit will be practically noiseless — at least, it will be practically noiseless to the passengers on account of the entire operation of the Power Car from the passenger car and yea handled with the driver in the front seat of the passenger car.

I would like if you ware down this way



Mr. C. F. Kettering,  
August 17, 1929,  
Page 3.

some time to show you our drawings and some of  
our figures. There should be a tremendous  
demand for these cars, particularly for short  
hauls and light loads.

Yours,

CGF:T

Copy to Mr. Treiber.

GENERAL MOTORS CORPORATION  
DETROIT, MICHIGAN

August 21, 1929.

Mr. Carl G. Fisher,  
Montauk, Long Island,  
N. Y.

My dear Carl:


Your letter of August 17 has been received. Mr. Wilson happened to be in my office and I had him read it. He will perhaps get in touch with Mr. Treiber when he gets back to New York.

In replying to the last paragraph of your letter, I have been very much interested in the Treiber Engine Company even as a small stockholder. The only thing which you and I disagree on is the extent to which the Diesel engine can be made useful. I have been interested in trying to develop a type of Diesel engine that would be useful from our angle and I think we have made a tremendous step in the new engines which we have just received from the Winton Company.

It is so difficult to get any of the regular Diesel engine designers to deviate from that sort of iron-clad point of view, that is, from my standpoint, the present Diesel engines that Treiber is building I would not have as a gift. The thing that we are thinking about in Diesel engine work is something very much in advance of anything which is now available.

We have a very high regard for Mr. Treiber as an engineer and know of the difficulties under which he has been working. Incidentally we are going ahead with some designs of our own here in the Laboratory.

Yours very truly,

  
C. F. Kettering.



Book Cadillac Hotel  
DETROIT

Dear Friend Carl -

I had a letter  
from Manager of the  
Florings wanting  
to know if I wanted  
to reserve rooms but -  
Dan Mahoney told me  
the Unatiles was going  
to be the place so tell  
me where I want to  
stay while my perfectly



good "Commodore"  
is cruising on the  
new yacht. = I will  
be at the hotel from  
June 5 till last of  
Feb - which shall  
it be - am sure  
you will tell me

Ket sends best.

Sincerely

Olivier Kettinger

Saw Coley Bragg the other  
day. said you mark, "that's funny"  
will her boat run in about a week

September 27, 1929.

Mrs. C. F. Kettering,  
Book-Cadillac Hotel,  
Detroit, Michigan.

My dear Mrs. Kettering:

I have yours of recent date. Being interested in both hotels, it is hard for me to be on both sides of the fence.

We have built several new cottages at the Nautilus and a beautiful swimming pool with a lot of cabanas. At the Flamingo we have built two splendid new cottages, increased the size of the ball room and the lobby. In fact, we have spent considerable money on both hotels. There is, however, no apartment in Florida that equals the apartment you had last year. Inasmuch as the guests of both hotels have interchange of privileges at the pools and cabanas, you will have to make up your own mind regarding the apartment you had; but I do hope you will be with us at one place or the other.

You probably won't see much of Ket with his new boat for the next six months or so. Between the different things on the boat that won't work to his satisfaction, and the different improvements he makes, it won't work to anybody's satisfaction and he will probably be just one jump ahead of a fit.

Let me know which hotel you decide to use and I will fix you out on the best rooms and location we have.

Sincerely yours,

CGF:T

October 9, 1929.

Mr. C. F. Kettering,  
General Motors Corporation,  
Detroit, Michigan.

My dear Ket:

As you probably know, the engine deal fell through on account of some existing contracts which Treiber had made with the Consolidated Shipbuilding Corporation. These contracts are very good for the Treiber Engine Company but I can realize the G.M.C. would not care to assume the same.

However, I want to thank you for your interest in the matter and what you have done. I was very anxious to see this deal go through, and especially to see these "Big Berthas" in action.

Treiber has received a bunch of new orders in the last week, and especially for the 300 H.P. motor so that I expect he will be quite busy this winter. I hope to be able to give you a chance to ride on a 30 mile Diesel boat next spring with a pair of these 300 H.P. motors.

Very best regards,

Yours,

CGF:T



C. F. KETTERING  
DETROIT, MICH.

October 15, 1929.

Mr. Carl G. Fisher,  
Montauk,  
Long Island,  
N. Y.

My dear Carl:

Thanks very much for your letter of October 9.

I am awfully sorry that this deal fell through as I did everything I could to get the boys interested in the thing. I know Treiber will come along alright.

I hope to have the opportunity of having a ride in your boat. We had our boat running for a while the other day on a trial trip and apparently it runs very well. However, I have not yet tried it for speed.

Hoping to see you soon, I remain,

Yours very truly,

*CFK*

October 18, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Ket:

There is one little equipment for a boat that would be perfectly easy for you to work out and it is difficult for us to work out, and that is to have an electrical tachometer reading in the cabin, and possibly on the aft deck. I would like very much to have this lay out on the Shadow as they are very interesting. While you are working this out for your own boat, I wish you would work out a couple for me.

Yours,

CGF:T

October 31, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Ket:

We are going right along with the old Treiber company, getting more orders, and we continue to need some new machinery and a new partner with about \$200,000 -- and I am going to find the guy with the money to get this machinery and keep this company going.

I took \$25,000 worth more of Common Stock last week. I traded my Preferred into the company for Common, and I am going to sell anything I have to anybody who will buy it for fifty cents on the dollar and put it in this company.

Knowing your connection with the G.M., I realize you cannot get mixed up in this company but still you may have a thought on the subject which you would like to explode. I don't know of anybody I had rather have connected with the Company, for nine reasons. It is only necessary to mention one, which we won't mention. But you have been so damned decent all the way through in the whole business I thought it was really my duty and Treiber's duty to say to you that if you want to come along with us we would be delighted to have you; and we know why you don't come if you say you won't.

Yours,

P.S. Our stock was probably the only stock that neither moved up nor down during the recent cool spell.

P.S. Tell Mrs. Kettering I have a nice fishing boat all ready for her down at the Beach, and our highest priced suite of rooms done over especially for her benefit. Read the description of your new yacht. Very interesting, if true.

*Wm. F. Treiber*



C. F. KETTERING  
DETROIT, MICH.

November 6, 1929.

Mr. Carl G. Fisher,  
Montauk,  
Long Island,  
N. Y.

My dear Carl:

I have your letter of October 18 relative to the electric tachometers. These are already obtainable from the Weston Electrical Instrument Corporation of Newark, N.J. and not difficult at all to install.

Yours very truly,

*Wheeler*

*CFK*

C. F. KETTERING  
DETROIT, MICH.

November 6, 1929.

Mr. Carl G. Fisher,  
Montauk,  
Long Island,  
N. Y.

My dear Carl:

I have received your kind letter of October 31.

I had been in hopes all along that we would get some working agreement with the Treiber Company and our Company. However, that seems to be out of the question at the present time. I will talk to you about this some time when I get the opportunity.

I know Mrs. Kettering will appreciate the work that you have done in having the apartment fixed up.

I don't like the last part of your letter where you say you have been reading descriptions of my new yacht and say they are very interesting if true. I believe we have made some very constructive advances in smoothness and other things that go with boats and I certainly want to have you see the thing. \*

With kindest personal regards, I remain,

Yours very truly,

*CFK*

November 15, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Ket:

I have yours of the 6th. I am anxious to see that new boat of yours and I wish you would advise me in advance how much you draw and I will get you a berth on the opposite side of the Shadow at my dock at the Flamingo. If the boat draws too much to go up in the bay north of the draw, I will fix you out at our pier. At any rate, we will find you some place that will be convenient.

Yours,

CCF:T



November 19, 1929.

Mr. C. F. Kettering,  
General Motors Corp.,  
Detroit, Michigan.

My dear Ket:

I wish you would find time to drop me a note and tell me how much the Stabilizers, Synchronizers, and the other "izers" you put on your boat cost, say for a 72 foot boat such as the one which Governor Cox has coming through.

I let Purdy sell my 72-foot boat to a man in Long Island and he is interested in these new equipments.

We expect to borrow Governor Cox's boat for a few days in order to establish a new world's record for Diesel driven yachts.

You have not told me yet when you are going to come down with that new boat of yours, and how much water you draw. I will fix you a special dock if I can get you on the property just south of the Flamingo. Am having soundings made so I will know exactly how much water is between the Flamingo dock and the channel.

Yours,

GCF:T

November 20, 1929.

Mrs. G. F. Kettering,  
Dayton, Ohio.

My dear Mrs. Kettering:

Sir John Mullins, Lady Mullins, and a friend, from London, wish to have the best accommodations we have on the Beach from the 8th to 16th of January. If you are not going to be here at that time, I want to let them have the suite with the porch at the Flamingo as these are easily the best quarters we have to offer on the Beach.

Sir John is a big man in London and I would like to give him a very pleasant place to stay -- but certainly not if you are going to be here and care for the rooms.

Sincerely yours,

CGF:T

C. F. KETTERING  
DETROIT, MICH.

November 21, 1929.

Mr. Carl G. Fisher,  
Miami Beach,  
Florida.

My dear Carl:

I have received your very kind letter of November 15.

We expect to be down to Miami the latter part of  
January. We will know by that time just exactly what  
we can do.

Yours very truly,

*Ket*



November 21, 1929.

Mr. C. F. Kettering,  
Detroit, Michigan.

My dear Ket:

I just had a survey made of the channel north of the bridge to the Flamingo, either for anchorage or for you to dock. It is not practical to come north of the bridge with a draft of more than eight feet six inches. At high tide there is about fifteen more inches of water.

We can take care of you south of the bridge at our Pen Terminal dock.

Yours,

CCF:T

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER
Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.	

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

1929 Nov 26 Pm 5 47

MZA 189 27 NL GM DETROIT MICH 26

CARL FISHER. MIAMI BEACH FLO

ENTIRELY SATISFACTORY FOR YOU TO LET ENGLISH PEOPLE  
HAVE APARTMENT RESERVE FOR MRS. KETTERING A SINGLE  
ROOM WITH BATH WHICH SHE WILL OCCUPY BEGINNING ABOUT  
JANUARY THIRD

C. F. KETTERING

**CONFIRMATION**  
OF TELEGRAM SENT BY

**GENERAL MOTORS CORPORATION**  
DETROIT, MICHIGAN

CLASS OF SERVICE DESIRED	
TELEGRAM	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	<input checked="" type="checkbox"/>

MARK AN (X) OPPOSITE THE CLASS OF SERVICE DESIRED; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

SENT VIA **WESTERN UNION**

TELEGRAPH COMPANY

RECEIVER'S NO.	TIME FILED <b>4.45 PM</b>	CHECK
----------------	---------------------------	-------

DATE **NOVEMBER 26, 1929**

**CARL FISHER**  
**MIAMI BEACH**  
**FLORIDA**

**ENTIRELY SATISFACTORY FOR YOU TO LET ENGLISH PEOPLE HAVE APARTMENT RESERVE FOR MRS KETTERING A SINGLE ROOM WITH BATH WHICH SHE WILL OCCUPY BEGINNING ABOUT JANUARY THIRD**

**C F KETTERING**

**27 words**  
**Personal**

(WE HEREBY CONFIRM THE ABOVE TELEGRAM SENT YOU TODAY)



C.F. KETTERING  
DETROIT, MICH.

November 27, 1929.

Mr. Carl G. Fisher,  
Miami Beach,  
Florida.

My dear Carl:

Your letter of November 19 received.

In regard to the synchronizers on the two machines for tying the engines together, the cost of these would be governed very largely by the speed of the engine and the horse power. As I remember, these engines are about 300 h.p. and 600 turns. That would have to be worked out but I should say that the two machines and all of the intended apparatus for tying these engines together would cost in the neighborhood of \$4,000.

I do not know whether Sperry could build a stabilizer small enough for a 72 foot boat but if the stabilizers all work as satisfactorily as the tests we have had on our boat, it is a very good thing. It seems to me if you took this up directly with the Sperry Company they could give you the information you desire.

We expect to get down to Miami right after Christmas and leave about January 4. As soon as we get down there we can feel out the bay and see whether we can get up near the Flamingo.

If there is any information that I can get for you on any of these things, I will be very glad to do so.

With kindest regards, I remain,

Yours very truly,

CFC

November 29, 1929.

Mrs. C. F. Kettering,  
Detroit, Michigan.

My dear Mrs. Kettering:

I just had a talk with Charlie Krom. When I wrote you I did not know that you had already reserved the suite for this season. We don't want to give the English people a preference over you but we (or at least I) thought if you were not going to use this suite until later in the season they could use it in the meantime. However, through Charlie Krom I find that you have engaged the suite and we have decided to switch the other people to one of the cottages. We would not think of taking your suite from you for the King of England. So you will have your suite, radio and all.

It was very nice of you to offer to give it up.

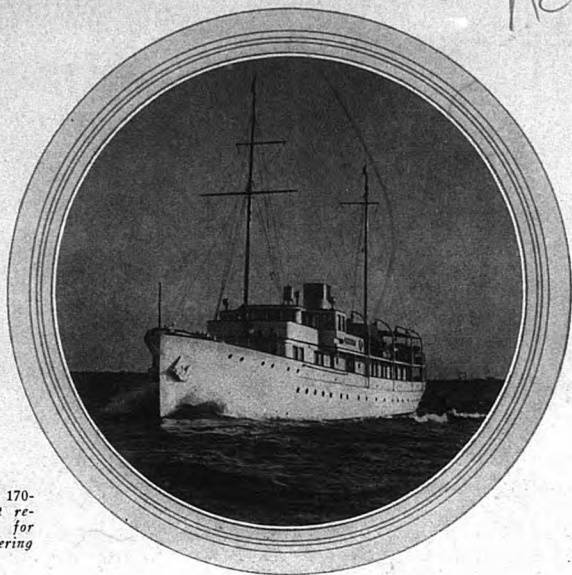
Best regards to you and Ket.

Very truly yours,

CGF:T

K

Kettering



Olive K, the new 170-foot diesel yacht recently completed for Charles F. Kettering

## OLIVE K, C. F. KETTERING'S PLAYTHING

*A New Diesel Yacht With Most Remarkable Mechanical*

*Features Ever Built Into a Ship*

By AMBROSE J. MAXWELL

PERHAPS never in the history of yachting has there been such an unusual craft as Olive K, the experiment and plaything built in Bay City, Michigan, for Charles F. Kettering, president of General Motors Research Corporation. In the opinion of its builders, the Defoe Boat & Motor Works, this yacht is expected to push the industry ahead ten years. This statement is made in view of the remarkable mechanical characteristics of the boat which Mr. Kettering has studied and planned for a long time.

The mechanical marvels of Olive K are solely the ideas of Mr. Kettering. Among these—and by far the most important—is the system of synchronization which he has had installed in his new yacht. This is the only system of its kind to date. It is only natural to think that the General Motors Research head would come through with something mechanically unusual, that would startle all yachtdom, for he is the man who developed the self-starter for automobiles; who produced a lacquer finish for motor cars; who made possible the electrical lighting of farm homes and buildings; who introduced a now well known kind of gasoline to the motoring world.

In the beginning Mr. Kettering wanted a yacht that was different. He figured and planned; he resolved that it was not necessary to tolerate undue vibration in a yacht. As a result he devised a plan whereby an alternating, directly driven, 10 kilowatt generator could be placed on the fly-wheel of each

of the 550-horsepower Winton-diesel engines. He saw that the generators could be so hooked up that if one of the engines had a tendency to lag power would go across to the lazy unit, motorizing it, and thereby bring the strokes of the two engines into unison. In this way he found that the two engines function as one twelve-cylinder power plant.

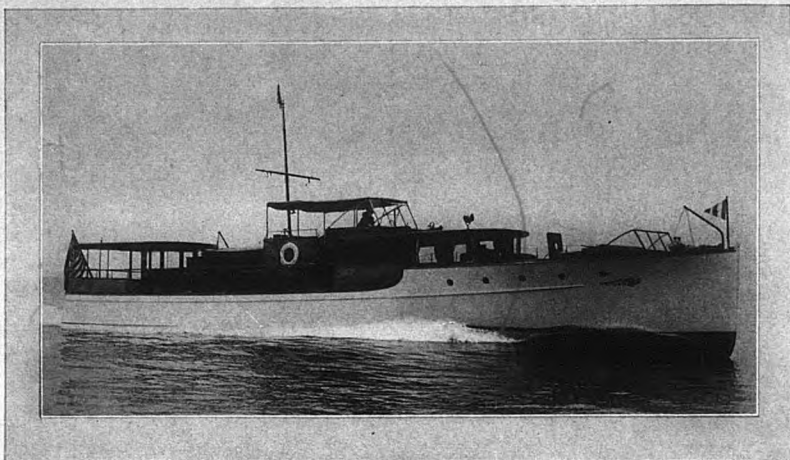
Many of Mr. Kettering's friends—and many of these are engineers of some repute—were frank in saying that his synchronization plan was not practical. There were others of course, who, after taking in account the man's many and spectacular developments in the automotive industry, thought as Mr. Kettering did. And so it follows that these latter gentlemen are laughing best—and along with Mr. Kettering.

Mr. Kettering is very modest about the whole thing and never is to be found blowing his own horn about this accomplishment which is the wonderment of all those who have seen it in operation.

"Olive K," I have said, was to be different. It is.

If one is not particularly interested in great improvements in the engine room he should see the unusual radio and phonograph hook-up which the genius of General Motors has worked out. The radio and phonograph are combined in one cabinet. Through a hook-up with the telephone system either radio or phonograph may be heard in most every room in the boat. Loud speakers which serve both phonograph





*Anticosti is 75 feet long with a hull of double planked cedar and mahogany*

M. Rosenfeld

## ANTICOSTI—A FAST COMMUTER

*Attractive New Speed Cruiser Used by E. H. Eshbaugh for Daily*

*Business Service on Long Island Sound*

**A**NTICOSTI, a fast cruising boat of the popular express commuter type was built by F. D. Lawlay, Inc., from designs by Eldredge-McInnis, Inc., for Ray Skofield of New York. Shortly before the boat was ready Mr. Skofield's business made it necessary for him to transfer his interests to the Pacific Coast and E. H. Eshbaugh of New York became the owner of the boat. Mr. Eshbaugh has a summer home at Norwalk, Conn., and used this boat for commuting to the city throughout the summer. With the closing of the summer home, the boat has gone to Miami and will be in active service throughout the winter months in the south.

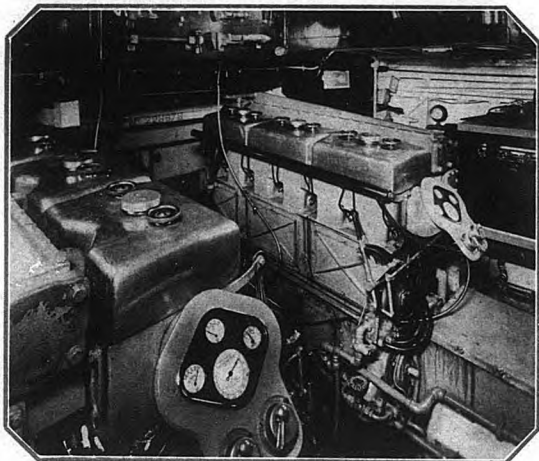
Anticosti has an overall length of 75 feet with a beam of 13½ feet. The hull itself is double planked, the inner layer being of cedar and the outer layer of Mexican mahogany. All outside

joiner work is also of this fine wood, and the decks are laid in Michigan pine.

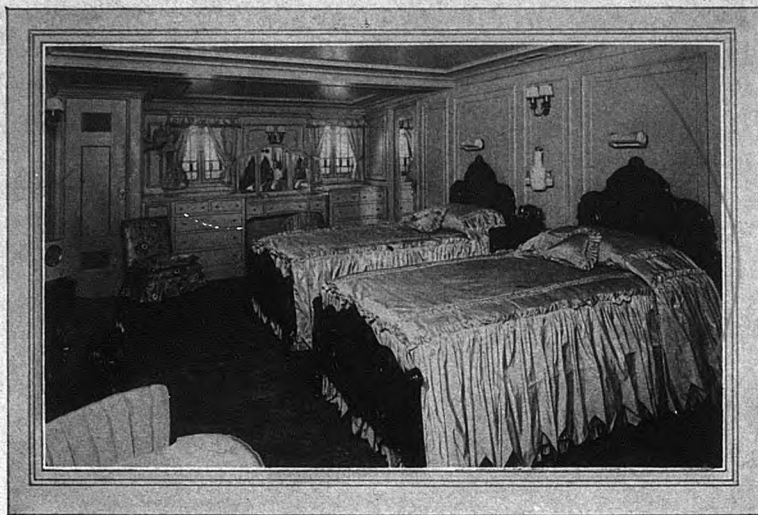
There are two double staterooms below decks, the forward one of which is used by the owner. A separate owner's bathroom has been placed close by on the port side with a separate guests lavatory on the starboard side. The berths in the cabins are built up in

in the form of a bed with turned mahogany posts, headboard and footboard. Mahogany has been used to finish the deck house while butternut has been used in the galley and forecabin.

For a power plant two 350 h.p. Winton gasoline engines have been used. A separate 2½ k.w. Universal generator operating through a set of Edison storage batteries provides ample power for all purposes. A Frigidaire refrigerating unit and an Alfitte extinguishing system of the automatic type.



*Two 350 h.p. six cylinder Winton gasoline engines drive her at 26 miles*



Michigan Photo Co.

*An attractive view of the owner's stateroom which is spacious and attractively decorated*

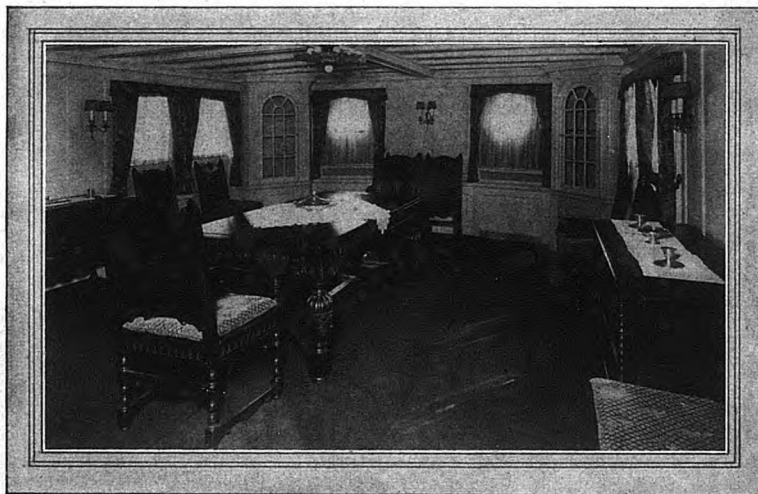
and radio and which are concealed in the walls of the room may be toned to suit the fancy of the listener.

Supposing one was retiring in his stateroom and wanted to hear the phonograph play a selection, "The Pagan Love Song." Now the radio and phonograph are in the library. On the dial telephone in the stateroom is the program for both radio and phonograph. Each selection on either of those programs is numbered. The phonograph and the radio also are individually numbered. We will say that to start the phonograph the dialing of No. 11 (1-1) is necessary. No. 11 is dialed. The program says, for instance, that the selection mentioned is No. 30. No. 30 (3-0) is

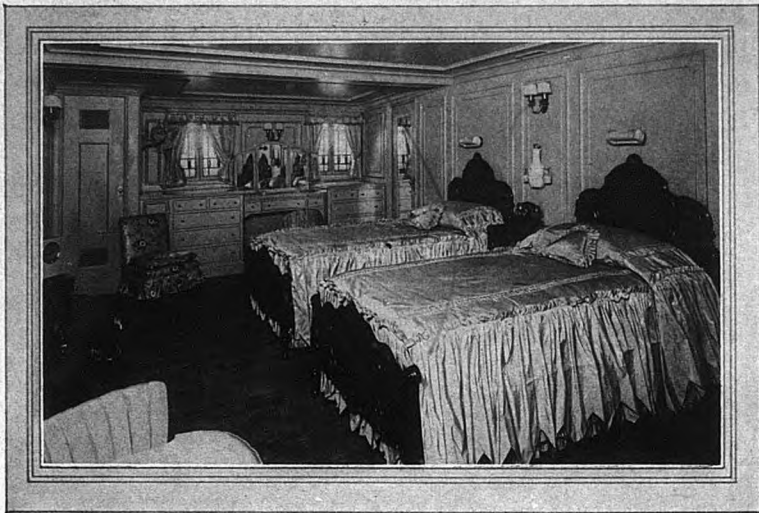
dialed. "The Pagan Love Song" starts. In the next room another guest may decide that he wants to play something and, since his loud speaker is shut off and he is not hearing "The Pagan Love Song" he picks up the receiver and hears a buzzing sound. In the office such a sound means that the line is busy. On Mr. Kettering's yacht the buzzing sound means that the phonograph (or radio) is now playing and if the guest so desires he also may tune in on it.

The radio arrangement operates similarly, providing, of course, that the station desired to be reached is within possible receiving radius of Olive K's wireless outfit.

*(Continued on page 92)*



*The dining saloon in the deck house is supplied with massive furnishings.*



Michigan Photo Co.

*An attractive view of the owner's stateroom which is spacious and attractively decorated*

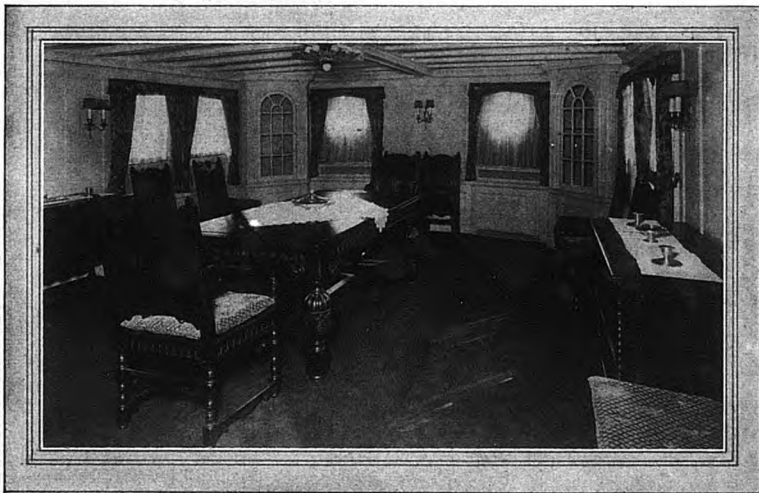
and radio and which are concealed in the walls of the room may be toned to suit the fancy of the listener.

Supposing one was retiring in his stateroom and wanted to hear the phonograph play a selection, "The Pagan Love Song." Now the radio and phonograph are in the library. On the dial telephone in the stateroom is the program for both radio and phonograph. Each selection on either of those programs is individually numbered. The phonograph and the radio also are individually numbered. We will say that to start the phonograph the dialing of No. 11 (1-1) is necessary. No. 11 is dialed. The program says, for instance, that the selection mentioned is No. 30. No. 30 (3-0) is

dialed. "The Pagan Love Song" starts. In the next room another guest may decide that he wants to play something and, since his loud speaker is shut off and he is not hearing "The Pagan Love Song" he picks up the receiver and hears a buzzing sound. In the office such a sound means that the line is busy. On Mr. Kettering's yacht the buzzing sound means that the phonograph (or radio) is now playing and if the guest so desires he also may tune in on it.

The radio arrangement operates similarly, providing, of course, that the station desired to be reached is within possible receiving radius of Olive K's wireless outfit.

*(Continued on page 92)*



*The dining saloon in the deck house is supplied with massive furnishings*





*An old Spanish fort at San Felipe, Guatemala*

## CARIBBEAN BLUE

*Water Trails to River Caves Lead to Further Clues of Ancient  
Mayan Routes and Yield Interesting Specimens of Primitive Art*

By GREGORY MASON

Part IV.

WHEN our two and a half horse power Johnson outboard began shoving the fourteen foot length of the flat bottomed Stella up the Sarstoon again, I was well content to let my Carib aid handle the steering lever while I stretched out on top of our dunnage amidships and gave myself up to very pleasant reflections. The discovery of the ruins of Ollitas, once a great seaport city of the Mayas, which we were leaving behind, had already made this piece of river exploration in Stella a signal success. Now we were heading up-stream to explore the upper reaches of the river in the hope of finding further vestiges of the ancient trade route which I was sure had enabled the Mayas to cut off the seven-hundred mile voyage around the peninsula of Yucatan in traffic between Mexico and South America by carrying goods overland from the head waters of the Sarstoon to the Pasion River which flows into the Usamacinta, which debouches into the Gulf of Mexico.

It was afternoon and there was only a thin strip of shade under the trees which hugged the water on the left or south bank of the river. Even in late afternoon Guatemala is hot in the month of May. But we clung to Guatemala, nevertheless, and as we looked at British Honduras across the river it almost seemed that the limbs of the trees writhed in the heat.

Around a bend came an Indian canoe, manned by

seven natives. In the craft were four pigs, later to be sold to white men on the coast. Two of the men were naked above the waist and clad only in cotton drawers below. The other paddlers wore cotton shirts and cotton trousers. They drifted with the current, gazing in open-mouthed curiosity. They had never seen an outboard motor. We slowed the Johnson down, then cut her off entirely and drifted alongside.

These Indians came from a village called Guarry Creek, so named from a little tributary of the Sarstoon, a short distance above us. Several of them apparently could speak nothing but Kekchi (the Kekchi Indians are a division of the Maya stock). One young man, however, knew a little Spanish and he told us that from his village there had formerly been an overland trail to Coban, a trading center of Eastern Guatemala. Some of the modern natives are still aware how this trail used to run, but it is very seldom used nowadays, the Indians preferring the much longer water route down the Sarstoon, up the coast to the Rio Dulce and thence up through the Golfete and Lake Izabal.

As we always do with natives, we asked these Indians if they knew of any ruins of *Los Antiguos* (the Ancients): The man who spoke Spanish mentioned having seen some "cylinders," four to twelve inches long and about two inches in diameter, made of blood-red clay with white mica on the outside. He averred

## Are You Getting a GENUINE SEA-SKIFF?



# KING SEA SKIFFS

Are Protected by  
Special Patented Features

**B**UILDING a craft of lap-strake construction does not make a sea-skiff. To construct a genuine sea-skiff, combining speed and absolute seaworthiness requires the work of a master builder. We are the originators of this type of boat, and hold patents covering its construction, which insure its speed and seaworthiness.

For the past 18 years KING sea-skiffs have made an enviable reputation all along the Jersey Coast where 80% of the fishermen are using them. Today they stand alone in real boat quality. The Customs Service in New York City has several KING sea-skiffs in service and four of these skiffs were built for the New Jersey State Wardens; all conclusive proof that the KING Sea-Skiff is truly King of the Sea.

### CABIN MODELS

TWENTY-EIGHT FOOT SPORTSMAN  
THIRTY-FOOT DELUXE CRUISER  
THIRTY-SIX FOOT DELUXE CRUISER

Priced \$1950 and up

### OPEN MODELS

TWENTY-SIX, TWENTY-EIGHT and  
THIRTY FOOT SIZES

Priced from \$1000 up including installation of motors

### CUSTOM WORK

We are specialists in custom work and will be glad to submit plans and quotations.

Write Today for Further Information

Immediate Deliveries Available

**KING BOAT WORKS**  
HIGHLANDS, NEW JERSEY

## OLIVE K, CHAS. F. KETTERING'S PLAYTHING

(Continued from page 29)

finder, fathometer and two searchlights, all of which are standard Sperry equipment.

The stabilizer is so arranged to take every bit of roll out of the boat. In her trial runs, which were made on Saginaw Bay, off Bay City, Olive K. was sent into the trough of the sea with her stabilizer not in operation. An animated bridge game that was in progress in the living room of the boat was nearly ruined. Guests seated around the dining room table, in several instances found themselves with dishes in their laps. The boat tossed, churned, and nose-dived. Kettering went below. The stabilizer was started, and Olive K. straightened out like a charm and rode in the trough after the fashion of a great liner.

Olive K, while an experimental boat—admitted or not admitted to be such—is soon to leave the East for the Southern coast, preparatory to an extensive cruise that long has been the ambition of Mr. Kettering. This cruise will be to a group of islands in the Southern Pacific. For this reason Olive K has a cruising radius of 7,000 miles at full speed, about 16 knots. At limited speed the cruising radius will be approximately 10,000 miles.

Olive K has a length over all of 170 feet. Her beam is 26 feet. She is, of course, entirely constructed of steel. This unusual craft was designed by Cox & Stevens in conjunction with John H. Wells, Inc., naval architects. She is the largest boat of her kind ever launched on the Great Lakes. Her keel was laid shortly after the first of 1929 and the boat, nearly completed, was launched in September.

While it is said that Mr. Kettering built an engine room and the necessary boat around it, the interior decoration represents Mrs. Kettering's ideas. She personally supervised this part of the work. The result would do credit to a professional decorator. In the living room Mrs. Kettering has a baby grand piano that is unique. It is equipped with non-rustable strings and its woods are joined by a special glue. Mr. Kettering suggested these points in view of the cruise contemplated for the Southern Pacific waters, as salt water atmospheric conditions there would be harmful to an ordinary piano.

At the bow end of the living room is an electrically operated fireplace, which is cut in with beautifully crocheted mahogany panels. The entire boat is most beautifully furnished—especially is this true of the living room, library, dining room and owner's stateroom.

Astern of the pilot house are two large boats, one a sedan, the other a coupe. Mr. Kettering's sedan, 24 feet in length, is equipped with a 125-horsepower motor. The speedster coupe, same length, has a 100-horsepower motor. Then there are two other motor boats, each of which is 21 feet long. These are carried on the upper deck and each is equipped with an 85-horsepower motor.

Accommodations for the crew of 22 officers and men are below and forward. The galley is also below.

## CARIBBEAN BLUE

(Continued from page 88)

We left San Felipe at 9:32 A.M. and reached the eastern end of the Golfete at 12:58. While John steered I wrote up the log of Stella and made notes for a report to the Museum in New York. I was very well satisfied with the trip. There is no doubt that future exploration in detail of the piece of Guatemala between the Golfete and the Sarstoon will prove very profitable. There is no doubt in my mind that there were once trade routes of a good deal of importance which followed both the Sarstoon and the Golfete. We Americans are apt to forget that until the railroad was built from Puerto Barrios to the capital, the city of Guatemala was reached by using the Rio Dulce—Golfete—Lake Izabal—Rio Panzos water route which gave cargo a penetration of nearly eighty miles into Guatemala before it had to be transferred to mule back. Of course the ancient Mayas used this route before the Spaniards did. But for goods destined for Mexico and other points in North America which had come from South America, I am convinced that the Sarstoon route was the better, because the carry overland from the Sarstoon to the rivers flowing into the Gulf of Mexico is considerably shorter and over less hilly ground than it would be from the head of Lake Izabal to the same rivers.

It was six minutes past two as Stella nosed into the dock at Livingston. The little boat and her tiny motor had served me well over a trip of some three hundred miles, and I was sorry to say goodbye to them, and to good old John Devil. But one thing I was very glad to say goodbye to was my helmet. This helmet, purchased in New Orleans at an exorbitant figure, and which had proved not to be pith or cork at all but cardboard—and therefore a perfect sponge in every rainstorm—I now took from my head with great satisfaction and hurled into the Gulf of Honduras.

# 24 CHRIS-CRAFT ALL-MAHOGANY MODELS FOR 1930

**Condensed Specifications and Prices**

F. O. B. ALGONAC, MICHIGAN

THE GREATEST FLEET IN BOATING HISTORY

MODEL NUMBER	DESCRIPTION	PRICE
100-20'	Runabout, 8 passenger, speed up to 31 M. P. H., 75 H. P. Price	\$1895
101-22'	Runabout, 9 passenger, speed up to 30 M. P. H., 75 H. P. Price	\$2195
102-22'	Runabout, 9 passenger, speed up to 36 M. P. H., 125 H. P. Price	\$2595
103-24'	Runabout, 10 passenger, speed up to 35 M. P. H., 125 H. P. Price	\$2850
105-26'	Runabout, 11 passenger, speed up to 32 M. P. H., 125 H. P. Price	\$3200
106-26'	Runabout, 11 passenger, speed up to 37 M. P. H., 155 H. P. Price	\$3750
108-26'	Runabout, 11 passenger, speed up to 42 M. P. H., 200 H. P. Price	\$4350
111-26'	Runabout, 11 passenger, speed up to 45 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$4750
114-28'	Custom Runabout, 11 passenger, speed up to 40 M. P. H., 200 H. P. Price	\$4875
117-28'	Custom Runabout, 11 passenger, speed up to 42 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$5275
120-30'	Custom Runabout, 12 passenger, speed up to 40 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$7000
104-24'	Sedan, 10 passenger, speed up to 34 M. P. H., 125 H. P. Price	\$3400
107-26'	De Luxe Sedan, 11 passenger, speed up to 36 M. P. H., 155 H. P. Price	\$4600
109-26'	De Luxe Sedan, 11 passenger, speed up to 40 M. P. H., 200 H. P. Price	\$5200
110-26'	Convertible Sedan, 11 passenger, speed up to 40 M. P. H., 200 H. P. Price	\$5300
112-26'	De Luxe Sedan, 11 passenger, speed up to 43 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$5600
113-26'	Convertible Sedan, 11 passenger, speed up to 43 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$5700
115-28'	Convertible Sedan, 11 passenger, speed up to 38 M. P. H., 200 H. P. Price	\$5850
116-28'	Custom Sedan, 11 passenger, speed up to 38 M. P. H., 200 H. P. Price	\$6100
118-28'	Convertible Sedan, 11 passenger, speed up to 40 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$6250
119-28'	Custom Sedan, 11 passenger, speed up to 40 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$6500
121-34'	Custom Commuter, 14 passenger, speed up to 40 M. P. H. Two-200 H. P. Motors. Price	\$15,000
122-38'	Commuting Cruiser, 20 passenger, speed up to 30 M. P. H., 250 H. P. Chris-Craft Motor. Price	\$15,000
123-48'	Yacht, 30 passenger, speed up to 30 M. P. H., Two-250 H. P. Chris-Craft Motors. Price	\$35,000

**CHRIS SMITH & SONS BOAT COMPANY**

381 Detroit Road - Algonac, Michigan  
New York Showrooms: 1 West 52nd St. at 5th Ave.

## Chris-Craft

World's Largest Builders of  
All-Mahogany Motor Boats

Runabouts  
Sedans  
Commuters  
Cruisers  
Yacht  
Tenders  
Yachts  
All Mahogany  
Sedans  
Runabouts  
Cruisers  
Commuters  
Yachts

20  
foot  
22  
foot  
24  
foot  
26  
foot  
28  
foot  
30  
foot  
34  
foot  
38  
foot  
48  
foot

Be Sure to See these New Models at the New York Motor Boat Show—January 17 to 25

Mention MoToR Boating, 57th St. at Eighth Ave., New York



MEMORANDUM

FROM MR. FISHER

DATE February 24, 1930

TO Mr. Dave McKeeman.

SUBJECT

Have the Aerocar at the yacht "Olive K" at the Clyde Line dock in Miami at 10.00 o'clock Wednesday morning, 26th.

Vetterling

CGF:T

February 24, 1930.

Mrs. C. F. Kettering,  
Yacht "Olive K",  
Miami.

Dear Mrs. Kettering:

The Aerocar is definitely booked for your party to Palm Beach on Wednesday of this week. The Aerocar will be at your dock at ten o'clock in the morning.

The car can comfortably seat nine and a party of ten can be accommodated by either having a camp chair or one of the party to sit with the chauffeur in the coupe. The chauffeur will have an extra seat in case you want to have that many in the party -- though I suppose it would not be so comfortable for a long drive if one had to use the camp chair.

Very truly yours,

T

Secretary to Mr. Fisher.

McHenry  
April 17th 1933.

Mr. C. F. Kettering,  
c/o General Motors Corp,  
Detroit, Mich.

My dear "Ket"

Yours of the 13th. There may be a couple of kinks in this Solar heater that I don't understand, but after you get the glass conductor installed, there doesn't seem to be any charge for the sun's work, and in this country at least it works to perfection, as far as hot water is concerned.

However, I am tremendously interested and I would like to have a report from your engineers as soon as possible, as I am making arrangements to install one of these outfits at Port Washington, and you know the old saying where fools get on to rubber boots in spite of angel's advise, or something like that; but I know one thing, I know I am not going to take any engineer's idea as absolutely final, until I lose three or four hundred dollars more on this outfit. Ten thousand engineers told us we could not put 40 feet of gas in the Prestolite tank.

We may not have final results just now, but there must be great possibilities where you get such an amount of energy for nothing.

Thanks just the same for your interest and help.

Yours,

CARL G. FISHER

CGF-HM

Copy to:  
Mr. Albert Bremser