

# Forney

## MUSEUM OF TRANSPORTATION

### Newsletter November 2024

*"Moving Forward"*



#### SAAB!

From October 31 through February 3, 2025 the Forney Museum is showcasing our latest exhibit: "Go Swift, Go Safe, Go SAAB!" With over two dozen SAABs on display. They range from a very rare – and one of only 700 built – first-year model 92 from 1950 to a late model 2008 9-3 Convertible in the special, limited edition bright color of Lynx Yellow! According to the SAAB club this is the largest & longest running SAAB-only display ever curated in the US, so be sure and take advantage of this rare opportunity at the Forney Museum and Go SAAB!



**Go SWIFT**  
**Go SAFE**  
**Go SAAB!**

**FORNEY** 4303 BRIGHTON BLVD.  
**MUSEUM OF** DENVER, CO 80216  
**TRANSPORTATION** 303-297-1119  
[www.forneymuseum.org](http://www.forneymuseum.org)

OCTOBER 31, 2024 - FEBRUARY 3, 2025



1968 SAAB Sonett V4, on display courtesy of Greg Russel.



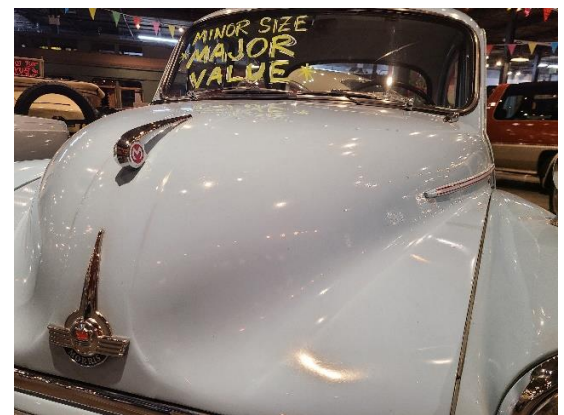
1990 SAAB 900 Turbo Convertible, courtesy of Bill Brinn.



1959 SAAB 93B, courtesy of Jerry Danner, who is also owner of the 1988 900 Turbo 3-door SPG seen on previous page.

## Saying Goodbye to the 2024 Retro Used Car Lot

The time has come to say goodbye to the “As Is – No Warrant” exhibit. Featuring so many hidden gems of the Forney Collection. The “punny” windshield slogans were a hit, and the flags and lights of the Retro Used Car Lot provided a distinct flair to the



Forney exhibit space.



A standout of the exhibit was this “Clipper Blue” 1959 Morris Minor, as seen above. Or the refined light gray 1949 DeSoto Custom Four-door Sedan, seen at left.

The sleek “Maraschino Black” 1980 Triumph TR-7 “Spider” convertible, as seen to the right.



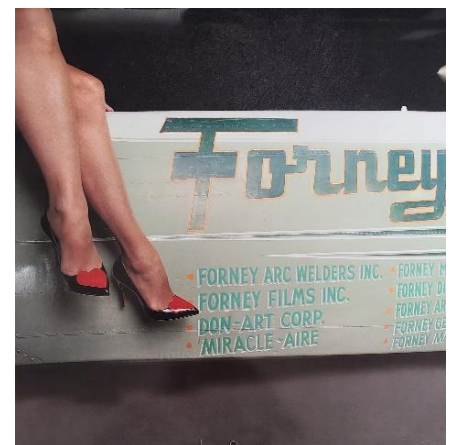
This lovely “Blue Lake Blue” 1948 Pontiac Streamliner Coupe, at left, was a definite crowd-pleaser. As was this 1967 Dodge Coronet.



There was so much to see in this exhibit, and so much fun to be had at the Retro Used Car Lot at the Forney Museum!

## Forney Museum Calendar

It's not too early to start thinking about gift ideas for Christmas! In addition to many other wonderful items in the gift shop, the Forney Museum now has an exclusive 2025-26 Pinup Calendar. Only \$20, calendars can be purchased in the Museum Gift Shop or online at [forneymuseum.org](http://forneymuseum.org), and all proceeds benefit the Museum. Fun, flirty and for a great cause, get your calendar today



and help out the Forney Museum! Special thanks to all the wonderful volunteer models who helped make the calendar possible.

## This Month in Transportation History

**November 22, 1497** - Portuguese navigator Vasco Da Gama, leading a fleet of four ships, became the first to sail round the Cape of Good Hope, while searching for a sea route to India.

**November 28, 1520** - Portuguese explorer Ferdinand Magellan passed through the strait (of Magellan) located at the southern tip of South America, thus crossing from the Atlantic Ocean into the Pacific.

**November 17, 1869** - The Suez Canal in Egypt was formally opened. Construction began in 1859 under the French, and took over 10 years to complete. The 120.11-mile-long canal connects the Mediterranean Sea with the Red Sea, and is a vital trade route between Europe and Asia.

**November 14, 1889** - Newspaper reporter Nellie Bly set out from New York to beat the record of Jules Verne's imaginary hero Phileas Fogg, who traveled around the world in 80 days. Bly (pen name for Elizabeth Cochrane) returned 72 days later to a tumultuous welcome in New York.

**November 5, 1911** - Aviator C.P. Snow completed the first transcontinental flight across America, landing at Pasadena, California. He had taken off from Sheepshead Bay, New York, on September 17th and flew a distance of 3,417 miles.

**November 20, 1917** - The first use of tanks in battle occurred at Cambrai, France during World War I. Over 300 tanks commanded by British General Sir Douglas Haig went into battle against the Germans.

**November 29, 1929** - American explorer Richard Byrd along with pilot Bernt Balchen, co-pilot Harold June and a photographer, completed the first airplane flight to the South Pole. The round trip took over 18 hours, and required the jettisoning of empty gas tanks and emergency supplies to reach the altitude of the Polar Plateau.

**November 22, 1935** - Trans-Pacific airmail service began as the China Clipper, a Pan American flying boat, took off from San Francisco, reaching the Philippines 59 hours later. The following year, commercial passenger service began.

**November 2, 1947** - The first and only flight of Howard Hughes' "Spruce Goose" flying boat occurred in Long Beach Harbor, California. It flew about a mile at an altitude of 70 feet. Costing \$25 million, the 200-ton plywood eight-engine Hercules was the world's largest airplane, designed, built and flown by Hughes.

**November 3, 1957** - Soviet Russia launched the world's first inhabited space capsule, Sputnik II, which carried a dog named Laika. Just the second spacecraft launched into Earth orbit, Sputnik II completed 2,370 orbits of the Earth before burning up in Earth atmosphere April 14th, 1958.

**November 14, 1994** - The first paying passengers traveled on the new rail service through the Channel Tunnel linking England and France. The 31.35-mile undersea railway tunnel features the

longest underwater section of any tunnel in the world, and is the third-longest railway tunnel in the world.

## Funky Disco Ball

Saturday, November 9<sup>th</sup> at 7 PM, The Funky Disco Ball is returning to the Forney Museum! With live music from the Atomic Fusion Initiative, and many unique and interesting vendors, the Funky Disco Ball will be a groovy time for everyone. Tickets can be



purchased on Eventbrite (just search Funky Disco Ball), or by scanning the QR Code to the left. Proceeds benefit Forney Museum operations so you not only don't miss your chance to dance the night away at the Funky Disco Ball, but also help support the Museum!



## Forney Speaker Series

Saturday, November 16<sup>th</sup>, at 2 PM, the Forney Museum will be hosting David Fisher, the Executive Director of the Transportation Institute and a member of the Forney Museum Board of Directors, as he presents his talk "The Electric Car." David will be discussing the important developments in the EV market that have occurred in the last few years, as well as what the future may hold for the technology.



These presentations are free with paid admission, and make for a wonderful opportunity to learn more about some of the lesser known sides of history. So come join us on November 16<sup>th</sup>, at 2 PM, for David Fisher and "The Electric Car."

## Santa Claus Is Coming to... The Forney Museum

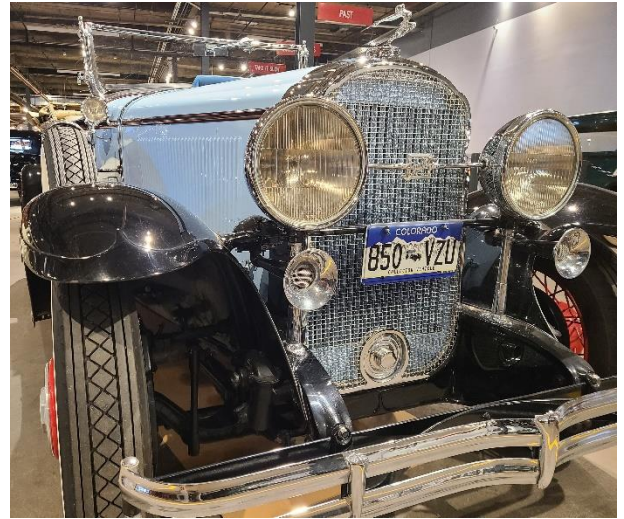
Straight from the North Pole, Mr. and Mrs. Claus will be visiting the Forney to take pictures with the kids! Saturday, November 30 at 1 PM, Santa will be open for any and all who want to come share their holiday wishes for a candy cane. Santa hopes to see you here!



# Forney Vehicle Spotlight

## 1930 Buick Model 44 Sport Roadster

Founded by David Dunbar Buick in 1899, Buick is one of the oldest automobile manufacturers in the world, and after the demise of Oldsmobile, the oldest in the United States. After inventing a process to affix porcelain to cast iron, creating the white bathtub, Buick decided to turn his attention to developing gasoline engines and sold his plumbing business.



Producing vehicles in 1899 and 1900 as the Buick Auto-Vim and Power Company, Buick was incorporated in May 1903 as Buick Motor Company. Accompanied by a move from Detroit to Flint, Michigan, Buick began with small production numbers of the Model B with its 159 cubic inch, two-cylinder overhead valve engine. Only a small number of Model B's were completed before Buick ran low on operating capital, and a new financial business model was needed.



Buick brought in William C. Durant as controlling investor, to keep production running. Durant energized Buick, increasing annual production numbers, and by 1908 Buick had grown into the best-selling automobile brand in the United States. Buick himself sold his stake in his namesake company in 1906, making a great deal of money for himself and leaving control of the company in Durant's hands.

Much of the early success of the company is attributed to its patented "valve-in-head," now known as an overhead valve, engine. But everything was about to change for the company, as in 1908 Durant founded General Motors off the success of Buick, and engaged in aggressive corporate acquisitions to consolidate some of the most successful American manufacturers under the General Motors name. After Buick came Olds Motor Works, and then Cadillac, Elmore, Welch, Cartercar, Oakland, Rapid



Motor Vehicle Company and the Reliance Motor Car Company (which would become GMC) by the end of 1909.

GM even tried to acquire Ford Motor Company, but found the price too high. This is indicative of the company's attitude towards acquisition, and it should come as little surprise that by the end of 1910 GM

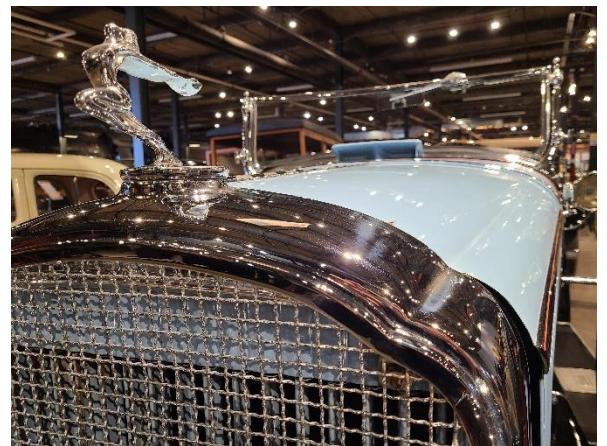
found itself over-leveraged and the board of directors was forced to remove William Durant from the company. His ideas for how to organize the company remained, however, and each brand was meant to target a particular class of buyer. Buick was positioned just below Cadillac at the luxury end of GM's offerings. At this time, Buick even shared a chassis with the other brands, the GM 'A' body.



An interesting historical footnote to the GM-Durant saga in 1910 is that Durant requested that he be replaced at Buick by Charles W. Nash, who would eventually go on to found Nash Motor Company. In 1912 Nash was promoted to president of GM, and chose as his successor at Buick Walter P. Chrysler, who would go on to found the Chrysler Corporation in 1925. With such a concentration of automotive talent in one company, it is no wonder that Buick continued to grow throughout this period.

The 1910s saw the introduction of the first closed-body Buick, which were becoming more popular at this time, some four years before Ford. And in 1917 GM acquired the upstart brand Chevrolet, co-founded by none other than William Durant. This brought Durant back into the GM fold, where he quickly became established again as a controlling investor. After another round of corporate growth, rival shareholder Pierre du Pont orchestrated Durant's final removal from the company.

Durant left many lasting influences on General Motors, but a new leader was needed and Alfred Sloan was brought in to run the company. As he



began to pick up all the pieces of the GM empire, he saw Buick as a key to the success of the whole corporation, once writing “it is far better that the rest of General Motors be scrapped than any chances be taken with Buick’s earning power” in correspondence with du Pont.

The 1920s became a time of steady growth for all of GM, and was also a time when Buick became established as the premier luxury automobile of China, after the Emperor had imported two Buicks – the first automobiles in China! Still today the Chinese market is still a vital component of Buick’s overseas operations and sales.

Starting in 1925 Buick established six-cylinder engines across its line, bucking the trend towards ever larger engines at the rest of GM. 1926 saw Buick transition to the GM ‘B’



body, shared with Oldsmobile. For 1929, which was celebrated as Buick’s Silver Anniversary, the company released a new bigger Buick with a sloping windshield and bulging side-panels. This became infamously known as the “pregnant Buick,” and so the company looked to another redesign.

In 1930, a new radiator shell modernized the appearance of the vehicle, and the addition of thermostatically controlled automatic radiator shutters lent a racy appearance – as well as improving winter driving performance. Height was reduced by two inches, and the body was slimmed down again around the midline. One observer at the time was quoted, “the cars retain the Buick individuality without... the bulge.”

The Series 40 was the smallest of the 1930 Buicks with a 118 inch wheelbase, and was offered as a sedan, coupe, business coupe or sports roadster. Despite the smaller size the Series 40 offered the same amenities as the larger offerings. The interior of the Forney Museum’s recently donated roadster is finished in a tan leather trim. And other optional features of this car are dual side mounted spare tires and white wall tires on red wire



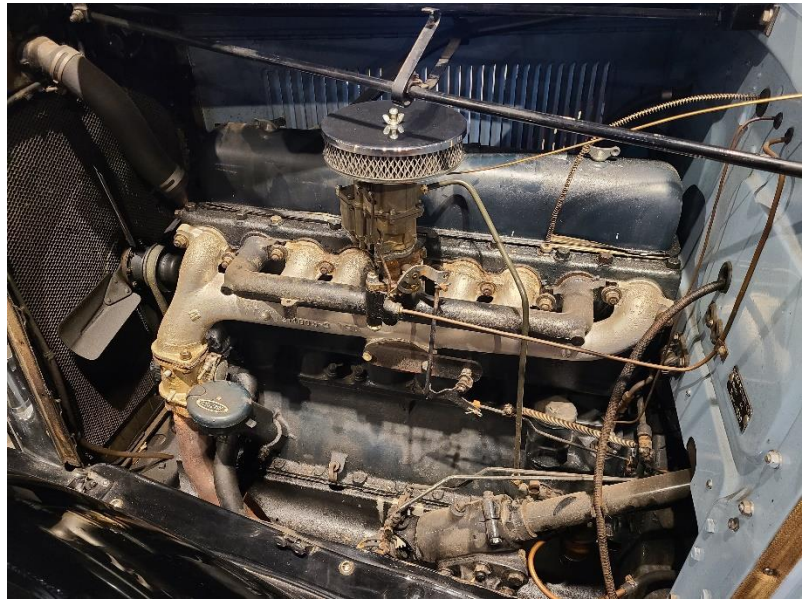


wheels. In 1930 Buick had also introduced a new flatter hubcap for the popular wire wheel option, giving an even more modern styling to a sports roadster like this one.

The engine is a 257.5 cubic inch Buick Straight Six, an inline overhead valve engine, producing 80.5 horsepower, with a Marvel side-draft carburetor.

The cast iron block engine has a bore and stroke of 3-7/16 x 4-5/8 inches.

There are four main bearings and mechanical valve lifters. Power is transferred to the road with a sliding



gear transmission, floor-shifted with three forward gears and one reverse, with a multiple disc clutch and shaft-driven to a floating rear axle. Semi-elliptical springs and double-acting shock absorbers improve ride and handling. The 29 inch wire wheels have mechanical, internal expanding brakes on all four wheels.

A total of 181,743 Buicks were produced in the 1930 model year, of which 74,257 were Series 40 models. However this Model 44 rumble-seat roadster is one of only 3,476 built. Finished in “Premier Blue,” this car would have cost \$1,310 in 1930 – equivalent to about \$24,000 in 2024! The 1930 Buick also marks the end of an era for the company as big changes were in store for the rest of the decade, and beyond.

1931 saw the introduction of the Buick Straight-8 engine, and the end of the venerable Straight 6 that had helped establish the company’s reputation. Along with the bigger



engine was introduced the synchromesh transmission, and an automatic vacuum-operated spark advance to replace the manual steering-column-mounted lever. All this change positioned Buick well to weather the Depression, and the dynamic change of the automobile industry in the years after WWII. Still part of General Motors, Buick is often sold alongside GMC in the US. Despite the company’s history, market share in the United States is estimated at

1.2%, but the Chinese market now accounts for over 80% of Buick sales – over a million Buicks were sold in 2016 alone!

This 1930 Buick Model 44 Sport Roadster was generously donated to the Forney Museum in 2024 by Chris and Bob Chase of Highlands Ranch, Colorado. As one of the newest additions to the Forney Collection, this gorgeous blue Buick can be seen on display at the Forney Museum of Transportation.

## Volunteer of the Month

The Forney Museum would like to recognize Torrey Brinkley as our featured volunteer for November. Raised in Chicago, IL, Torrey went to school here in Colorado (Colorado School of Mines) and moved here to stay after stops in California, Spain, Kansas and Switzerland – to name a few. Jobs over the years have included – but not limited to – road and bridge inspection, auto sales, author, film producer and translator, and teaching baseball to teenagers in Spain!

Torrey's first car was a red 1966 Pontiac Le Mans Sprint, but as a lifelong enthusiast for racing he has also had the opportunity to drive on the Monte Carlo (Monaco) circuit, the Mulsanne Straight (Le Mans, France), to see the first AC Cobras race at the Continental Divide Raceway in 1963, Mario Andretti race in his black championship Lotus 79 at the Spanish Formula 1 Grand Prix in 1978, and much more. This brought him to the Forney Museum to donate some of the documents and materials he had accumulated over 70 years of collecting. Assisting our Auto Archivist, Bill Fleming, Torrey has done tremendous work to build and organize our collection of books, magazines, sales brochures, press kits, car models, and more.

Torrey said, "volunteering with the Forney is a great way to learn more about cars, trucks, trains and more. I found out how little I knew about older cars, even though I was a presenter at the Society of Automotive Historians for the '100 Years of the Automobile' at the Henry Ford Museum 20 years ago. One sees the hard work and dedication that it takes to preserve the history of transportation in our country (and other lands). Every week a person can learn something new, and enjoy the company of other folks, who give freely of their time trying to make the museum experience very special."

Thank you, Torrey, for everything that you do for the museum, we couldn't do what we do without you!



## Volunteer Birthdays

11/1 – Carroll Reichen

11/8 – David Torres

11/27 – Greg Dwight

11/5 – Ben Aycrigg

11/22 – William Sander

11/8 – Doug Fox

11/27 – Jeff Dwight

## The Museum needs YOU!

Anyone interested in volunteering or donating please reach out to us at the museum or email [volunteer@forneymuseum.org](mailto:volunteer@forneymuseum.org)

## Memberships

Become a Forney Museum Member TODAY! With many options available for as little as \$50, the right membership for you can be purchased in the museum gift shop or online at [forneymuseum.org](http://forneymuseum.org). Memberships are good for one year and also make great gifts!

## General Museum Needs

We are putting out the call for several items that are needed here at the museum. If you see anything in this section that you think you would be able to donate to the museum to help us with our operations please reach out to our Assistant Director, Dan at [asstdirector@forneymuseum.org](mailto:asstdirector@forneymuseum.org), or call the museum at (303) 297-1113.

- 1) Enclosed trailer (20-foot or longer) to transport Forney Museum vehicles safely & securely
- 2) Modern tire changing machine
- 3) Modern wheel balancing machine

Thank you to everyone who has already donated!

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The Forney Newsletter team is:

Editor-in-Chief, Christof Kheim

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Special Thanks to all of our readers!