

FORNEY

MUSEUM OF TRANSPORTATION

Newsletter June 2024

"Moving Forward"

Top Down Fun II

Our "Top Down Fun II" exhibit is in full swing and we have so many classic convertibles to see, such as the 1957 Ford Fairlane Sunliner seen to the right.

Ford offered two different convertibles in the Fairlane line: the Sunliner with a folding canvas roof, and the Skyliner fitted with a folding steel roof, stored under the trunk lid when retracted. This Sunliner is on display courtesy of Mark & Karolynn Larson of Henderson, Colorado.



Or come see the 1963 Chevrolet Corvair Monza Spider Turbo. Debuting in 1960 the Corvair was the first mass produced American car with a rear-mounted air-cooled engine. Out of 254,471 Corvairs produced in 1963, only 7,472 were Monza Spider convertibles. Painted Ermine White and Ember Red, this Corvair is on display courtesy of Rick Beets of Centennial, Colorado.

Don't miss the 1953 Packard Custom Eight Convertible, as seen to the right. Although basically a modified Packard Mayfair, the Mayfair name was exclusive to that hardtop model. Finished in Matador Maroon Metallic with matching leather interior, this car is on display courtesy of Linden and Marcene Welle of Fort Morgan, Colorado.



Meet Barbie!

The 1966 Austin Mini Moke (which is informal British for “donkey”) is a small utility and recreational vehicle manufactured by British Motor Corporation. Originally conceived for the British military, they were rejected due to low ground clearance and a lack of four-wheel drive, but were built for the civilian market from 1964 through 1993. Known for its simple design and adaptability, the Mini Moke had a claimed top speed of 68 mph.



Originally painted Snowberry White, this Moke was given pink accents for a wedding hire, and is now known as “Barbie”.

This Month in Transportation History

June 5, 1783 - The first sustained flight occurred as a hot-air balloon was launched at Annonay, France, by brothers Joseph and Jacques Montgolfier. Their 33-foot-diameter globe aerostatique ascended about 6,000 feet. In September, they repeated the experiment for King Louis XVI, using a sheep, rooster and duck as the balloon's passengers.

June 20, 1895 - The Kaiser Wilhelm Canal, now known as the Kiel Canal, opened to shipping in Germany. The 61-mile-long canal connected the North Sea at Brunsbüttel with the Baltic Sea at Kiel. Taking more than eight years to complete, the canal is distinguished today by being the most heavily used artificial waterway in the world.

June 27 1898 - Joshua Slocum sailed his oyster sloop “The Spray” into Newport Harbor in Rhode Island, completing the first solo circumnavigation of the world. Departing Boston on April 25, 1895, Slocum logged over 46,000 miles on his three year journey. His book detailing his experience, *Sailing Alone Around the World*, a classic of travel literature, was published in 1899.

June 16, 1903 - Ford Motor Company was incorporated. When Henry Ford left his first company in 1902, he took the rights to his name, resulting in the former Henry Ford Company changing its name to Cadillac Motor Company. His new Ford Motor Company would go on to become one of the largest companies in the world, and is currently the second largest automobile manufacturer in the United States, after GM.

June 25, 1916 - Bangkok Railway Station opened in Thailand, then known as Siam. Inspired by a journey King Rama V took through Europe in 1907, the station was designed by Italian architects

Mario Tamagno and Annibale Rigotti, and has served as the central station of Thailand's rail and transit systems for 108 years!

June 16, 1941 - Washington National Airport began service. President Franklin Delano Roosevelt had laid the cornerstone for the terminal in September, 1940, and less than nine months later flights began landing. Today named Ronald Reagan Washington National Airport, it is one of two major airports servicing the Washington, D.C. area, along with Dulles International Airport.

June 16, 1963 - Valentina Tereshkova, 26, became the first woman in space as her Soviet spacecraft, Vostok 6, took off from the Baikonur Cosmodrome. She manually controlled the spacecraft completing 48 orbits in 71 hours before landing safely.

June 18, 1983 - Dr. Sally Ride became the first American woman in space, beginning a six-day mission aboard the space shuttle *Challenger*, launched from Kennedy Space Center, Florida.

June 28, 2019 - The Samuel de Champlain Bridge was dedicated in Montreal and opened to traffic. Spanning the St. Lawrence River, the cable-stayed bridge replaced the nearby steel-truss cantilever bridge that had previously also been named the Samuel de Champlain Bridge. The Champlain Bridge today has 8 lanes of traffic, a lane for buses and a mixed-use lane for pedestrians and bicycles, and is one of the busiest river crossings in North America.

Forney Speaker Series

Our scheduled June speaker has been postponed due to a scheduling conflict. A new date will be announced in an upcoming issue of the newsletter. We will be screening the documentary "Boundless: the Betty Skelton Story." Betty Skelton was a land-speed record holder and aerobatics stunt pilot. Nicknamed the First Lady of Firsts, Skelton set 17 automobile and aviation records including being the first woman to break 300 MPH in a jetcar at the Bonneville Salt Flats. Discovering a love for flying at a young age, she earned her Civil Aviation Authority pilot's license at 16, and a commercial pilot's license at age 18. However, since neither the military nor commercial airlines would accept a female pilot, other than training, air shows provided the only work for her as a pilot. Known for many aerobatic tricks, her most notable maneuver was cutting a ribbon between two poles with her propeller, while flying upside down 10 feet from the ground!

Retirement from aerobatics in 1950 provided the perfect time for her to discover her next passion: driving race cars. The first woman with a AAA race driver's



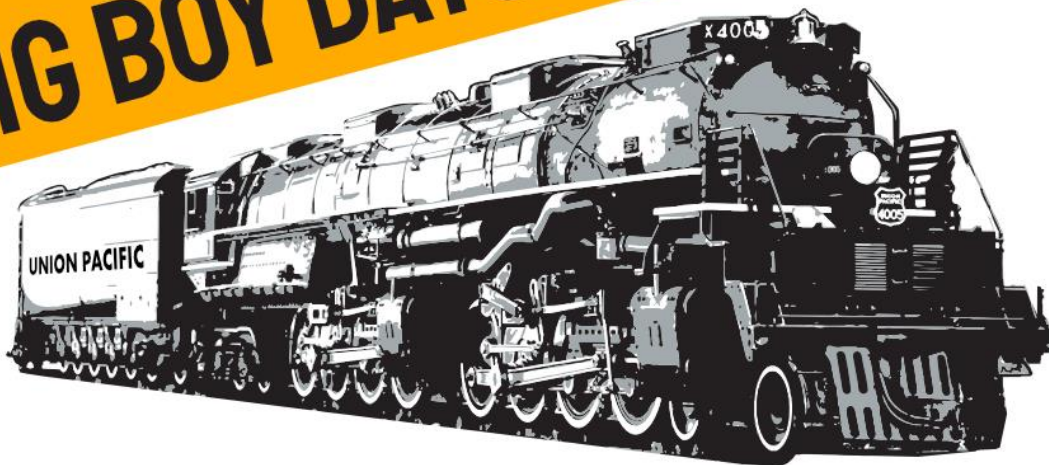
license, and the first female test driver, she would set 4 land-speed records and one transcontinental speed record. This passion also opened up doors for her to work in advertising with GM, eventually becoming the official spokeswoman for Chevrolet.

Free with admission to the museum, these presentations offer a fantastic opportunity to learn about the lesser known sides of history, so come join us as we watch the documentary "Boundless: the Betty Skelton Story", and learn all about this fascinating woman and pioneer for all the women who came after her.

Big Boy Days

Forney
Museum of Transportation

BIG BOY DAYS RETURNS!



ALL SIZES OF TRAIN LAYOUTS TO ENJOY!
MANY VENDORS SELLING MODEL TRAIN LAYOUT
MERCHANDISE!

ADMISSION PRICES:

ADULTS (13+) \$13.00

KIDS (3-12) \$5.00

SATURDAY, AUGUST 3, 2024

9:00 AM to 5:00 PM

SUNDAY, AUGUST 4, 2024

9:00 AM to 5:00 PM



**4303 Brighton Blvd.
Denver, CO 80216
Forneymuseum.org**

4th Annual Forney Bike Giveaway Postponed



The Forney Museum's 4th Annual Globeville-Elyria-Swansea Neighborhood Bike Giveaway has been postponed. Originally scheduled for June 8th, 12 pm at Swansea Elementary School, [the Giveaway will be rescheduled](#). We apologize to everyone who had already made plans to come join us on the 8th, and we will be communicating the new date as soon as we can.

Fatherhood Festival

In honor of upcoming Father's Day, June 8, from 10 AM to 12 PM, our friends and community partners at Focus Points Family Resource Center will be hosting the Fatherhood Festival at 2501 E 48th Ave, Denver, Colorado. Featuring a bounce house, face painting, music, food and ice cream this event will be a great opportunity for families in the neighborhood to come have some fun, and the Museum will also have some cars on display at the festival for a small car show!

So come celebrate fatherhood with us, our partners at Focus Points Family Resource Center and our Elyria-Swansea-Globeville neighbors on Saturday, June 8th, for a great time for the whole family. This event will be a blast, and we look forward to sharing the morning with our friends and neighbors!

Avanti Adopted

The Rocky Mountain Chapter of the Avanti Club has graciously agreed to sponsor the Forney Museum's 1968 Avanti II!

The Forney Museum's Adopt-An-Artifact program allows you to choose from numerous available artifacts, and receive special benefits such as private museum tours and personalized photos. Adoptions start at ONLY \$100 per year and make great gifts for transportation and history buffs and car enthusiasts alike! Adopting an artifact also makes a thoughtful memorial



tribute to a loved one. If you have a particular favorite in the Forney Collection, Artifact Adoption is a great way to donate to the Museum. With many options still available, visit our website at forneymuseum.org/adopt.html to learn more.

Forney Vehicle Spotlight

1916 Detroit Electric Brougham, Model 60-16A

Anderson Carriage Company, which had been building carriage bodies and buggies since 1884, was looking to get into the fledgling American automotive market. The Detroit Electric automobile, powered by rechargeable lead-acid batteries, was introduced in 1907. From 1911 to 1916 buyers were offered the opportunity to upgrade to Edison nickel-iron batteries for better range and performance. In the early days of automobiles electric and steam-powered vehicles were as common as gasoline-powered



internal combustion, and many people considered electric vehicles to be more reliable and easier to operate than a gasoline engine. Given the reputation for ease of use, the Detroit Electric was primarily popular with women and traveling physicians who appreciated the push-button electric start more than the traditional hand-crank-start of internal combustion engines of the day. When Cadillac introduced the electric self-starting ignition in 1912, electric vehicles began to lose some of their popularity; and especially as gas stations began to spring up around the country to service the growing automobiling public the travel range limitations of electric vehicles came to be seen as a fatal weakness.

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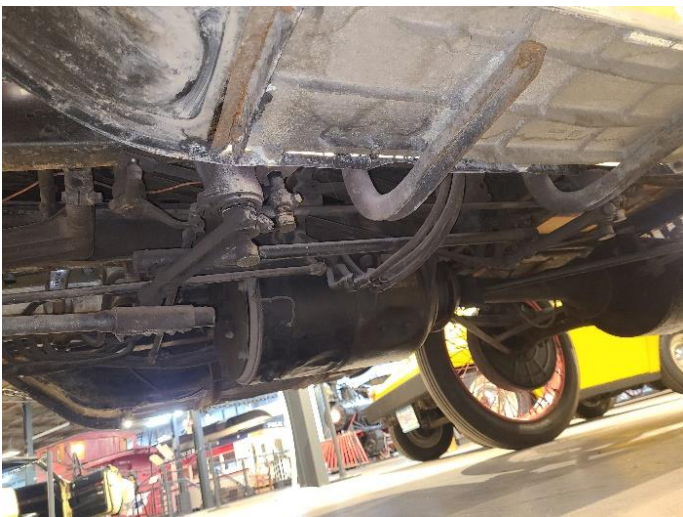
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The Detroit Electric was one of the great successes of early electric automobiles, with the company continuing to produce new electric models until 1938. The 1907 model had been designed by George Bacon, and with production ramping up every year, the company had already produced over 1,000 electric cars by 1909 when Anderson purchased electric motor manufacturers Elwell-Parker Company. Now, Anderson could produce every component of the car themselves, except for tires and wheels. In 1911, the company was renamed Anderson Electric Car Company, and introduced the “Chainless” Direct Shaft Drive, that they had been developing for many years, and business began to really take off for the Detroit Electric.



Positioned as a vehicle of elegance and refinement, the Detroit Electric was the first production vehicle with curved window glass. The fine upholstered interior and carriage-like lines contributed to a car that looked different from the other automobiles of its day. The company’s own advertisements from later years described the Electric as the “pioneer enclosed car – and it is still the best,” as the comfortable ride was a selling point in an era where many cars were still open to the elements. With a body made of aluminum for lightness and durability, the Electric stood out from anything else on the road at the time.



This 1916 Detroit Electric is driven by an Anderson Electric Class G DC electric motor, producing about 4.2 horsepower. Featuring the Chainless Direct Shaft Drive from motor to drive shaft, there is no chain, gearing or transmission. The top speed would have been around 20 miles per hour, which was considered more than adequate at the time for city commutes.

The batteries were placed in two compartments – one under the hood, where a conventional engine would go, and the other batteries in the trunk area. In a range test sponsored by the company, a Detroit Electric ran over 211 miles on a single charge, although the company recommended that the 14 lead-acid batteries be recharged every 80 miles. Despite this excellent range performance, the company insisted the Electric was not a touring car, although it would “take you anywhere that an automobile may go with a mileage radius farther than you will ever care to travel in a day.” Detroit Electrics still operable today often use packs of modern car batteries in place of the original style batteries, which are no longer available, although the modern batteries are far less efficient than the ones built for the Electric over 100 years ago!



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Business continued to grow for the Detroit Electric throughout the 1910s, especially as gasoline became more expensive during the First World War, but the 1920s began the company’s troubles. As internal combustion engines became more efficient and inexpensive, demand began to slow from its earlier peak, yet the company kept producing Electrics until the stock market crash of 1929. After filing for bankruptcy, they were acquired and continued to produce electric vehicles in small numbers and for custom orders until finally ending production in 1939. From 1907 until 1939, 13,000 Detroit Electrics were produced, and then suddenly America’s most famous and longest-lived electric car was gone.



This 1916 Detroit Electric can be seen as part of the Forney Museum Collection.

Volunteer Birthdays

6/1 - Isaiah Beck

6/11 - Bart Garrison

6/5 - Bruce Stover

6/11 - David Wells

6/6 - Bob Kennedy

6/23 - Wayne Maddox

6/9 - Jim Bahrenburg

6/26 - Duina Schloesser

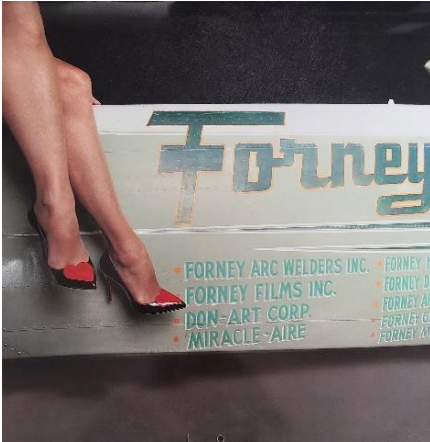
6/11 - Sam Frisina

6/29 - Deb Hokanson

The Museum needs YOU!

Anyone interested in volunteering or donating please reach out to us at the museum or email volunteer@forneymuseum.org

Forney Museum Calendar



The Forney Museum is proud to announce the release of a 2025-26 Pinup Calendar. Only \$20, calendars can be purchased in the Museum Gift Shop or online at forneymuseum.org, and all proceeds go to 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 models who helped make the calendar possible. Can't wait until next year!

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. 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, or call the museum at (303) 297-1113.

- 1) A floor-scrubber for the museum's concrete exhibit floor.
- 2) Enclosed trailer (20-foot or longer) to transport Forney Museum vehicles safely & securely
- 3) Modern tire changing machine
- 4) Modern wheel balancing machine

Thank you to everyone who has already donated!