

Forney

MUSEUM OF TRANSPORTATION

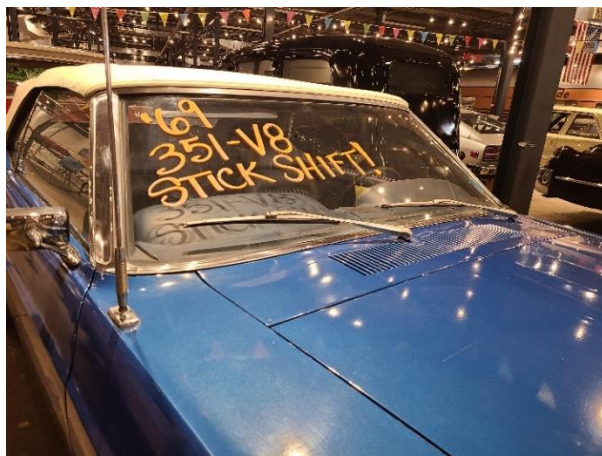
Newsletter September 2024

"Moving Forward"



As Is... No Warranty

The Forney Museum has been transformed into a used car lot; one lost in time! Running until October 28th, you won't want to miss this opportunity to see so many previously hidden gems in one exhibit. Like the 1928 Whippet Model 96, as seen to the right, with its classic lines.

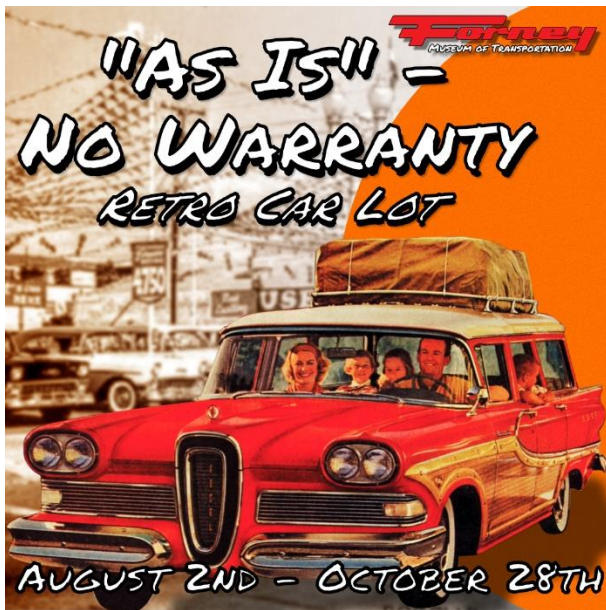


Or the American muscle of the "Acapulco Blue" 1969 Ford Mustang, shown to the left. Equipped with the optional 351 cubic inch V8 engine, this powerful Mustang was rated for 250 horsepower!

Don't miss the 1976 AMC Pacer D/L Liftback, as shown to the right. Introduced in 1975, the Pacer featured a window surface

covering which was more than 37% of the car's exterior, providing for excellent visibility! With these cars and 27 more on display through October 28th, make plans now to visit the Forney Museum for "As Is – No Warranty: Retro Car Lot!"





1958 Edsel Villager

Special Automobile on Display!

Now on display is this "25th Anniversary Edition" 2002 Lotus Esprit. The Esprit was produced by Lotus in Hethel, England, from 1976 until 2004, making the Esprit one of Lotus' longest-lived models. Featuring a rear/mid, 3.5 liter turbo V8, producing 350 horsepower, this car had a rated top speed over 175 MPH and a 0-60 time of 4.1



seconds!



The last Esprit was produced February 20, 2004, bringing the lifetime production of the model to 10,675, and marking the end of an era for Lotus and British sports cars in general. This vehicle is on display courtesy of owner Steve Solin, of Denver, Colorado.

This Month in Transportation History

September 25, 1513 - Spanish explorer and conquistador Vasco Nuñez de Balboa sighted the Pacific Ocean after crossing the Isthmus of Panama. He became the first recorded European to see the Pacific Ocean from the New World.

September 4, 1609 - The island of Manhattan was discovered by navigator Henry Hudson. Launching on the Dutch ship *Half Moon*, Hudson sought to find an easterly passage from Europe to

Asia for the Dutch East India Company. When sea ice prevented further eastward progress, Hudson turned to the west and sailed across the Atlantic looking for the Northwest Passage instead.

September 19, 1783 - Ballooning pioneers, the Montgolfier brothers, launched a hot air balloon from the grounds of Versailles Palace, near Paris, France. With a duck, a sheep and a rooster on board, the balloon reached an altitude over 1,500 feet, and traveled two miles before landing safely. The three animals were the first living creatures to fly that far off the ground in a man-made device, proving the possibility of manned balloon flight.

September 8, 1883 - The Northern Pacific Railroad across the U.S. was completed. Northern Pacific's celebration of the completion of the line included former President Ulysses S. Grant driving in the final "Golden Spike" near Gold Creek, in western Montana. The railroad operated over 6,800 miles of track before eventually merging into the Burlington Northern Railroad in 1970.

September 12, 1904 - Wilbur Wright completes the first circular flight of a powered aircraft in Ohio. 10 months after the Wright Brothers' record setting first flight in the Wright Flyer, Wilbur Wright piloted the Flyer II 4,080 feet in a circle around Huffman Prairie, Ohio, before landing safely. The total flight lasted one minute and 36 seconds.

September 16, 1908 - General Motors was founded by entrepreneur William Crapo "Billy" Durant in Flint, Michigan. GM's first acquisition was Buick, which Durant already owned, followed by Olds Motor Works in November 1908. By total sales, GM was the largest automobile manufacturer in the United States as of 2023.

September 15, 1916 - Tanks were first used in combat, during the Allied offensive at the Battle of the Somme, in World War I. Developed in response to the stalemate and heavy casualties of trench warfare, the first prototype tank had been demonstrated by the British in early 1916. Initially referred to as "landships," the code name tank was used due to the resemblance between early prototypes and a steel water tank.

Forney Speaker Series

Saturday, September 21st, at 2 PM, the Forney Museum will be hosting a special presentation by our Executive Director, Christof Kheim, about the history of the Studebaker Corporation. A lifelong collector of Studebaker cars, and a huge enthusiast for all things related to the brand, he will be presenting stories and images of the history of this venerable company. The presentation is free with a paid admission, so come join us



September 21st for the special presentation of "All Things Studebaker" and the company's venerable 114 years as an American vehicle manufacturer.

The Big 3 Car Show

On Sunday, August 25th the Museum participated in the "Big 3 Car Show" in Colorado Springs with our 32,000 mile, original 1971 Buick Riviera Coupe. The show was held indoors, in the air-conditioned Colorado Springs Events Center, so it was a very pleasant day being indoors out of the sun and heat. About 150 cars participated with a separate room for the foreign and exotics. There was a tremendous variety on display, ranging from cars from the 1920's all the way up to a few current specialty, high performance pickup trucks. We've included a few photos of some of the cars on display; we hope you



enjoy them. Also there was an assortment of food trucks offering traditional and unique fare for the show participants and spectators; Mexican, Japanese, Jamaican and of course, ice cream!! The show day concluded with lots of class, people's choice and best of show awards. The Forney's very own volunteer, John Tuthill, took the "Best 1940's" award for his rare 1940 Bantam Woodie Station Wagon. Although our 1971 Riviera didn't garner any awards, it was admired by many and gave the

Forney Museum some great exposure in Colorado Springs! Many thanks to Ron Theisman of the Southern Colorado VMCCA for inviting us to participate. It was a wonderful show!





Forney Vehicle Spotlight

1975 Honda GL1000 Gold Wing

Introduced in 1974, the 1975 Honda GL1000 Gold Wing was Honda's first production motorcycle with an engine over 750 cubic centimeters, and along with its many firsts in Japanese motorcycle development, is considered one of the most iconic designs from one of the world's largest and longest-lived motorcycle manufacturers.



Following the success of the Honda CB750 superbike, Honda assembled a design team in 1972 to create a new, even bigger, flagship motorcycle. Originally conceived as a large sport motorcycle – under the development codename “King of Kings” – Honda realized the primary market for the new model would be the long-distance motorcyclist, especially in North America and Europe, and pivoted to a touring model. Design objectives included long-haul comfort, wind protection, luggage storage, a smooth ride and power to spare.

In the early 1970s the major touring models were built by Harley-Davidson, Moto Guzzi and BMW, and Honda hoped to compete in this emerging market segment in North America. A Honda Pan European was eventually introduced for that market, emphasizing handling and performance over luxury. Although other manufacturers produce



touring motorcycles, none have approached the popularity of the Gold Wing.

The Gold Wing GL1000 was introduced to the world at American Honda's annual dealer meeting in Las Vegas in September 1974, and then at the International Bicycle and Motorcycle Exhibition in Cologne, Germany in October. Small fairings had been mounted on the show models in Las Vegas,

and these Honda-designed fairings were to be produced in the United States and sold as “Hondaline” accessories – but never went into production after the molds were accidentally destroyed. As a result, the Gold Wing was sold “naked,” lacking saddlebags or place for luggage and without even a windshield! Not only did this produce a touring bike with extremely clean lines, but it also provided opportunity for accessories manufacturers, like the well-known



Craig Vetter “Windjammer” series.

The Gold Wing was the first Japanese production motorcycle with a water-cooled four-stroke engine. The classic Gold Wing configuration, is exemplified by the GL1000’s liquid-cooled flat-four, Single Overhead Cam engine with a gear-driven generator contra-rotating to counteract the engine’s torque reaction. Integral crankcase and cylinder blocks, and a 5-speed manual transmission



situated under the crankcase, keeps the “unit construction” engine as short as possible. Final drive power is delivered via driveshaft, preventing chain-drive breakdowns on long trips.

This original 999 cubic centimeter (61 cu.in.) GL1000 engine has an electric starter backed by a kick start stored inside a dummy fuel tank, which also contains the radiator expansion tank, electrical components and the air filter supplying four Keihin 32 mm CV carburetors. The real



fuel tank is located under the seat, in order to keep the center of mass as low as possible, with a measured dry weight of 584 lbs. Bore and stroke is 2.83 in x 2.42 in, with a compression ratio of 9.2:1. All of this comes together to produce an engine rated for 80 horsepower at 7,500 rpm, with an estimated top speed over 120 miles per hour!

Honda sold 13,000 Gold Wings in the United States in 1975, and continued to produce the GL 1000 through 1979, before releasing the bigger and redesigned GL1100 for the 1980 model year. In the five years of production, over 97,000 GL1000s were sold in the



US. Subsequent generations of the Gold Wing have seen engine displacement continually increase and by 2001 Gold Wings sported a 1,832 cc (111.8 cu.in.) flat-six. Amenities, luxury and comfort have become synonymous with the Gold Wing name, and through 2012 *Cycle World* had named a Honda GL model as one of the 10 best bikes 18 times. Lifetime sales of the Gold Wing are over 640,000, with most coming from the US market, and to this day Honda continues to

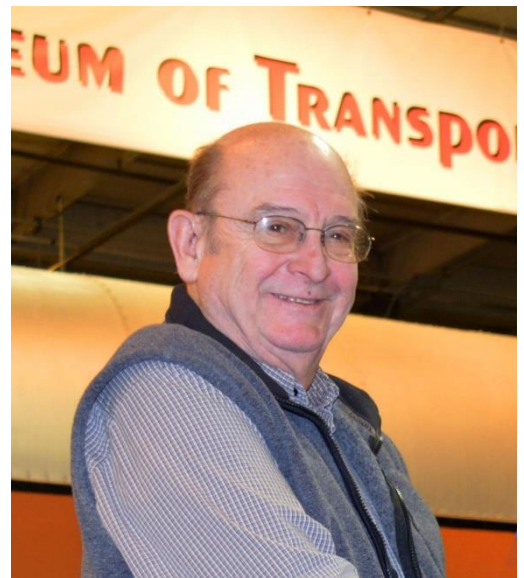
manufacture Gold Wings in Japan.

Donated to the museum in 2012, this 1975 Honda Gold Wing can be seen on display as part of the Forney Museum Collection.

Volunteer of the Month

The Forney Museum would like to recognize Gail Dins as our Volunteer of the Month. Born in Holstein, Wisconsin in 1945, Gail moved to Colorado to stay in 1970. Getting his start in construction as a laborer and machine operator, Gail joined the Carpenter's Union and worked as a project foreman and superintendent for 37 years.

An enthusiast for cars and trains, Gail is the former owner of a 1950 Kaiser, and currently owns a Henry J Kaiser and a Ford Model T coupe. A member of the Arvada Elks, Gail was involved with the restoration of "Little Eva," a converted Model T "tug tractor." Through this work he met Forney Museum volunteer, and model T expert, Rick Holdaway. "Rick was responsible for introducing me to the Forney Museum [in 2015], and I've been here ever since," says Gail, and we are thankful that he has!



A regular weekly volunteer working in facilities maintenance and assisting in restorations around the museum, such as rewiring the Rio Grande dining car and redoing the flooring as part of its ongoing restoration, Gail is instrumental in keeping the Museum in top condition. Thank you, Gail, for everything you do. We couldn't do what we do without you!

Volunteer Birthdays

9/13 - Don Vogel

9/18 - Nicole Bleau

9/16 - Greg Kyle

9/19 - John Tuthill

9/17 - Michael Cross

9/19 - Ray Petros

Big Boy Days!

After six years away, the revived Big Boy Days, on August 3rd and 4th, were a huge hit with nearly 1,000 attendees, and we wanted to extend a special to thank you to everyone who came in and helped make the weekend such a success:

Jeff Dwight, Gail Dins, Sean McBride, Carl Enger, Lori Melamedas, Don & Duina Schloesser, Jenny Warren, Don Vogel, Ron Wenger, Rick Nelson, Dylan Hart, James & Isaiah Beck, Carroll Reichen, Chris Hildenbrand and the staff here at the Forney Museum. Thank you everyone, for all your help, we couldn't do what we do without our volunteers!

Also a special thank you to the Rocky Mountain Division of the Train Collectors Association who helped us organize and coordinate the event, as well as all the vendors and model train clubs who brought their layouts for all to enjoy. We look forward to doing it again next year!



If you weren't able to attend, be sure and watch our website and Facebook pages for next year's dates!

The Museum needs YOU!

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

Car Clubs Supporting the Museum

The Forney Museum is very fortunate to have the support of many local car clubs, whether it be for vehicles in our rotating special exhibits, financial support or at our monthly "Dust 'n Shines". For those not familiar with the Dust 'n Shines, they are an

opportunity for car clubs to get "behind the chains" and help keep the Museum's artifacts and exhibit space looking nice. Each month a different club signs up for the 3rd Saturday, with typically 12-20 members arriving at 9:30, who are then treated to coffee, juice and doughnuts before heading out onto the display floor at 10 o'clock. The Museum provides all the supplies; detailer, dusters, rags, glass cleaner, etc. These Dust 'n Shines usually take a couple of hours and in many cases the participating car club will have lunch at the Museum or gather at a local restaurant afterwards. It's a great way to spend a Saturday morning and it provides a great deal of help to the non-profit Forney Museum. Thanks to all the clubs for their ongoing support!



(The attached photo features several Colorado Performance MoPar members from the August 2024 Dust 'n Shine. L to R: Paul, Reid & Calvin.)

The Forney Out & About

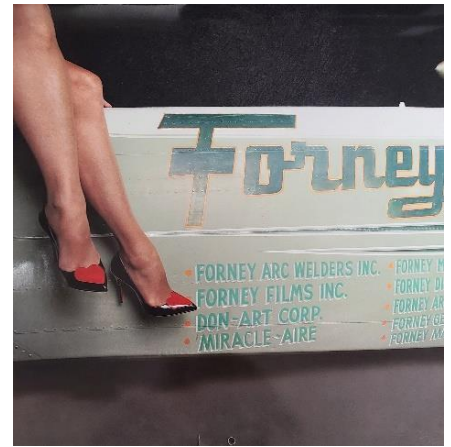
For the 10th year, the Forney Museum once again participated in the Colorado Gerontological Society's (CGS) 35th Annual Salute to Seniors, held this year on Saturday, August 24th at the Greek Events Center in Cherry Creek. The Museum had five cars on display this year thanks to the assistance of museum assistant director, Dan Hays, and volunteers Mac Willet & Brad Bauer. From the Forney we had our 1940 Graham Supercharged sedan & 1990 Mustang 25th Anniversary convertible with Brad bringing



his stunning 18,000 mile original '78 Lincoln and Mac's 1974 AMC Gremlin & 1978 Cadillac Eldorado. Many seniors enjoyed the cars throughout the day, reminisced and received information about the Museum. Thanks again to the CGS for including the Forney!

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, 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.



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!

