July 2026 Newsletter

"Moving Forward"

Cadillac; The Standard of the World

Come share in the spirit of 1776 this Independence Day with our 1976 Cadillac Fleetwood 75 Limousine, on display as part of our exhibit, "Cadillac: The Standard of the World." There are 22 classic Cadillacs to see, showcasing almost 100 years of development—with so many Cadillacs on display, there is sure to be something to interest everyone!

Built on an extended wheelbase, the Fleetwood 75 represented the pinnacle of Cadillac's traditional full-size luxury, designed primarily for limousine use. The imposing 252.2-inch length and stately proportions conveyed prestige, while the rear compartment emphasized passenger comfort with features such as plush upholstery and generous legroom. The engine is a 500 cubic inch Cadillac V8, with a "Quadra Jet" 4-barrel carburetor, delivering 190 horsepower for a smooth, powerful performance suited to effortless cruising. Advanced features for the era include automatic climate control, power accessories and a refined suspension system designed to isolate occupants from the road. A total of 834 of these nine-passenger Fleetwood 75 limousines were produced in 1976.

This 1976 Cadillac Fleetwood 75 was ordered by the Philadelphia Bicentennial Commission to participate in the US Bicentennial celebrations that year. Used to transport VIP guests to various events in the city, as well as being used in several parades, the car was custom finished by Center City Cadillac with patriotic designs in Red, Blue and Gold over the original "Cotillion White" factory finish. The comfortable seating is upholstered in a sumptuous "Deep Blue Medici" crushed velour. With only 30,000 original miles this special limousine was generously donated this year by Harvey McIntyre of Hot Springs, Arkansas, and can commonly be seen on display as part of the Forney Museum Collection and as a highlight of our current exhibit.

This exhibit will only be on display until July 27th, so make plans today to come to the Forney Museum and see "Cadillac: the Standard of the World" before it's gone.

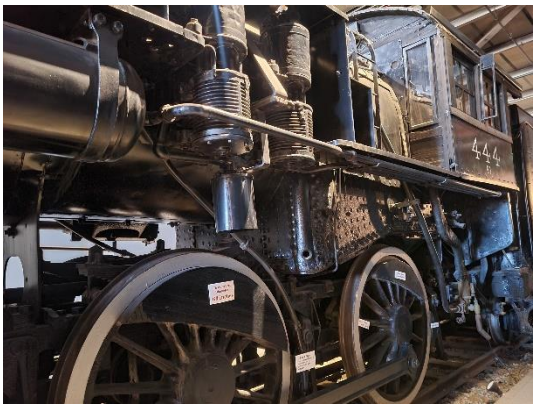
Notable Anniversaries

Not only does this month mark the 250th year since the Declaration of Independence was unanimously adopted by the Second Continental Congress in Philadelphia—and thus the 50th birthday of the Bicentennial Cadillac Fleetwood featured above!—but the year 2026 marks many more important historical anniversaries for some of the rail artifacts at the Forney Museum.

Built in 1941, this year marks the 85th anniversary of the completion of our Big Boy, Union Pacific #4005. #4005 was retired in December 1957—after traveling a lifetime 1,043,624 miles!—and by the end of 1960 all 25 Big Boys that had been built were retired, and the majority of them were scrapped. Spared from that fate, #4005 was donated to the Forney Museum in 1970. Drawing fans and enthusiasts from all over the world, and one of only eight Big Boys remaining, come celebrate #4005's 85th birthday with us this year.

The Museum's Denver & Salt Lake Coach 715, built in 1906 and celebrating its 120th birthday, is featured below in the excellent guest article written by Forney volunteer and Rail Archivist Don Vogel. Providing elegant transportation for early 20th Century passengers, this Pullman Company Coach is simpler than the overly-ornate style seen

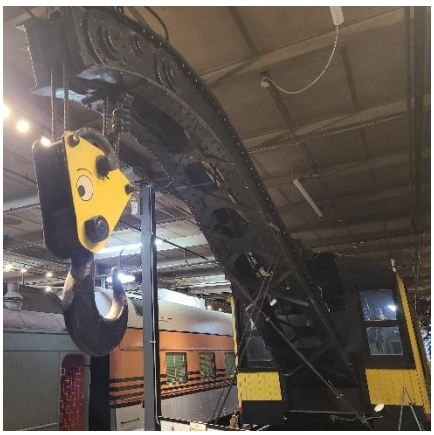
in earlier Victorian-era railcars. Car 715 was retired from service in 1943, and after being purchased by the Chicago Freight Car & Parts Company, as well as being used as a diner in Laramie, Wyoming, before being abandoned, the car was purchased by the Forney Museum in 1976—celebrating its 50th year as part of the Forney Collection!



Also finished in 1906, this is the 120th anniversary for our Class R-1, standard-gauge 4-6-0 steam locomotive, the Chicago & North Western No. 444. About 16,000 locomotives of this type were built from the mid-19th through the early 20th Century, but it is believed that only 75 still exist in the United States. Although originally coal-fired, the C&NW 444 was converted to oil-burning in 1938, and was officially retired by the railroad in 1956 after a half-century of service.

This year is also the 120th anniversary of the completion of our Colorado & Southern Caboose 10501. Built in 1906, this caboose underwent a rebuild and various modifications during its service. Built for the C&S Railroad, the caboose also shows the "Burlington Route" logo of the C&S's parent company, the Chicago, Burlington & Quincy (CB&Q) Railroad. This caboose had a long service and was retired in 1971 after 65 years.

One last notable milestone anniversary is the 125th birthday of our steam-powered railroad derrick car—also known as a wrecking crane, or more simply "the big hook"—Union Pacific Derrick 903053, named "Aunt Peachy." Used to clear tracks and assist in recovering locomotives and cars after a derailment, derricks were also used to assist in track maintenance and right-of-way repair. In later years, Aunt Peachy was primarily used in Union Pacific's 23rd Street Denver Yards to move heavy equipment like wheels and trucks. One of the few railroad derricks to be officially named, Aunt Peachy is believed to be one of the oldest surviving steam-powered railroad derricks in the country.



Come celebrate your milestones with us, as we celebrate the milestones of these artifacts. All of these rail artifacts and many more are on permanent display at the Forney Museum of Transportation.

New Arrival

One of the newest additions to the Forney Museum Collection, this 1942 Buick Model 46 Special Deluxe Business Sedanette is on display now—and looking sharp under the string lights! Introduced as part of Buick's streamlined, fastback "Sedanette" series, this model combines flowing Art Deco styling with Buick's signature smooth performance. Buick's dependable 248 cubic inch, Dynaflash Inline eight-cylinder engine, equipped with two Carter 2-barrel carburetors utilizing Buick's "Compound Carburetion" set-up, it provided 110 horsepower offering durability, refinement and power. This model is unique in that it has no rear seat; only a platform on which to carry the traveling salesman's samples!

Civilian automobile production would come to a halt in February 1942 as Detroit's vast industrial manufacturing base was converted to military production after the US entry into WWII. This makes rare 1942 models such as this one a poignant reminder of a nation rapidly shifting from peacetime prosperity to wartime purpose. Finished in "Lancaster Gray" and "English Green" two-tone, this vehicle was completed before the US prohibited the use of chrome trim on January 1, 1942 so that the metals could be diverted to military production.

Recently added to the Forney Museum Collection, this handsome 1942 Buick Special Deluxe Business Sedanette can be seen on display thanks to our late Forney volunteer Jim Bahrenburg, for preserving and maintaining such a rare automobile.

This Month in Transportation History

July 22, 1893 - Katherine Lee Bates, an English professor from Wellesley College in Massachusetts, stood on top of Pike's Peak and began to write the poem that would become the song *America the Beautiful*. Inspired by the sights from the rail journey that brought her from Massachusetts to Colorado, and by the breathtaking views from Pike's Peak, her poem would be combined with its current tune in 1910, remaining popular to this day.

July 29, 1900 - An inauguration ceremony was held for the White Pass and Yukon Route (WP&YR) with a golden spike driven to formally mark the completion. This narrow gauge railroad linked the port of Skagway in what was then the U.S. Territory of Alaska with Whitehorse in Canada's Yukon

Territory. Built at the height of the Klondike Gold Rush, the WP&YR considerably eased travel to the goldfields, and would become the primary means of reaching the interior of the Yukon. WP&YR would remain in regular service until 1982.

July 2, 1906 - Juliet Fish Nichols, the keeper at Point Knox Lighthouse on Angel Island in San Francisco Bay, famously saved the day when the fog bell at Angel Island malfunctioned. San Francisco Bay was very busy with increased shipping traffic, assisting rebuilding efforts from the earthquake that April, and with a heavy fog reducing the effectiveness of warning lights, ships needed the lighthouse bells to navigate. Nichols, realizing the danger, took an ordinary nail hammer and manually struck the bell, two beats every 15 seconds, until the fog finally lifted 20 hours and 35 minutes later!

July 12, 1922 - The U.S. Post Office issued the first American stamp depicting a motorcycle. The blue, 10 cent special delivery stamp featured a postal messenger, with his motorcycle parked nearby, standing at the doorstep of a house delivering a letter to a resident. The motorcycle was likely based on a Harley-Davidson model, and the stamp was the first in a generation to have a new design, replacing a similar stamp issued in 1902 featuring a postal messenger on a bicycle—the 1902 stamp had itself replaced a decades-old design of a messenger on foot.

July 26, 1946 - Aloha Airlines makes its debut in what was then the U.S. Territory of Hawaii. Starting with just 14 employees and a WWII-surplus DC-3 flying between the islands of Oahu, Maui and Hawaii, business boomed so that by the end of the first the year the company was operating four aircraft. Perhaps best known for utilizing singers, hula dancers and ukulele players to entertain passengers on board, after Aloha retired its last DC-3 in 1961 the airline became only the second American airline to operate an all-turbine fleet. Aloha Airlines would end their famed passenger air service in 2008, with freight operations transferred to Aloha Air Cargo.

July 19, 1961 - The first regularly scheduled in-flight movie is shown on a TWA flight between New York City and Los Angeles. That first movie, *By Love Possessed*, was only available in the first-class cabin of the Boeing 707. Although there had been rudimentary attempts at in-flight movie screenings as far back as the 1920s, this marked the first regularly scheduled in-flight movie service and was driven by an advanced projection device invented by Inflight Motion Pictures. Weighing less than 100 pounds, the projector was designed to show a film on a single reel to avoid any switching of reels in the tight confines of an airplane.

Forney Speaker Series

Saturday, July 18th, at 2 PM the Museum is happy to host Ashleigh Holm as the next speaker in our Forney Speaker Series, presenting "Building our World: Modern Construction Machines." This will be a special presentation all about the modern construction equipment and techniques that are actively building our world. Come along on a firsthand journey into earth-moving machines and how heavy equipment has shaped our cities and modern lives, from the personal account of a woman in the construction field who has made a career of operating them.

These presentations are free with paid admission, and make for a wonderful opportunity to learn more about some of the lesser known sides of transportation history. So come join us on July 18th, at 2 PM, for Ashleigh Holm and her presentation, "Building our World: Modern Construction Machines."

These presentations are all scheduled for 2 PM on the third Saturday of every month, and we have many wonderful speakers and special presentations on tap for 2026. So make sure you don't miss the rest of our Forney Speaker Series 2026. We'll see you there!

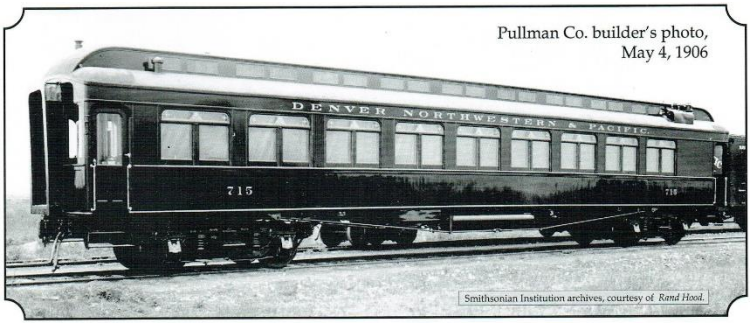
Restoring Our 1906 Moffat Rail Coach, D&SL 715

By Don Vogel

In the center of the Forney Museum sits a standard gauge wooden railcar which celebrated its 120th birthday in May 2026. In honor of its birthday, a small team of dedicated volunteers has begun the process of conserving and cosmetically restoring this veteran railcar. This is its story.

The Moffat Coach was built in 1906 by the Pullman Co. It was part of an order of six new day coaches, plus two combination mail/baggage/passenger cars, for the Denver Northwestern & Pacific Railway, and carried number 715 (in series 710-715). The railway's President was entrepreneur David Halliday Moffat, for whom Colorado's famous Moffat Tunnel is named. Prior to purchasing our coach, David Moffat had begun his railroad with eleven used wooden coaches (of 1889 manufacture), purchased from the Chesapeake Beach Railway.

The DNW&P was incorporated in 1902, to serve Colorado. In 1913, the DNW&P, commonly known as "The Moffat Road", was reorganized, and became the Denver & Salt Lake Railroad (D&SL). In 1947, the D&SL was fully merged into the Denver & Rio Grande Western Railroad. We know of no other survivors from the 710-715 coach series.

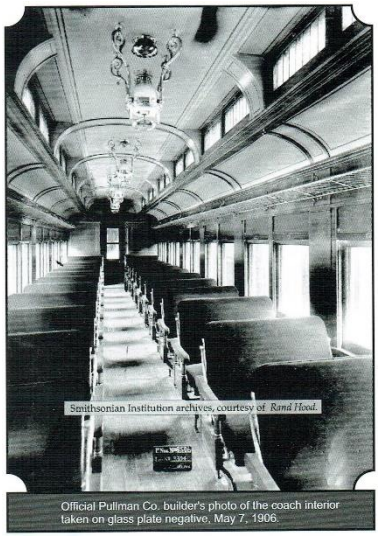


Coincidentally, the Moffat Depot was also completed in May, 1906, at 15th and Bassett Streets in lower downtown Denver. This handsome brick building still stands, and is part of the Balfour Riverfront Park assisted living facility. Moreover, if you visit Denver Union Station, near the Amtrak ticket window you can see the "Moffat Loving Cup", an ornate 42-inch sterling silver and marble trophy, presented to David Moffat in 1904 by Denver's civic

leaders. The cup honors Moffat in appreciation for him pouring his personal fortune into building the DNW&P Railway to cross the Continental Divide.

Our 68-foot standard gauge wooden coach was in service from 1906 until sometime in the early 1940s. After revenue service, around 1943, it was sold, its trucks were removed, and the coach was turned into a truck stop diner in Laramie, WY, which later became a Mexican diner. Around the time it was sold, the seats, overhead basket racks, and other internal features (including two small bathrooms) were removed. The coach was purchased by the Forney Museum from Scotts Trading Post of Laramie in January 1977, for $2,500. The coach was displayed at our previous location in Central Denver until we moved to our current location in 1999-2000. The red seats you see today are not original to the car, but are believed to be period-correct.

Our coach's most interesting feature consists of five Pintsch-style light fixtures, which are original to the car and which burned a type of gas. The gas was piped up to the ceiling fixtures from tanks below the car, and to two vestibule lamps, which are long-gone. The brass Pintsch lamps are quite ornate, but over the years their glass lower bowls have been lost, along with their four-jet gas burners and miscellaneous other brass parts. The fixtures were apparently electrified at some point during revenue service, but those fittings are also gone. Our current restoration process includes commissioning replacement parts for the fixtures, which will be electrified with fittings to resemble the original gas jets.



Official Pullman Co. builder's photo of the coach interior taken on glass plate negative, May 7, 1906.

The coach also features stained-glass clerestory windows, which it still has. The windows facing the museum display floor are long lost, but these are being recreated as well. The multi-year restoration will include extensive wood repairs, and re-varnishing and repainting, inside and out.

We can't tell this story without giving credit to our late volunteer and restoration expert, Mr. Al Frank, for his discovery of the car's provenance back around 2011-2012. Prior to then, the car's origin wasn't fully known. In his sleuthing, Al carefully removed accumulated paint over one of the end entries, to reveal the numbers "715". Long story short, by comparing the car with a builder's photo from the Smithsonian Institution and with records from the Pullman archives at the Illinois Railway Museum, our car was identified. Al solved the mystery!

Some late-breaking news: The National Railway Historical Society (NRHS) has accepted our grant application, and will provide a generous grant of $7,500 for electrical wiring and for the restoration of the Pintsch fixtures.

When you visit the museum, you might see a few volunteers working on the Moffat Coach, helping it to regain some of its former luster as one of the pioneers of Colorado's magnificent railroad history. If you are interested in supporting the Forney Museum's extensive refurbishment efforts, please contact our Executive Director, Christof Kheim, at director@forneymuseum.org to discuss your financial contribution.

Forney Vehicle Spotlight

1961 Renault Dauphine

The Renault Group Corporation was founded in the Billancourt region of Paris in February 1899 as *Société Renault Frères* by three brothers Louis, Marcel and Fernand Renault. In late 1898 Louis, a young and ambitious engineer, converted his De Dion-Bouton motorized tricycle into a four-wheeled automobile in his workshop—a shed on the grounds of the family home. Among other refinements, the innovative vehicle was the first to feature a direct-drive third gear, and utilized a propeller shaft and differential to transfer power to the wheels. While initially built as a personal project, after Louis took the vehicle out for its first outing on a Christmas Eve drive over a dozen Renault family friends put down deposits to order one for themselves.

Louis' older brothers were able to step in with financing and badly needed business acumen for the new concern, earned at the family's thriving textile and button firm. Production soon commenced on the grounds of the family home in Billancourt, producing cars with single-cylinder engines and closed coupe bodies, and after being exhibited at the Paris Automobile Salon in 1899, Renault had many new orders to fill.

Racing was also an early passion of the brothers, and they recognized that the publicity from participating in early automobile racing could generate for the fledgling company. A single-cylinder Renault took first in its class in the Paris-to-Berlin race of 1901, and a four-cylinder model driven by Marcel Renault took first overall in the Paris-to-Vienna race in 1902. Renault would maintain an active presence in European motorsports to the present day, but after Marcel's death in an accident at the 1903 Paris-to-Madrid race, Louis would never personally race again and the company would turn its focus to production vehicles.

Renault had introduced their first major production automobile, the Model K, in 1902 with a 156 cubic-inch L-head four-cylinder engine and tubular-frame chassis. A new

thermo-syphon cooling system was developed at Renault for the Model K, which would become standard on future Renault offerings. Due to the need to produce so many systems in-house, and with larger and more complex engines, for the new models, Renault stopped buying De Dion-Bouton engines and began producing all engines and powerplant components themselves.

By 1905, Renault began to introduce mass production techniques at their plant and that year also saw the first major volume sale when Société des Automobiles de Place bought Renault cars to establish a fleet of taxis. These taxis would later gain fame as the "Taxi de la Marne" after the French military requisitioned them during World War I to transport troops between Paris and the front lines, and in fact taxi service was a vital driver of early sales for the company: by 1908 many of the taxis on Paris or London streets were Renaults, and the company was the best-selling imported automobile in New York.

Fernand would retire for health reason in 1906, leaving Louis in sole control of the company and he would change the name to *Société des Automobiles Renault* (Renault Automobile Company). More than just the name would be changing over the next decades as the company began to grow and branch out into other ventures. Commercial trucks from the company began appearing that year, and in 1907 Renault would release the first of a series of air-cooled V8 aircraft engines. In fact, the British company Rolls-Royce would get their start in the aircraft engine business by producing Renault 70-horsepower air-cooled V8s.

By the time World War I began in 1914, Renault had become the preeminent automobile manufacturer in France, and was selling their vehicles worldwide. Along with their vehicles being used to transport troops, Renault more directly aided the French war effort by producing ammunition and military vehicles. Perhaps most notable among these was the innovative Renault FT tank, a form of "whippet"-style light tank. Louis would be awarded the French Legion of Honor for his contributions to the war effort, and Renault S.A. was ready to expand in the years following the war.

Expanding into industrial and agricultural machinery, the first Renault tractor would come out in 1919, and was based on the FT tank. This diversity of interests would help to keep the company afloat as their automobiles began to struggle against competitors in the domestic market, and would be surpassed by Citroën as the largest automotive manufacturer in France in the late 1920s. The stock market crash in the United States in 1929 also brought a complete halt to Renault's export sales to the country, leaving finances strained with such a large and important market cut off. When the Great Depression hit Europe in the 1930s, Renault could rely on its railroad, tractor and weaponry businesses to stay solvent while Citroën went bankrupt and was acquired by Michelin. Renault again found itself the largest automotive manufacturer in France, and would maintain this dominance until the 1980s.

Spinning off businesses to stay afloat through the 1930s, and fighting a long series of labor disputes, disagreements and strikes that affected the whole French automotive industry, Renault S.A. found itself slimmed down, lean and victorious before the onset of World War II. France would declare war on Germany in September 1939 after the invasion of Poland, and after the French capitulation in the Armistice of June 1940 the Nazis would take over the Renault factories for their wartime production.

Louis Renault refused to produce tanks for the Germans as he had for the Allies, but the Renault factories would continue to produce trucks such as the Mercedes-Benz L3000 3-ton, as well as small quantities of pre-war civilian cars. Allied forces would bomb the main Renault factory in Billancourt on at least four separate occasions during the war, and while Louis Renault would resolve to rebuild after the

war he would never escape the suspicion engendered by the Nazi use of the Renault facilities.

The Billancourt plant would reopen just weeks after the Liberation of Paris in 1944, but operations resumed slowly as politics intervened. With pre-war tensions stemming from Renault's aggressive stance against worker's rights still simmering, and with the company's actions during the recently concluded Nazi Occupation unforgiven, Louis Renault was arrested on September 23rd, 1944 along with several other French automotive industry leaders and accused of collaborating with the Nazis. With no allies left to speak up for him, Louis Renault was incarcerated at Fresnes prison where he died on October 24th, 1944 in unclear circumstances. The French Council of Ministers under President Charles de Gaulle decided to requisition and nationalize the Renault operations, and on October 4th the resistance leader Pierre Lefaucheux was appointed provisional administrator of the company. Renault's would be the only company's factories permanently expropriated by the government, and by 1945 the company had been formally nationalized as *Régie Nationale des Usines Renault*—the National Renault Works.


Renault 4CV

Initial production would focus on prewar models—much as it would for the automotive industry worldwide in the postwar period—but prototypes of a new car had been tested at the company during the war, and the new model would lead the Renault lineup for over a decade. The Renault 4CV—or quatre chevaux—developed in secret by Louis Renault during the Occupation, would be launched in 1946 and would play a part in defining the modern European economy car. Much like the German Volkswagen Beetle (an example of which is the 1959 Volkswagen Type 1 sedan in the Forney Collection, previously covered in this column in August 2025), the British Alec Issigonis-designed Morris Minor (or the later iconic Issigonis design: the Mini), the French Citroën 2CV (a familiar competitor for Renault) and the later Italian Fiat 600 these were simple to


Morris Minor


Citroën 2CV

operate and simple to maintain vehicles meant to provide European families with an affordable car. Although all of these vehicles had initially been conceived before or during the war, it was only after the cessation of hostilities that a rebuilding continent could take advantage of the wide variety of new options to appear in this immediate postwar period.

The Renault 4CV was an 11 foot 10 inch long, four-door, rear-wheel-drive car powered by a rear-mounted 46 cubic inch engine rated for about 17 horsepower. Despite initially slow sales from the war-ravaged French market, by 1949 Renault was producing 300 4CVs a day—by 1952, the 4CV accounted for one-third of the total production of French automobiles! Although Renault would introduce conventional front-engined models, the 4CV remained their best seller, would remain in production until 1961 and become the first French car to sell over a million units.

Initial design work for the car that would succeed the popular 4CV actually began as far back as 1949, after a conversation between Pierre Lefaucheux and company engineer Fernand Picard who had designed the engine for the 4CV. It was determined that while the 4CV was a good fit for a postwar context, French consumers would need a more refined car to meet the demands of an increasing standard of living, and the implementation of the French Autoroute national highway system. Codenamed "Project 109" and under Picard's direction, engineers would spend the next 5 years developing the car that would become the Dauphine. With an emphasis placed on secrecy, the car was fit enough by 1953 that Lefaucheux had his engineers perform head to head testing against a Volkswagen Beetle.

This testing revealed that the 4CV's Picard-designed Billancourt 45 cubic-inch engine, which had just been introduced to the model in 1951, was noticeably underpowered for the Dauphine. The team redesigned the engine to make it bigger, at 51.5 cubic inches, by increasing the bore, at a rated 30 horsepower. This bigger engine earned the new model the informal nickname "the 5CV." In February 1955, as the new prototypes were built and tested, still under a shroud of secrecy, Pierre Lefaucheux was killed in an accident on

an icy road. Rather than slowing the project down, however, the pace accelerated

under Pierre Dreyfus who had been brought in to succeed Lefaucheux. By the end of testing, the Dauphine prototypes had been road tested in every kind of weather condition, including dry and dusty weather testing in Madrid, and cold testing above the Arctic Circle in Norway. Weatherseal testing was performed in what was at the time Yugoslavia, suspension testing was performed in Sicily, engine tests undertaken in Bayonne—in total, the prototypes drove more than 2 million kilometers of road and track testing!

Renault began releasing material to the press to build excitement for their new model in late 1955, still referring to it by its nickname 5CV. An interesting press preview was arranged when Renault shipped six of the new cars to the island of Corsica. Journalists could drive anywhere on the island to test the cars, if they signed a contract not to release any press until March of 1956. With the buzz beginning to grow, Renault debuted the Dauphine at the Palais de Chaillot in Paris on March 6, 1956—two days before the official debut of the new model at the 1956 Salon International de l'Auto in Geneva—to a crowd of over twenty thousand.

Initially just known as Project 109, the prototype had mostly been referred to simply as 5CV. When it came time to debut the new model, Renault decided to give it a model name to emphasize the refinement of the car over the more bare-bones 4CV. The name "Corvette" was apparently considered, but rejected after the American Chevrolet Corvette was released in 1953. It is said the final name came out of a dinner conversation chaired by Picard, where someone remarked, "the 4CV is the Queen of the road, the new arrival can only be the Dauphine." (*Dauphine* is the feminine form of *Dauphin*, the French title for the heir to the throne) Thus the new model reached the market with a brand new name: The Renault Dauphine.

The new car proved an instant success for the company, in Europe and across the Atlantic in the American market, with over two million being produced over a production run of 10 years. The Dauphine also distinguished itself in motorsport competitions in Europe. Within a month of the car's

debut, a factory team of five Dauphines took the first four places in its class at the 1956 Mille Miglia race in Italy, and later in 1956 also won the Tour de Corse, or Corsican Rally race. Other notable achievements would follow in later years, including a win at the 1958 Monte Carlo Rally, and early advertisements proudly declared the Dauphine a "50-mile-a-gallon 4-door sedan with a Mille Miglia pedigree… appropriately christened 'The Princess.'"

On a wheelbase of only 89.3 inches, the 155-inch-long car had a curb weight of only 1,430 pounds. This petite size and styling helped to give the Dauphine its unique charm. With the engine in the back, the Dauphine sported a seven-cubic foot cargo compartment up front under a front-hinged trunk-lid, which housed the hood-mounted headlights. The battery is found in this compartment, but with the spare tire stored under the front of the car, the Dauphine had a surprising amount of cargo space for a smaller car.

Both front and rear doors are hinged at the front, and the front doors featured roll-down windows and vent wings, while the rear door windows slide back to open. The interior featured front bucket seats, and a bench seat in the back, with a painted dash up front to match the exterior colors. Available in a range of pastel colors, this 1961 Dauphine is finished in "Rejane Blanc" with a "Rouge Montijo" vinyl interior. The dash also features two open compartments instead of a glovebox, a radio and a deluxe heater. A quirk of the Dauphine for American owners is that the car has two horns, a city and a country horn, a feature more commonly found in Europe.

Changes introduced to the model in 1960 and found on this vehicle include stainless steel trim moldings, rear door safety locks and catches on the door stays to hold them when open. Whitewall tires were optional, and the Dauphine was also marketed with an optional Ferlec automatic electric clutch to provide some of the advantages of automatic shifting without detracting from performance—a feature not seen on this vehicle. In addition, according to Motor Trend magazine, the new synchromesh for 2nd and 3rd gears made the transmission "nearly clash-proof." Badging can be found on the front fenders

and the rear of the car, with a special emblem badge up front featuring a crown topped by three stylized dolphins that was only found on the Dauphine.

The suspension on the original Dauphine was a conventional coil-spring and wishbone up front with an anti-roll bar and rack and pinion steering (which was much more common in Europe before catching on in America) on a detachable front cross member. The rear suspension was a high-pivot swing axle with concentric coil-spring and telescopic dampers atop the swing tubes with the whole pressed engine, transaxle and suspension mounting layout detachable from the main body.

This rear swing-axle design, adopted because about 61% of the vehicle's weight was carried over the rear wheels, can induce oversteer in cars. Renault's solution was to rely on the front anti-roll bar and differential tire pressure (high pressure in the rear, low pressure in the front) to induce understeering. This meant that car owners and their mechanics could easily reintroduce the oversteering problems by unknowingly overinflating the front tires. This same problem was experienced by owners of General Motors' Chevrolet Corvair, which also had the engine in the rear and utilized similar design to overcome the oversteer problem. In 1960, as seen on this vehicle, Renault added extra rubber springs up front and auxiliary air springs inboard of the coils in the rear. This system, marketed as Aerostable, increased cornering grip and eased the oversteer in the rear wheels.

The transverse-mounted rear engine is a 51.5 cubic inch "Ventoux" Inline, overhead valve 4-cylinder engine, with dual 2-barrel carburetor, that was rated for 32 horsepower. The bore and stroke is 2.28 x 3.15 inches and the compression ratio is 7.75:1. A "Gordini Ventoux" engine was produced which produced 40 horsepower, with a higher compression of 8:1, but while not the sport engine, the "Ventoux" on this vehicle was still considerably more powerful than the 4CV's 45.6 cubic inch variation. Water-cooled, with the radiator on one side, engine cooling was assisted by the air-intake scoops behind each rear door and the slotted rear grille. With the three-speed manual transmission to carry that

power to the rear wheels, the Dauphine had a claimed top speed of 75 mph—and the small weight of the car contributed to an efficient mileage rating of 34-42 miles per gallon!

Sold new for $1,600 in 1961, which is equivalent to about $17,900 in 2026, the Dauphine was marketed as "the frisky, thrifty family car." And clearly drivers agreed, as the car passed the millionth model sold mark just four years after production began. Although Renault began developing the Dauphine's successor early, and debuted the Renault R8 in 1962, the Dauphine would remain in production until 1967. A total of 2,150,738 Dauphines were produced by Renault during the 10 years of production, a testament to the attraction that this charming little car held for drivers world-wide. This 1961 Renault Dauphine can be soon on display as part of the Forney Museum Collection.

Featured Volunteer

The Featured Volunteer for July is Glen Laber. A crucial member of the volunteer team in our service and restoration shop, Glen also contributes by assisting with special events, car shows, maintenance and much more. After a childhood in Columbia Falls, Montana, near Glacier National Park, Glen got his degree in Electrical and Electronic technology in 1980 and moved to Denver that year. He worked for Martin Marietta Aerospace from 1980 until 1991, before being caught in a round of layoffs. From there he began work for the Federal Emergency Management Agency (FEMA) doing mobile disaster communications, with notable deployments including the Federated States of Micronesia to support the Chuuk Islanders after a devastating storm, and six weeks working at Ground Zero in New York City after 9/11.

Glen's first car was the family station wagon, a 1964 Mercury Commuter station wagon, with a 390 Mercury Marauder engine and a spotlight on the driver's door. Possibly a rarity, from such seemingly humble beginnings grew a lifelong appreciation

for "the things that go." Around 2011, Glen came to the Forney because a friend of his had a Cobra in one of the Museum's rotating exhibits. Glen liked what he saw and began volunteering shortly after, and after fully retiring in 2017 he has been able to volunteer during the day and take on different tasks. Along with all the interesting events and organizational work that Glen has done, he specifically notes how he was able to make an impact on restorations and organizing the repair shop. As he sees it, "Making things easier or more convenient for the volunteers that really know a lot about vehicles is where I fit in." Thank you for everything that you do for us, Glen, we wouldn't be able to do what we do without you!

Volunteer Birthdays

7/10 – Bill Fleming

7/12 – Cindy Peterson

7/18 – Michael Ferreira

7/23 – Lance LaCerte

7/29 – Dick Thompson

The Museum needs YOU!

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

Memberships

Become a Forney Museum Member TODAY! We have memberships in many different levels to fit your particular needs, with options available for as low 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 make great gifts, so help support the Forney by buying a membership today!

Community Rewards Program

The Forney Museum has joined the King Soopers/City Market Community Rewards Program. For those unfamiliar with this program, it allows King Soopers or City Market loyalty reward members to link a non-profit or charity to their loyalty card. For every purchase made with that card, King Soopers/City Market will donate a percentage of the amount to the organization you choose. What this means is that you can now support the

Museum simply by purchasing groceries, at no cost to you! In fact, with the deals available to loyalty reward members, you can save money at the checkout and raise money for the Museum at the same time!

Please join today by simply visiting https://www.kingsoopers.com/account/communityrewards and log in as a member. From there you can search for the Forney Museum of Transportation and enroll. This is a fantastic opportunity, and we are thankful to King Soopers/City Market for their generosity and outreach to the local community.

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) Diesel pickup in running, serviceable condition
2) Enclosed trailer (20-foot or longer) to transport Forney Museum vehicles safely & securely
3) Modern tire changing machine in working order
4) Modern wheel balancing machine in working order
5) Late model minivan in serviceable condition

Thank you to everyone who has already donated!

The Forney Newsletter team is:

Editor-in-Chief, Christof Kheim

Publishing Editor, James Hansen

Graphics and Design Assistance, Damion Cope

Research Assistance provided by: James Hansen, Jennifer Holm, Damion Cope, Carl Enger, Dan Hays

Special Thanks to all of our readers!

- The type of browser and operating system you use to access our Website
- The date and time you access our Website

The pages, files, documents and links you access on our Website We collect non-personal information to help us evaluate and improve how our Website works and to learn how and from where visitors access it. This information is stored and used, but is not tied to your name and does not identify you as an individual. Neither the Museum nor any third party will use this information to contact you personally.

Personal Information

Personal information includes information that identifies you as an individual and is linked to your name including:

- Your name
- Your email address
- Your mailing address
- Your telephone number
- Credit card or other financial information
- Demographic information (e.g. age, size of household)

The Museum will only collect personal information that is voluntarily and knowingly provided, such as when you fill out a membership, donation, or order forms, or if you sign up for a program or event, agree to participate in a survey, or request communications from the Museum.The Museum will use this information to respond to your inquiry. Under no circumstances should you email credit card or other secure information. Square is a secure interchange of such information.

Survey Responses

The Museum may invite you to participate in one of our surveys that provide the Museum with valuable feedback about our exhibits and programs as well as information about visitors' experiences, preferences and needs. These surveys may request certain personal information including household and demographic information. Participation in surveys is completely voluntary and you may choose whether or not to disclose this information to us. You may be given the opportunity during the survey to opt in to further communications from the Museum, but your contact information will not be associated with your survey responses or the provided demographic information. The Museum may use third party service providers to conduct surveys or analyze survey data; such service providers will not use your personal information for any other purpose. We will not share any personal information gathered through a survey with other third parties without giving you prior notice and an opportunity to opt out.

Children's Information

The Museum does not knowingly collect personal information from children under 13 years of age. If personal information regarding a child is required for program participation or similar reasons, the Museum will collect this information from the child's parent or guardian. If a child sends an email to the Museum, we will only use that address and any information provided only to respond to the particular inquiry and will not retain or use the information for any other purpose.

How to Opt Out of Museum Communications

You may opt out of receiving further communications from the Museum at any time. Any communication sent to you by the Museum will include an unsubscribe link or other instructions that will allow you to opt out of future communications.

Information Security

The Museum takes industry-standard precautions to protect the personal information it receives, both online and offline, from unauthorized access, as does the third party service providers who may work with us.

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