



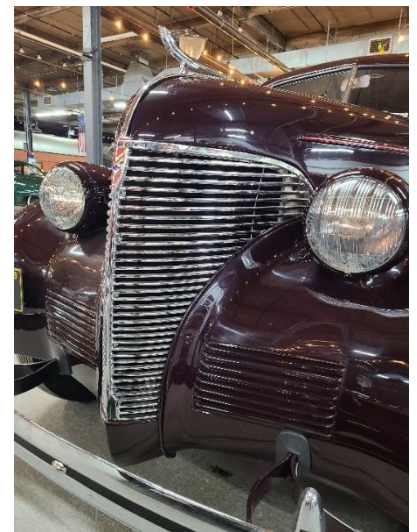
Newsletter May 2025

"Moving Forward"

Pre-War Chevrolets

The Forney Museum's "Pre-War Chevrolets" runs through June 2nd, and you don't want to miss this chance to see the cars that put Chevy on the map.

Like this 1939 Chevrolet Master Deluxe Business Coupe, to the right. As part of Chevy's top of the line in 1939, this sleek coupe was powered by a 216.5 cubic inch straight-six engine, producing about 85 horsepower. This car is on display courtesy of Frank Farrell of Denver, Colorado.



Check out this 1931 Chevrolet Independence Series 'AE' 2-door sedan. Notable for a clean design with a prominent front grille and wide fenders, the AE was Chevy's direct competitor to the Ford Model A, and was sold new at the Depression-era-friendly price of \$495 — about \$10,400 in 2025 dollars! This splendidly restored 1931 Independence AE is on display thanks to the generosity of Karen and String Ervin of Littleton,

Colorado.

Come see this 1924 Chevrolet Superior Series F Touring. With a focus on simplicity and reliability, the Series F featured several improvements over previous models, making for a more comfortable and safer ride. One of Chevy's most popular early models, the Chevy Superior helped solidify the brand's reputation for



affordable quality cars. Finished in “Chevrolet Gray-Blue” this classic Chevy is on display courtesy of Art and Roberta Davis of Golden, Colorado.

With all these classic Chevys, and so many more, you don’t want to miss this exhibit. So make plans now to come into the Forney Museum before June 2nd, and see the “Pre-War Chevrolets” exhibit before it is over!

Free Day!

In recognition of Memorial Day the Museum will be having a free day on Monday, May 26th. This means admission will be free for all guests from 10 AM until 4 PM, so bring a friend! With plans to open the cab of the Big Boy, guests will get a chance to experience what it would have been like to sit in the cockpit of this famous steam engine. Or come tour our extensive collection of motorcycles and bicycles on display. See the small aircraft and big trucks, and, of course, all of the classic cars! With so much to see you will want to bring the whole family to the Forney Museum for our Memorial Day Free Day!



Our Newest Arrival

Come check out our newest arrival, this gorgeous 1956 Dodge Custom Royal Lancer 4-Door Hardtop.

The first Dodge to be featured as a 4-door hardtop, this striking vehicle turned heads with its sweeping tailfins, striking 3-tone color scheme and all that chrome! Featuring the optional 315 cubic inch “Super Red Ram” V-8, with its 260 horsepower, this Dodge provided plenty of growl to go with all that flash. Paired with Dodge’s



trademark PowerFlite automatic transmission, this car combined cutting-edge style with impressive power and an embrace of modern convenience.



Purchased new at Bill Waters Plymouth-Dodge in San Francisco, California. The daughter of the original owner, Joyce Paavola, generously donated her late father’s Dodge to the Forney Museum this past March.

This Month in Transportation History

May 28, 1818 - The pioneering steamboat Walk-in-the-Water was launched from what is today Buffalo, New York. The 132-foot sidewheel steamboat was the first steam-powered vessel to sail on Lakes Erie, Michigan and Huron. The intrepid Walk-in-the-Water provided freight and passenger service until 1921, when it was wrecked in a gale off Buffalo.

May 17, 1875 - The first Kentucky Derby horse race took place at Churchill Downs in Louisville. Possibly the most famous horse race in the country, the 1¼-mile Kentucky Derby has stood as the first leg of the sport's Triple Crown (along with the Belmont and Preakness Stakes) for over a century. Also known as the "Run for the Roses" the inaugural Derby was won by the colt Aristides.

May 24, 1915 - The first U.S. Patent for a road interchange design was filed by Civil Engineer Arthur Hale, of Maryland, for his invention of the "cloverleaf interchange". The first cloverleaf built to Hale's design opened in Woodbridge Township, New Jersey in 1929, and the design would soon proliferate across the many new highways being built in the United States during the early 20th Century.

May 26, 1927 - Henry Ford sends a telegram to all 10,000 Ford dealers announcing that after 19 years of the Model T, the company would be producing an "entirely new Ford car." This day also marked the completion of the 15-millionth Model T to roll off the company's assembly line. The last Model T was completed in June, and in December 1927 Ford finally introduced the brand new Model A.

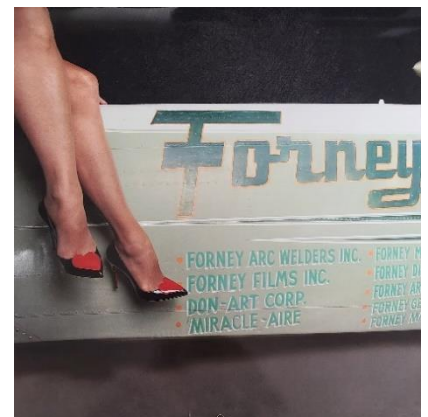
May 8, 1942 - During World War II in the Pacific, the Battle of the Coral Sea began in which Japan would suffer its first defeat of the war. The battle, fought off New Guinea, marked the first time in history that two opposing naval forces fought by only using aircraft without the opposing ships ever sighting each other.

May 4, 1964 - U.S. aviator Geraldine Mock was awarded the Federal Aviation Agency's Decoration for Exceptional Service by President Lyndon B. Johnson for becoming the first woman to fly solo around the world. Mock in her 1953 Cessna 180, *Spirit of Columbus*, completed her circumnavigation flight in 29 days, 11 hours and 59 minutes, taking off from Columbus, Ohio on March 19, 1964.

May 14, 2005 - The French pilot Didier Delsalle became the first person to land a helicopter on the summit of Mt. Everest, an altitude over 29,000 feet above sea level. As a test pilot for Eurocopter, Delsalle described the dangerous updrafts and tricky visibility of attempting to land on the highest point of land on Earth, but said of the landing, "I arrived very gently and asked the mountain to accept me. It was like making a new friend." Delsalle would go on to repeat the historic feat the next day.

Forney Museum Calendar – Final Opportunity!

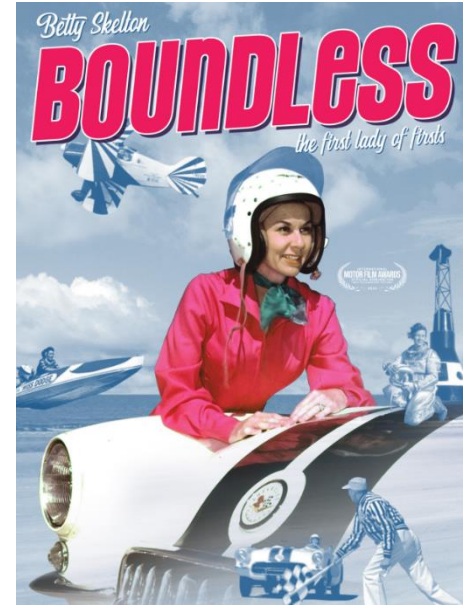
In addition to the many other wonderful items in the gift shop, the Forney Museum is selling our exclusive 2025-26 Pinup Calendar. Now only \$15, calendars can be purchased



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.

Forney Speaker Series

Sunday, May 18 at 2 PM, 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 for 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 Sunday, May 18 at 2 PM, 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.

Forney Vehicle Spotlight

1947 Lincoln V-12 Club Coupe

Lincoln Motor Company was founded in 1917 by American engineer and early automobile pioneer, Henry Leland along with his son Wilfred. Leland had been one of the co-founders of Cadillac, and had stayed on as an executive after the company was acquired by General Motors in 1909, but had decided to leave after multiple disagreements with the GM President, Billy Durant. He named his new company Lincoln Motor Company after the 16th President, Abraham Lincoln, and the company was initially financed by a \$10 million contract to produce V12 Liberty aircraft engines for use in WWI.



With work beginning on a new factory in Detroit, Michigan, Lincoln would build over 6,500 engines before the end of WWI brought a halt to production. In early 1920 Lincoln Motor Company was reorganized as an automobile manufacturer, and by September had rolled out the first Lincoln automobile, the Lincoln Model L.



Struggling with the change from wartime to automobile production, and with the long delay between the end of the war and the first Lincoln vehicles reaching the customers who had ordered them, by 1922 the company was on the verge of bankruptcy, and was placed into receivership. This could have been the end of the Lincoln story, but there was another automotive player in Detroit who saw a chance to create a very different future.

Under the advice of his son, Edsel Ford, Lincoln Motor Company was purchased in February 1922 by Henry Ford for \$8 million – equivalent to over \$150 million after adjusting for inflation! Despite having been valued at over \$16 million, Ford's was the only bid, and Lincoln became the luxury division of Ford at a bargain price for the company.



The Lelands stayed on at Lincoln after the purchase, and while Ford was seeking to expand its model line beyond the venerable Model T, the moment was thick with

personal significance for all parties. In 1902 Henry Leland had led a group of investors in the Henry Ford Company in forcing out Henry Ford, and reorganizing as the Cadillac Motor Company. Fifteen years later, Leland had left Cadillac to form his new company, which was now owned by Henry Ford. Despite the fraught personal dynamics at play, the decision was an incredibly successful business maneuver.



Ford had become synonymous with one automobile, the Model T, and their biggest rival General Motors had 5 different *marques* under their banner. The time had come to expand their offerings, and Lincoln would provide a single luxury vehicle brand for Ford the same way Cadillac did for GM. However, the personal politics would soon come into play, and by June the Lelands were forced to resign from their own company. Henry Ford's son, Edsel, began to take on a leadership role at Lincoln and big changes were in store for the company.

The Detroit factory was expanded, and the Lincoln engine redesigned for increased performance and reliability. The Lincoln Model L had already acquired a reputation for conservative and outdated styling, so Edsel introduced a new body design, as well as the option to purchase the platform for custom coach-built bodies. Finally, Lincoln was in line with the established luxury brands such as Duesenberg or Rolls-Royce. After struggling to deliver orders before the acquisition, Ford had turned Lincoln around and was operating at a profit by the end of 1923. 1924 even saw a Lincoln Model L become the first state limousine for a U.S. President, supplied for President Calvin Coolidge.



By 1931, Lincoln had become established at the top of the luxury vehicle market, and the new Lincoln Model K was released. The 1930s saw several other changes such as the Lincoln-Zephyr line of midpriced unibody vehicles and the introduction of the Lincoln V12 engine – Lincoln was the first manufacturer in the world to exclusively produce vehicles with V12 engines. The end of the decade saw the 1939 introduction of the all new Lincoln

Continental model, which would prove to be an enduring hit. By the end of the

Depression, the U.S. luxury vehicle market had largely been winnowed to just Cadillac, Chrysler Imperial, Packard and Lincoln.

Like all American car companies, new designs were halted by World War II and the shift to wartime production. The first few years of the post-war period saw few changes from the 1942 models, as the first truly new Lincoln would not appear until April 1948. This 1947 Lincoln Club Coupe was even built with leftover trim pieces from 1946 models, although built and titled as a 1947.



The 1947 Lincoln, with its 125 inch wheelbase, overall length of 216 inches and curb weight of 4,100 pounds was certainly an imposing vehicle, sure to turn heads whether on the road or parked beside it! As a luxury marque, Lincoln was defined by a sleek



profile and chrome accents. The plush cloth interior made for a comfortable ride, and the fully appointed dash included an electric clock, radio and heater controls along with vehicle instrumentation. A unique Lincoln feature seen on this car are the push-button door handles, more streamlined than traditional handles. Electrically powered hydraulic windows are also seen on this vehicle.

The engine is the Lincoln-Zephyr 75° V-12 of 292 cubic inches, rated for 130 horsepower. With a 3-speed column-shifted manual transmission to transfer power to the road, this rear-wheel-drive vehicle had an estimated top speed of 95 miles per hour. This same engine was used on most Lincoln vehicles from 1940 until 1948, when Lincoln would move away from the V-12 and adopt the new "InVincible 8" engine, an adaptation of the flathead V8 found in Ford trucks. Despite the prewar versions of the engine having a reputation for service trouble, with minor changes the postwar V-12 proved to be fairly reliable.

With class, elegance and power, Lincoln clearly stood out at the top end of Ford Motor Company's line. This 1947 would have sold new at \$2,533, which is



equivalent to \$36,245 today! Although much of Lincoln's best success was years in the future, particularly the revival of the Continental model and the eventual introduction of luxury SUV models in the 2000s, the foundation of the brand's enduring success was built upon the reliable excellence of vehicles like this one. Long favored as state limousines by Presidents and world leaders, the Lincoln name to this day is associated with luxury and power.



This 1947 Lincoln V-12 Club Coupe was generously donated to the Forney Museum by Shirley and Herman Schneider of Mountain Home, Arkansas, in July 2024. The donor had purchased this vehicle in 1961 for \$50, and had it restored in 1975, winning an AACA Senior Award in 1982. Thanks to the Schneiders' generosity this vehicle can be seen on display at the Forney Museum of Transportation.

Featured Volunteer

The Forney Museum's featured volunteer for May is Robbyn Burger! Born and raised in Denver, Robbyn lived in the Los Angeles area for several years after attending the University of Southern California before making her way back to Colorado. With a diverse work background as a television writer, in commercial and residential real estate, she retired in November after 17 years managing an aerospace medical clinic.



Robbyn's first car was a Milano Red 1996 Honda Civic EX, and she said, "if I knew then what I know now, I would have bought two." This love for a well-made car has brought her to the Forney Museum volunteer crew. First visiting the Museum as a child, Robbyn relates, "The thing that has drawn me to the museum again and again is the history and the importance of preserving these fantastic machines for future generations."

Although one of our newest volunteers, Robbyn has already proven to be a regular contributor to our team, helping with the many private events that we host, assisting our Auto Archivist Bill Fleming in the Gallery, and generally helping us enhance our guest experience. When asked what motivates her to volunteer, she said, "I've learned so much about the wonderful objects in the museum [and] I'm very grateful for the experience."

We are grateful for all the hard work and dedication Robbyn has brought to our team. Thank you, Robbyn, for all that you do for the Forney Museum!

Volunteer Birthdays

5/2 – Don Schloesser

5/25 – Ben Greene

5/19 – Jennifer Warren

5/26 – Brian English

5/22 – James Beck

5/28 – Paul Breeding

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!

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

Contributing Editor, James Hansen

Graphics and Design Assistance, Damion Cope

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

Special Thanks to all of our readers!