

Littleton Cruise

On Saturday, November 8th, Harold Schultes and his gang held their monthly cruise at the Woodlawn Shopping Center in Littleton. Harold has been inviting me to come to one of these cruises for several years, but life just seemed to get in the way, and I could never make it out there. Well, on the 8th, I found myself with some time, so I went out to see what was happening. Much to my surprise, there were over 30 cars there that day. It was fun chatting with owners, and seeing cars in November was certainly an unexpected treat. I promise to get out there next summer to see a full compliment of collector vehicles. Thanks for inviting me Harold!



Rocky Mountain Air Cooled Volkswagon Club

The Rocky Mountain Air Cooled Volkswagon Club was formed 6 years ago to preserve, drive and collect vintage Volkswagens. All club members drive air cooled versions, although some club members have water cooled versions to drive in the winter months.

We opt to have gatherings rather than meetings. Typically we gather in a parking lot somewhere, talk about necessary stuff and then go cruisin, and of course we usually include a food stop when we get together.

We plan our cruises around events or members interests. We have done some fabulous long cruises, like our trip to the Black Hills, but for the most part, we do one day runs.

We are mostly a cruisin club, but we have our favorite shows as well. We always try to participate in the Painter's Grinding Show, and the Split Window Syndicate Show in the spring as well as VW's on the Green and the Bug-In shows.

We like to get these cars out on the road, and, like you, we love the attention they garner when we drive them.

We have a great facebook page, so if you are interested in joining us, just check out our page at Rocky Mountain Air Cooled Volkswagon Club. We always post our next activity, so come out and join us.



Carolyn Lambert and Jeri Bergstrom holding a quilt that Carolyn made. It was raffled off at the VW's on the Green show.



Bill & Sherry Stott with their 1974 VW Type 4 Station Wagon



Cal & Carolyn Lambert's 1969 convertible



Eric Bergstrom's 1973 Fast Back at April Fools Rallye



2015 Auction Dates and Locations:

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"Otto Mechanic"

By Jay Piersanti





Alfa Romero de 1954



Aston Martin DB6 Vantage Coupe de 1966



Buflat 59 BIII de 1938



Ferrari 250 LM Berlinetta Stradale Speciale de 1964



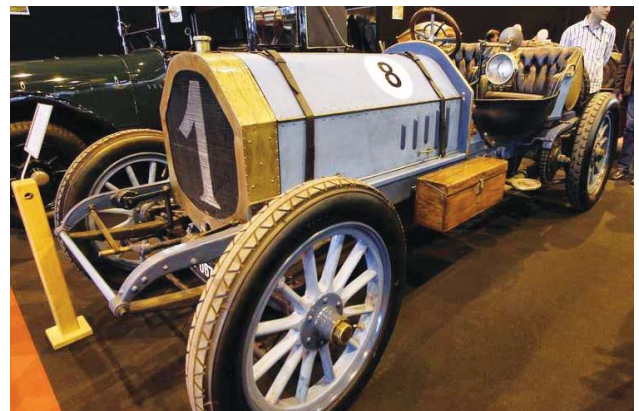
Jaguar XK120 Jabbeke Land Speed Record Bubble de 1952



Maserati Tipo 60 Birdcage de 1959

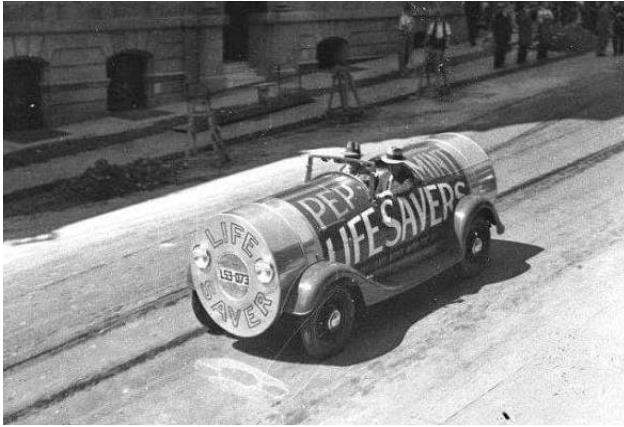


Mercedes Benz S 196R Stromline de 1954



Robour de 1907

Interesting Commercial Vehicles



Must see videos of the month

The Beast of Turin movie trailer

This is a quick compilation of clips showing the build and first firing of the FIAT S76 land speed record car. At over 28 liters, this was the biggest of the pre-WWI monsters, and the biggest car engine ever built.

<http://vimeo.com/113158655>

Ultimate barn find

This video seems to go on and on, but what a barn find.

<http://www.legendaryfind.com/carsforsale/barn-find-of-the-century/>



When hard times hit the organizers of the Pikes Peak Hillclimb about a decade and a half ago, they sacrificed the museum that once chronicled the history of the event, and no facility replaced it. Not, at least, until earlier this year, when the Penrose Heritage Museum doubled in size to tell the history of the country's second-oldest motorsports event using some of the cars that raced it.

"With the museum, we've tried to honor as much of the hillclimb's early history as possible," said Mitch Snow, the hillclimb's new director of promotions and legacy, regarding the Pikes Peak Hillclimb Experience. "We've got everything from Louis Unser's driving suit and boots, to the old leather helmets the competitors wore, to the all-magnesium car that Al Unser drove to win the race."

In the works since 2012, when the organizers of the hillclimb finished paving the 12-mile road to the top of Pikes Peak, the \$3 million, 4,000-square-foot addition to the existing Spencer Penrose Carriage Museum at the Broadmoor Hotel in Colorado Springs opened earlier this year with about a dozen cars and motorcycles.

Snow said that he anticipates more cars that raced in the early years of the hillclimb will join the museum for its upcoming centennial celebration in 2016.

The museum, which is open Mondays through Saturdays year-round, is also free to the public. For more information, visit PPIHC.com.





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Could this be a photo of Walter Christie's invention? Walter Christie, he of front-wheel-drive race car fame, did indeed turn his eye toward tanks later in his career, and we could imagine that this was one of his earlier experiments, but in every photograph and drawing of Christie's tanks, we saw that he made good use of his coil-spring suspension. This Model T tank, on the other hand, does not.

We even read up some on Ford's two-man tanks, thinking that this may be an early prototype of the handful that Ford built in 1918 out of an order for 15,000 such tanks (the war ended before production could really get started). But this design seems to have even less in common with Ford's two-man tank than with Christie's tanks.

A chance encounter with an August 1918 Popular Science article provided the answers we were seeking. Indeed, this was called a two-man tank. Popular Science attributes the design to Charles H. Martin of Springfield, Massachusetts, the same inventor behind the Knox-Martin three-wheeled truck. As a tank, the Model T chassis (still powered by the Model T engine) would have carried 1,200 pounds of armor and two machine guns and would be capable of 12 MPH, making it ideal for "quick dashes into the enemy's country," Popular Science wrote.



Interestingly, Popular Science also conjectured that in its final form, the Model T tank would use treads configured to go completely around the vehicle rather than straight forward and back. If Popular Science was correct, then Martin's tank in its final, armored form would have actually very closely resembled the Ford-built two-man tank. Could Martin have been working with Ford at the time to develop his ideas for a tank? Or were the Martin two-man tank and the Ford two-man tank developed separately?
(Reprinted from Hemmings Daily)



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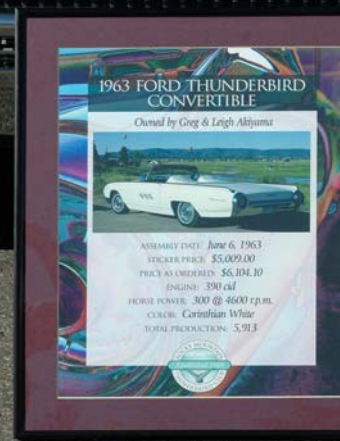
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I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado Collector Car News* is actively pursuing advertising. If you have a business who would benefit from reaching collector car owners or you know someone who would, please contact me. Thanks!

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

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