

The Jewett

By Jenny King (special to detnews.com)

Harry Jewett II is one of the few car owners to show a vehicle at the Eyes on Classic Design Show on the grounds of the Edsel and Eleanor Ford estate with his family name on it.

Jewett's grandfather, the first Harry Jewett, ran Paige Motors in Detroit. The company built the Jewett car from 1923 to 1926. "It was a cheaper verison of the Paige," Jewett said. "It had a big inline six-cylinder engine which made it popular out west where it was able to climb mountains."

"Jewetts are fairly rare now," said Jewett II. "I knew of 19 of them at one time, including one in rough condition in St. Clair shores." Fewer than 40,000 were built during the Jewett Motor Company's four years of production. The subsidiary of Paige-Detroit was folded in 1926 and the car became a model of the Paige-Detroit line without the Jewett name on it.

The first Harry Jewett made a fortune in mining around the turn of the century and decided to try the same in the then infant auto industry.

He acquired a car designed by Andrew Bachle which was being promoted by Fred O. Paige. Since Jewett didn't know much about autos, he installed Paige as president of his newly formed Paige-Detroit Motor Car Company in 1909. In 1910, having learned a bit about cars, he decided that the Paige automobile was "a piece of junk" and fired Paige, took over the company himself and hired a new engineering department to design a new car. The new car was a vast improvement over the older one, and Paige sales gradually picked up.

The Paige automobile gained a reputation for graceful styling and good performance. A smaller companion car was introduced in 1922, named after the president and founder, Harry Jewett.

In 1927, Jewett decided he had had enough of the auto industry and sold the business to the Graham Brothers who reorganized the company into the Graham-Paige Motor Company.

This story was submitted to me by my friend Harry Edwards. The photos are of the Jewett Harry and his friend Bob Adair are working on.



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The Batmobile:

The Batmobile started out as the 1955 Lincoln Futura Concept Car. It was designed by William Schmidt who was the Manager of the Lincoln Styling Department in 1954. The cost to build the car was a staggering \$250,000.

In 1959, the car was leased to Metro Goldwyn Mayer for the movie *It Started With A Kiss*, starring Debbie Reynolds and Glenn Ford. Later George Barris purchased the car from Ford during his time with the Custom Car Caravan. In 1965, Barris and his crew transformed the aging concept car into the Batmobile.

I just thought you should know.





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"Otto Mechanic"

By Jay Piersanti





Auburn - 1932



Delahaye 175 S - 1949



*Mercedes SS
1927*



Georges Irat - 1927



Auburn - 1933



Hall Scott - 1917



Bugatti Atlantic - 1939



Lanchester - 1936



Bugatti - um 1935



Mercedes 500 K - Erdmann - 1935

This insane Cadillac concept remains a radioactive, laser-powered dream — By Nick Jaynes, 2014

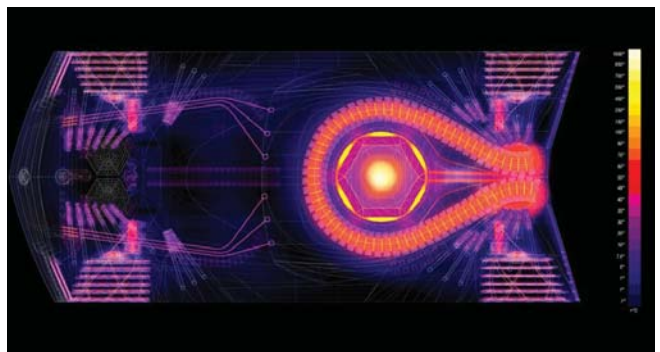
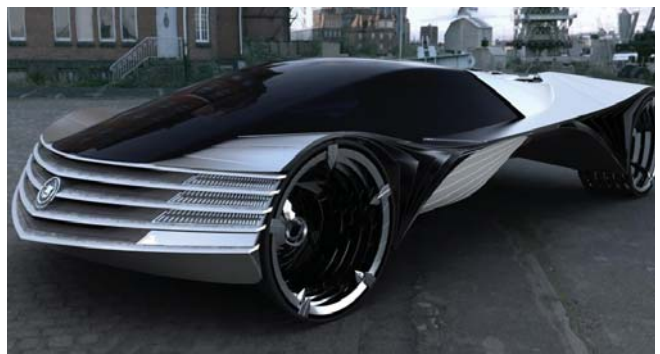
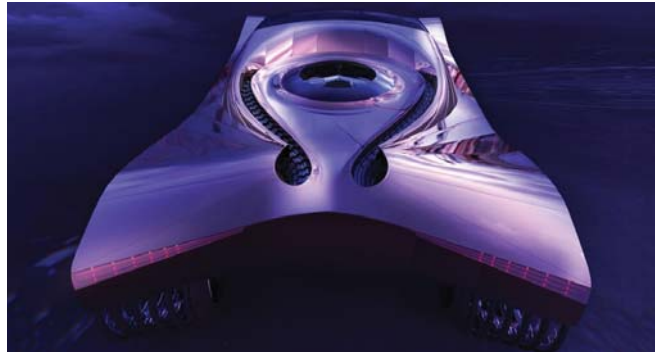
Back in 2009, Loren Kulesus – a very imaginative digital designer – came up with a very strange looking concept called the Cadillac World Thorium Fuel Concept. While its exterior dimensions were certainly notable, it's the stuff that powered it that really made waves – or lasers, rather.

The key energy source is a mildly radioactive metal, and one of the most dense materials known in nature, thorium. The thorium would be used to power a laser, which would then heat water, creating steam that turned a small turbine and propelled the car.

While some laughed at the concept (Top Gear even called it the Cadillac WTF Concept), a few others took Kulesus' idea quite seriously, specifically Laser Power Systems (LPS) from Connecticut.

LPS has created its own thorium engine, which, according to Industrytrap, weighs around 500 pounds and could power a car for 100 years on only eight grams of thorium, thereby supplanting more than 7,396 gallons of gasoline over a century. And that's just in one vehicle.


Just like the Cadillac World Thorium Fuel Concept, LPS engine isn't quite ready for a road trip. The company has reportedly been prepping prototypes since 2011. To our knowledge, however, no actual thorium-powered car has hit the road yet. We reached out to LPS for an update but CEO Dr. Charles Stevens didn't "have time to comment."



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Must see videos of the month

Ford speed dating prank

You've got to see this. It's too funny.

<https://www.youtube.com/watch?v=3Nyr1Ao7iZA>

Photos of the 66th Grand National Roadster Show

Not a video, but photos of great cars. Very inspiring.

<http://www.corazzelliphotography.com/Carshows/2015-Car-Shows/66th-GNRS-2015>

National Historic Vehicle Register

This video features the 1940 GM Futurliner

http://www.washingtonpost.com/posttv/local/all-aboard-the-future/2015/01/27/97d94a58-a65f-11e4-a162-121d06ca77f1_video.html?hpid=z5

1961 Lincoln Continental commercial

What an amazing car.

<http://www.tvraaca.org/lincoln1961i.htm>

Dinah Shore introduces the 1953 Chevrolet

I don't know which is the bigger star, Dinah or the car.

<http://www.tvraaca.org/chevrolet1953i.htm>

General Motors celebrates their 50 millionth car

Just watching this will take you back in time.

<http://www.tvraaca.org/gm50millioni.htm>

Corvette video

I think we all have had a "special" savings plan for a vehicle in our life times. Fortunately for most of us, the dream was realized while we were still around to enjoy it.

<http://vimeo.com/55461336>

Shirley Zaner passes away

It is with much regret that I report to you that Shirley Zaner has passed away. Shirley was a very important member of the Council for many years. She was a past president, as well as secretary, historian, and for many years, she was the chairperson of the councils Mountain States Swap Meet.

Her continued guidance kept the council running smoothly, and she will be dearly missed.

My sympathy goes out to Roger and others in her family.

Shirley and Roger have been active members of the Studebaker club for many years.

Thanks for all the memories, Shirley!



2015 Auction Dates and Locations:

March 7 — Loveland, CO / The Ranch
April 25 — Brighton, CO / Adams Co Fairgrounds
June 20 — Greeley, CO / Island Grove Regional Park
October 17 — Loveland, CO / The Ranch

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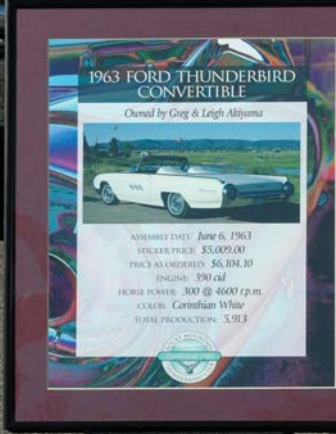
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I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado 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!

Greg Akiyama / Publisher / 303-680-8298

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Rates subject to change without notice

Colorado Collector Car News

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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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