



Vol. 6 No. 6

June 2015

Front Range Airport WarBird Auto Show and Flyover a success despite the weather.



May, 2015 will be remembered, not only for all of the rainy days we endured throughout the month, but for a great car and air show that went on as advertised despite the inclement weather.

May 23rd started out rainy, but cleared up by mid morning and for those of us who went out to Front Range Airport — despite the rain — were treated to a very nice car show and fly-by. Certainly there were not as many cars as there would have been if the weather had cooperated, but there were a surprising number of vehicles in attendance, and everyone who went out there was rewarded indeed.

Many thanks to the Front Range Airport management for bringing this car/air show back after a one year hiatus. For many of us, this was our favorite car show of the year. Event organizers tell me that this will again be an annual event, so be sure to check next year's calendar for the date of the 2016 show. If you were out there in previous years, you will want to return, and if you have never been out to Front Range Airport for their show, you are missing out on one of the great car-days of the season.



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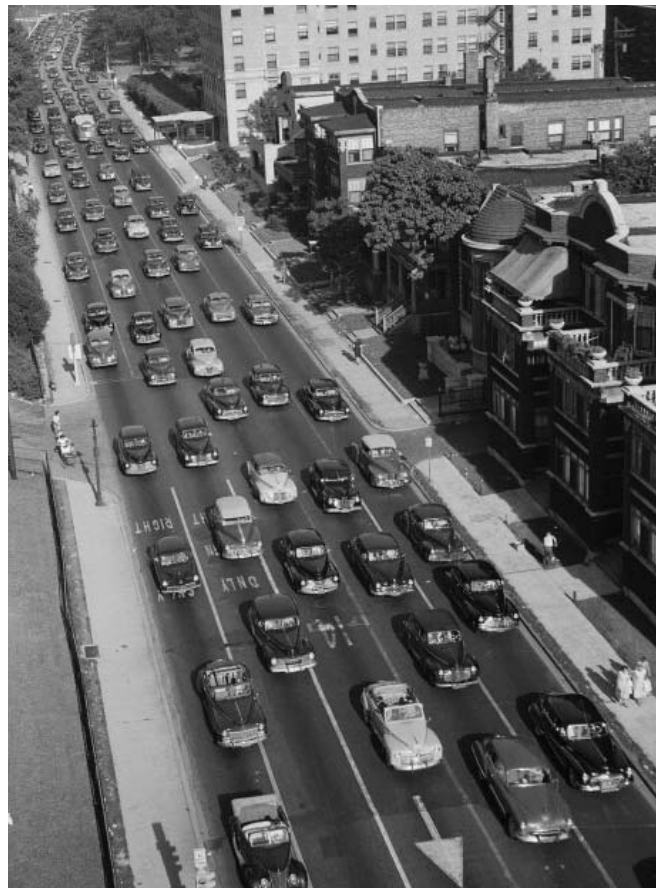
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Chicago commuter traffic in the early 50's. Below is Lake Shore Drive, which, back in the day, they used to convert into one way traffic in the mornings and evenings.



Saturday, June 13, 2015 — 10 a.m. to 5 p.m.

8th Annual

Car Show



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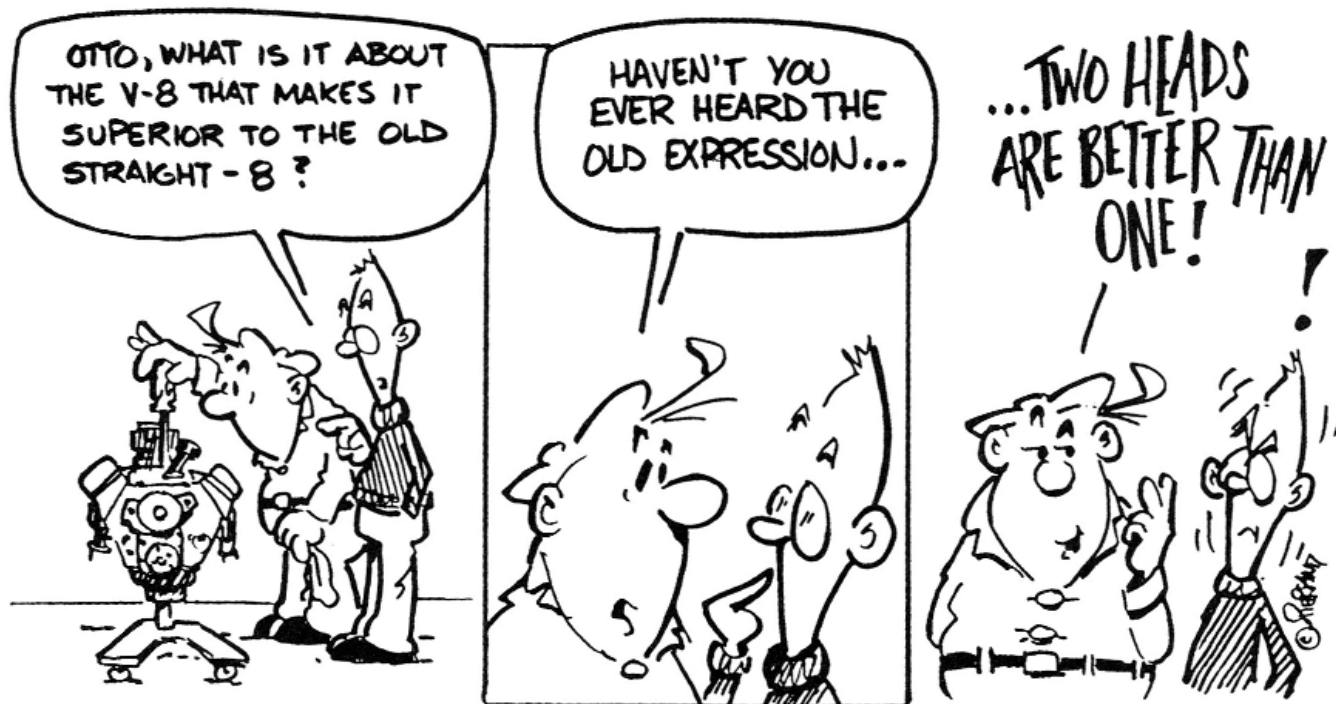
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"Otto Mechanic"

By Jay Piersanti



History of Concept Car Design

Norbert Ostrowski began designing cars during the golden age of the American automobile. For 30 years, he worked in the styling departments of Detroit's iconic brands: Chrysler, General Motors, AMC. But his sketches no longer exist. Like most of the early-stage artwork created by America's auto designers, they've been destroyed.

Enter art collector Robert Edwards. The lifelong car enthusiast has curated the most comprehensive showing of those designs, spanning from 1946 to 1973. The exhibit, "American Dreaming: Detroit's Golden Age of Automotive Design," was open from April 17th to May 2nd at Lawrence Technological University in suburban Detroit.

Featured in the collection is one of Ostrowski's early sketches of an AMC Matador that Edwards found for sale in Ann Arbor. Ostrowski, now 77, recognized it immediately, Edwards said. Once Ostrowski saw the sketch, his exact words were, "how the heck did that get out?" The designs were never meant to leave the studios. Automakers routinely destroyed early sketches for fear they would fall into the wrong hands.

But some of them made their way out of Ford, GM and Chrysler, as well as now defunct Studebaker, Packard and AMC. According to one designer, they were smuggled out in boxes with false bottoms. One employee famously hid his sketches inside the liner of his trench coat. "As an artist, you would hate to see your artwork destroyed," Edwards said.

Now they exist in attics and garages in the homes of the artists and their relatives. That's where Edwards finds them. He's been collecting these "bootleg" sketches for years, buying them from estate sales all over Michigan. He calls the artwork the story of mid-century modern design in America.

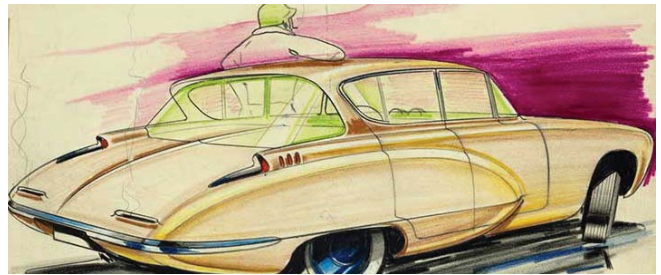
"The car is such a part of the American psyche," Edwards said. "It's possibly the most important industrial object ever created. It has touched everyone's life."

Exhibit co-producer Greg Salustro said the designs harken back to a time when America thought anything was possible. "This is the age that America thought they could overcome racism, land a man on the moon, win the Cold War," he said. "This exhibit reflects this unbridled exuberance that took place at the time."

(Continued on page 6)

Carl Renner / GM Special Body Development Studio, 1953

Carl Renner had worked as an animator for Walt Disney during the mid 1940s but preferred being a car designer. At GM, in the early 1950s, Carl Renner was given his own studio that only he and Harley Earl, GM's V.P. and head of Design had access to. In this studio many of GM's Motorama 1950s show-cars were developed.



Charles Balogh / Ford Advanced Studio 1953

Emigrating from Hungary alone as a 15 year old, Charles Balogh served in WWII and became a U.S. citizen. Fascinated by post-war designs in furniture and architecture (now called Mid-Century Modern) he conceived of a car with semi-circular round seating that would stimulate conversation among passengers.



Del Coates / Studebaker Golden Hawk 1957

Del Coates proposed this update for the Golden Hawk 1959 model year. The 1957 Golden Hawk measured by performance was faster going from 0-60 mph and in the quarter mile than the Chrysler 300B, Chevrolet Corvette or Ford Thunderbird. Many consider the Golden Hawk a precursor to the muscle cars of the 1960s.



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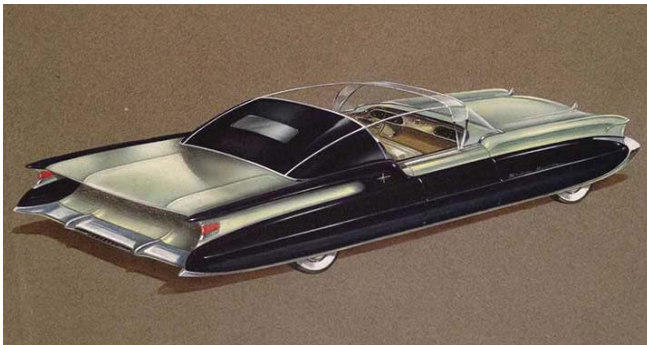
History of Concept Car Design (Continued from page 4)

Aside from the exhibit, the two auto enthusiasts are also co-producing a documentary called "American Dreaming." It features interviews with the men and women who influenced mid-century American design and shaped the way we remember the golden era of the automobile. It's also a love letter to Detroit. This is a Detroit story," said Salustro. "It's about how Detroit inspired a nation."

Learn more about the upcoming documentary "American Dreaming" at www.Americandreamingfilm.com. Here you can also find out how to support the film, which is not yet complete and does not have a release date.

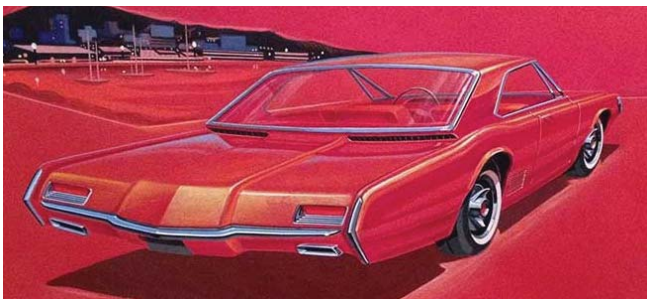
Ben Krool, Richard Arbib / Packard 1953

In the 1950s Packard did several very important show-cars. The 1956 Packard Predictor was the most important and their last show-car. Packard bought Studebaker in 1954 and struggled financially. By 1958 the heralded nameplate of Packard had disappeared.



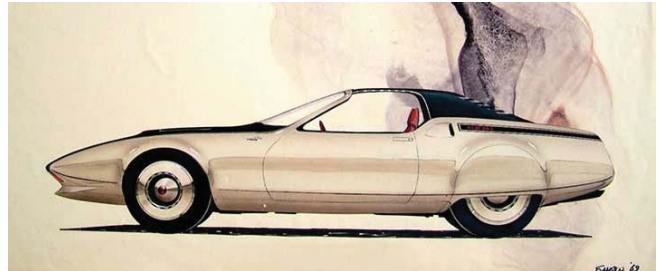
Rodell Smith / Ford 1963

Rodell Smith designed for the following companies in his long career; Ford, Chrysler, Packard, Hudson, AMC, Ford, International Harvester, and finally Chrysler again. Rodell Smith designed the front grille of the 1963 Ford Galaxie which has erroneously been credited to another designer.



John "Dick" Samsen / 'Cuda 1969

John Samsen graduated with a degree in aeronautical engineering and started designing at Ford in 1952. He assisted in the design of the iconic 1955 Ford Thunderbird. By the later-fifties he was with Chrysler where he remained the rest of his career. John Samsen contributed to the designs of Imperials, Furies, Road Runners and the Plymouth Barracuda. This artwork is a proposal for the 'Cuda 1972/3 model year.



Roger Hugnet / Oldsmobile Toronado 1968

Roger Hugnet grew up a "Hot-Rodder" in the small town of Burns, Oregon, pop. 3,000. This design is for the update of the Oldsmobile Toronado (the first front wheel drive car in America since the Cord of the late 1930s). This design harkens back to the classic cars of an earlier era, with it's exposed (called "Farkle") fenders and boat-tail rear-end. Roger pictured this car on the famed Bonneville Salt-Flats before a big race.




Wayne Kady / Cadillac El Dorado 1964

Wayne Kady is credited for the initial designs for the 1967 El Dorado, of which this watercolor is an early version. Wayne Kady's designs were always sleek, elegant and powerful. Wayne Kady soon headed up the Cadillac Studio and his design influence for Cadillac would usher in many years of beautiful cars.



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And now for a little humor:

A group of pensioners were discussing their medical problems at the Day Centre coffee morning.

"Do you realise," said one, "My arm is so weak I can hardly hold this coffee cup."

"Yes, I know," replied the second, "My cataracts are so bad I can't see to pour the coffee."

"I can't turn my head," rejoined the third, "because of the arthritis in my neck."

"My blood pressure pills make my dizzy," commented the fourth, adding, "I guess that's the price we pay for getting old."

"Well, it's not all bad," piped up the first, "We should be thankful that we can still drive."

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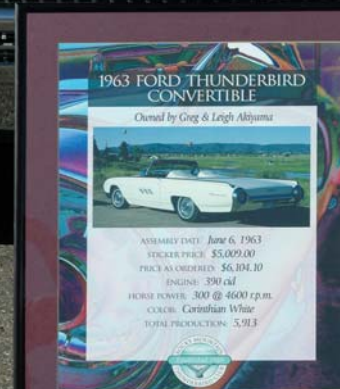
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Colorado Collector Car News

Published by Greg s in association with the Collector Car Council of Colorado.

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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