

Friends and Fords @ Fort Logan

The Friends of Historic Fort Logan hosted their 5th Annual Car Show in front of their 1889 Field Officer quarters museum on July 16th. This year's theme was the Centennial of America's involvement in World War I (1917 - 2017). It was a little more special this year being the 5th event. Besides cake and ice cream, the car participants all received a commemorative sticker and were treated to the vocal music of Michael Shaug who sang '50-'60's tunes. Hula-hoop Emily "rounded" out the day. These acts were enjoyed by all.

106 classic cars (up 20 from last year) were present with 1953 and older Fords on the Ponderosa shaded parade ground and '54 to '70 makes on the street in front of the museum. More people toured the museum this day than any time in the past.

Our thanks to the Mile Hi Model T Club (celebrating their 50th year!) The Model A Club of Colorado, Rocky Mountain A's of Franktown, the Hi-Country Early V8 Club, The Denver Roadsters and Colorado's oldest car club - The Denver Timing Association (est. 1949). As in the past, this is an invite only car show event and we sure enjoy their presence!

Two special vehicles were present on Sunday. Danny & Lisa Graffenberger and boys brought the late Don Whissen's 1914 T Touring now owned by Steve Carmack. Steve is re-cooperating from knee surgery and couldn't come, but wanted Don's "T" there. Don was here in 2014 when our museum building celebrated 125 years old and the Model T was 100! Thanks Steve & Danny! Danny said the '14 was running great as they took the parade route in the National Cemetery!

The other vehicle - the recreation of the late MAFCC and V8 Club member Bill Kenz's 1949 Bonneville truck, the "Odd Rod", was at the Fort for all to see - many for the first time. Bill was the first to couple two flathead V8's together which many thought would be impossible. In its only running on the salt it reached 141 mph! DTA members Duane Helms, Mike Nicholas & friends built this nostalgic racer to 95% accuracy of the original. It will next be seen at Bonneville Salt Flats during Speed Week in August.

After cake & ice cream and door prizes some of the cars did a slow parade through the National Cemetery and the day was concluded. Thanks for your attendance and support.



More photos from the Friends and Fords @ Fort Logan





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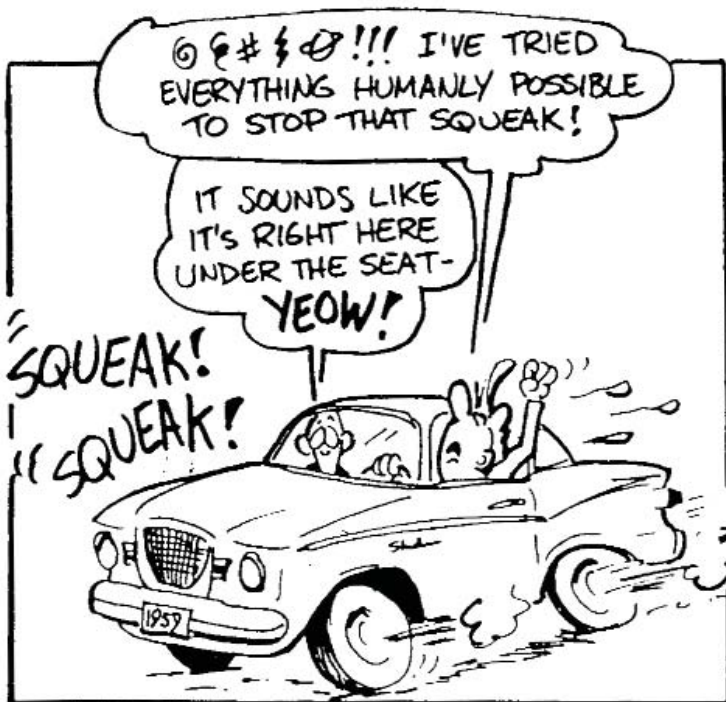
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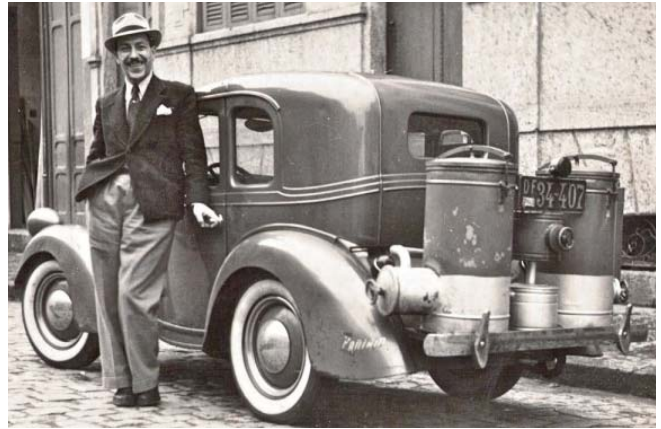
"Otto Mechanic"

By Jay Piersanti



Wood and Coal burning cars after WWII

After WWII the gas shortage was so bad that some people converted their cars to wood burning or coal burning. Here is how it worked: When wood is heated up it gives off methane gas. Wood or charcoal is burned underneath an enclosed container that is filled with wood. The wood gives off methane which is piped to the engine. The vehicle needs some conversion to support operation on methane, the maximum speed was about 15 -20 MPH, and the power was exceptionally low. The boilers themselves were often towed behind the car and looked very, very odd.



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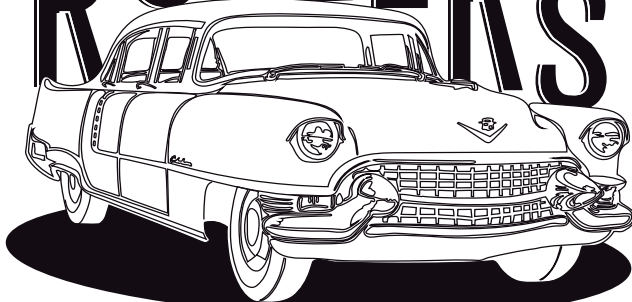
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This long-hidden Cadillac is the only U.S. car ever used by British royalty



In 1941, England's Duke of Windsor, the once-king Edward VIII, was the epitome of style and fashion. The most-photographed man in the world at the time set trends with the bold patterns of his suits, the details in his wardrobe—the Windsor knot still popular today is named for him.

When all eyes are on you as they were Edward, everything you do, everything you wear, everything you own makes a statement—including the car you drive. And the statement his Cadillac limousine made could not have been louder.

Built for a price that could fetch you 10 production Cadillacs, and highlighted by design cues and features a decade ahead of its time, the car that would be known as “the Duchess,” for his wife.

London, Ontario's Steve Plunkett has, like the Duke, a reputation known the world over—he's famous not for his cufflinks or pocket squares, though, but rather as a collector of some of the rarest and most important Cadillac cars from the marque's history.

The Duchess sits in his renowned Fleetwood Salon garage, alongside the prototype Coupe de Ville of 1949; a million-dollar 1934 Cadillac V-16 convertible coupe; and a 1938 Brunn-bodied roadster, each outstanding enough to be the centerpieces of their own collections. Instead they share space with 46 other Cadillacs from across a span of more than 100 years.



Plunkett added the Duchess to his collection after acquiring it in 2016 from Birmingham, Alabama-based food critic and Cadillac enthusiast Morgan Murphy, who'd put the car through a three-year \$400,000 restoration beginning in 2009 and culminating in a failed-to-meet-reserve sale on the RM Sotheby's auction block in New York in 2013.

Murphy had unearthed the Duchess from a Fort Worth, Texas barn where the car had hid the prior 60 years, essentially lost to the classic car community. The whereabouts of the Duchess may not have been known during that time, however, its legacy loomed large in classic car circles. The Duchess may be, it's been said, the most famous Cadillac in the world.

The car's story, told properly, starts in 1936, when Edward, once Prince of Wales, and then King, abdicated the throne so he could marry U.S. socialite Wallis Simpson. Now Duke of Windsor, Edward left England for New York, taking out an apartment at the Waldorf-Astoria hotel.

In 1941, he commissioned a custom-built Series 62

(Continued on next page)

Long-hidden Cadillac (Continued from previous page)

Cadillac limousine as his personal transportation, and had the order filled by GM's president Alfred Sloan, who delivered Edward the car himself.

"The Duchess," as the car came to be known, cost \$14,000, three times the price of a top-line Series 75, or about \$235,000 in today's dollars. It would be the only American car ever built for British royalty.

The list of custom features fitted to it is long: aside from jewellery compartments and humidor, lit vanities and cigar lighters, the Duchess was one of the first cars – if not the first – to have power windows. Rose-colored broadcloth and Wilton wool carpets lined the seats and floors, including the front, since Edward planned to often drive the car himself.

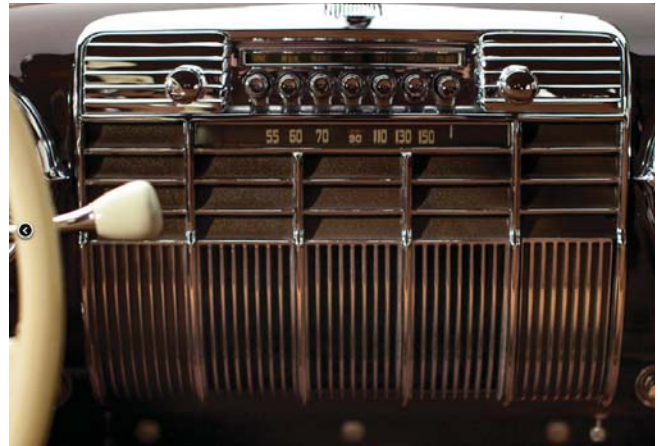


Every fender and body panel was hand-built, and the car spoke volumes saying nothing: the Duchess instead wowed with an understated elegance. The headlight rings and other pieces were blacked-out instead of chromed; badges and trim were removed. What remained – a gold-plated hood ornament and his "W.E." monogram crest on the rear doors – stood out starkly against the bottomless black paint.

The profile was defined by a falling character line coming off of the front fender and butting up against the rear fender; this styling cue was soon after picked up by production GM cars, and in the '50s became the signature of Rolls-Royce coachbuilder Hooper.

The car would have turned heads, drew crowds, and made newspaper front pages even if hadn't had its world-famous owners' names on the title.

The Duke and Duchess traded the car in 1952 to a luxury car dealer for a Buick wagon and a new Cadillac, who flipped it to a Springfield, Massachusetts couple who logged 50,000 miles in it before selling it to the Fort Worth, Texas collector who would make it disappear for so many years.



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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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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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