



Newsletter April 2025

"Moving Forward"



Pre-War Chevrolets

The Forney Museum's "Pre-War Chevrolets" exhibit is here! On display until June 2nd, you don't want to miss this chance to see the cars that put Chevy on the map. The first three decades of the now iconic company saw massive growth and even greater change, and by the end of civilian automobile production in 1942 Chevy was firmly established as a division of General



Motors.

The exhibit begins with this 1914 Chevrolet Model H "Baby Grand" touring car, on display thanks to the generosity of Art and Roberta Davis of Golden, Colorado. The all new Model H series in 1914 offered two body styles, the "Royal Mail" roadster and this open touring "Baby Grand." 1914 also marked the first appearance of the now iconic Chevrolet "bowtie" logo, still in use today, created by Chevy co-founder William Durant and

inspired by a wallpaper pattern he had seen in a Paris hotel room.

Another highlight of the exhibit is this 1928 Chevrolet National AB Depot Hack, on display courtesy of Mary Ann Rossi of Parker, Colorado. Introduced in the 1920s, the Depot Hack with its body typically made of oak, ash or hard maple panels, came to be affectionately known



as a “woody.” Visually and functionally distinct from other automobiles of the era, production of wooden-bodied wagons eventually declined decades later in the 1950s as metal-bodied station wagons began to appear.

Don't miss this 1935 Chevrolet Master Deluxe 4-door Sport Sedan, on display thanks to Bob and Patty Kresl of Parker, Colorado. As Chevy's top-of-the-line offering, the Master Deluxe model offered luxury styling at a practical Depression-era price point. Notable for a longer, more streamlined profile than earlier models, the Master series contrasted with the Chevrolet “Standard” series of models – which were 1934 models carried into 1935 for a lower price!



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!



Our Newest Arrival

The last Chevy to arrive for the new exhibit is also the newest Chevy on display, a 1942 Chevrolet Special Deluxe Fleetline Aerosedan, on display thanks to the generosity of Daryl and Rachel Bailey of Cheyenne, Wyoming. The new Fleetline



distinguished itself with attention to detail, such as the new “Fleetweave” broadcloth interiors, and the armrests provided for all four passengers. The rear armrests were equipped with individual ash trays, and rear passengers were provided with ingress and egress assist straps mounted on the B pillars, there were even coat hooks above the quarter windows. With civilian passenger



car production ending on February 9, 1942 this represents the last new Chevy model until after World War II.

This Month in Transportation History

April 2, 1513 - Spanish explorer Juan Ponce De Leon, and his expedition of three ships, sighted Florida and claimed it for the Spanish Crown after landing at the site of present day St. Augustine, now the oldest city in the continental U.S. Although evidence indicates that Spanish explorers had reached the Florida mainland before the De Leon expedition, none of them officially claimed the land in the name of Spain, and Ponce De Leon is today credited as the first European to reach Florida.

April 28, 1789 - On board the British ship *Bounty*, Fletcher Christian led a mutiny against Captain William Bligh, setting him and 18 loyal crew members adrift in a 23-foot open boat. Bligh survived a 47-day voyage sailing over 3,600 miles before landing on a small island. Christian sailed the *Bounty* back to Tahiti, eventually settling on Pitcairn Island and burning the ship.

April 25, 1928 - The Tamiami Trail, encompassing the southernmost 275 miles of US Route 41 in Florida, was officially opened. Starting as State Road 60 in Tampa, and cutting across the state through the Everglades, the Trail ends in Miami at US Route 1. In light of the topographical challenges imposed by the state's terrain the road is now considered one of the great engineering feats of the era.

April 25, 1960 - US Navy submarine *USS Triton* completed the first submerged circumnavigation of the globe. Codenamed "Operation Sandblast", the voyage roughly followed the circumnavigation route traced by the Magellan expedition, and saw the submarine travel 26,723 nautical miles before returning to the starting point in the Saint Peter and Saint Paul Archipelago near the equator. The trip, totaling 60 days and 21 hours, saw the *Triton* break surface only once – to transfer a sick sailor to the heavy cruiser *USS Macon*.

April 22, 1969 - British yachtsman, Robert Knox-Johnston, arrived at Falmouth, England to complete the first recorded non-stop solo circumnavigation of the world, and winning the *Sunday Times* Golden Globe Race. Having departed Falmouth on June 14, 1968, in the 32-foot sailboat *Suhaili*, Knox-Johnston reached the harbor in tattered clothes and down to his last few cans of food. Knox-Johnston was knighted for this accomplishment in 1995.

April 23, 1988 - 30-year-old Greek cycling champion, Kanellos Kanellopoulos, flew the light human-powered pedal-plane *MIT Daedalus* 72.4 miles over the Aegean Sea between the islands of Crete and Santorini. The three hour and 54 minute flight in the aircraft designed by engineers from the Massachusetts Institute of Technology set an international flight record for duration of a human-powered flight.

April 27, 2005 - The Airbus A380 took to the air for the first time, touching down at Toulouse Blagnac International Airport 3 hours and 54 minutes after taking off from the same airport. At 238 feet long, with a 261-foot wingspan, the 308 ton double-decker aircraft is considered the largest passenger aircraft ever built.

Forney Vehicle Spotlight

1925 Superior Series K Touring

In 1911, American entrepreneur and early automotive titan William “Billy” Durant found his career at a crossroads. Durant had been instrumental in the foundation, and had served as general manager, at General Motors since its inception in 1908. An aggressive expansionist with an ambitious drive, Durant had expanded General Motors very quickly in the first year of the company. This aggressive attitude caused the banks that had financed GM to seek new leadership, and in 1910 Billy Durant suddenly found himself forced out of the automotive giant he had helped to create.



GM may have thought themselves done with Durant, but Durant wasn't done with GM and began to hatch a plan to take it back. Durant knew that Louis Chevrolet, who had risen to fame as a race car driver for the Buick team while Durant was still in charge at GM, was looking to build a new car of his own design. So Durant went into partnership with Louis and his brother Arthur Chevrolet, and the Chevrolet Motor Car Company was born – soon to lose the “Car” and be renamed Chevrolet Motor Company.

With an idea to build light but affordable cars, Durant's plans for Chevrolet began to fray as Louis Chevrolet failed to produce a workable design for his namesake car. Although the company had been incorporated in 1911, it wouldn't be until 1913 that the first Chevy car – the ponderously large and pricey Series C Classic Six – was rolled out to the public. Durant was unhappy with the result, and the price tag, and soon change would come as Louis Chevrolet left his namesake company to produce the Frontenac car.

Incorporating design ideas from sister company the Little Motor Car Company, Durant's Chevrolet released the Model L Light Six. Lighter, simpler, and more importantly cheaper than the Series C, this model brought the company more in line with Durant's original vision, and sales numbers rewarded his perseverance. 1914 saw the



introduction of the Chevrolet Model H, the first Chevrolets to be sold for less than a thousand dollars, but it wasn't until December that Durant's dream really came to form.

The Chevrolet Four-Ninety was introduced to compete with Ford's Model T head to head. A stripped down Model H, available only in black, Four-Ninety was also the vehicle's price tag, and although Ford would respond by lowering prices, the Chevrolet began to sell well. This success finally gave Durant the wherewithal to complete his comeback plan, and in 1915 Chevrolet merged into General Motors and Durant again found himself in charge of the corporation he had founded.



As part of the growing General Motors, Chevrolet's innovation seemed to stall for a time, perhaps due to Durant's preoccupation with growing the parent corporation. Durant meanwhile soon found himself back to his old pattern of aggressive expansion,



overextending GM and taking several financial setbacks. With the onset of the post-WWI recession, 1920 saw Billy Durant again forced out of GM by nervous financiers. Dauntless, Durant would come back again with his own Durant Motors, but never to return to GM.

The new leadership of GM sought to impose a structure to Durant's messy sprawling empire, and Chevy found itself slotted into the middle of a lineup of car brands under the GM banner. Despite the dismal failure of the air-cooled Chevrolet in 1923, the model year was saved by a new Chevy, the Superior. The successor to the successful Four-Ninety, the Superior would finally establish Chevrolet in the American market with sales increasing every year, until by 1927, Chevrolet outsold Ford to become the largest automotive company in the United States.

The 1923 Superior was little changed for the Chevrolet Superior Series F in 1924, which set the stage for the improved redesign of the 1925 Superior Series K. Available as a closed cab or an open car like this one, the Series K was designed to be an economical, but reliable vehicle for American families, with better performance and a



smoother ride than its predecessor and without increasing in price. Defined in part by the spacious design, which could comfortably accommodate up to five passengers, the family-friendly vehicle was well-positioned as an affordable every-day car for the American market with over 444,000 cars produced in 1925.



1925 saw the introduction of a new rear axle and differential that replaced the noisy bevel gear rear end that had been a Chevy standard since the Four-Ninety. Also new for 1925 was a range of colors provided by DuPont's newly formulated Duco automotive paint, to contrast sharply with Ford's famously black Model T. The Chevrolet 3-speed manual transmission, which had been a Chevy standard from the beginning, began to aid sales as the Model T's outdated planetary transmission began to seem more like a quaint holdover from a previous age.



On a 103-inch wheelbase, the open model cars featured wood spoke wheels and other standard features included a toolkit, a jack, speedometer, oil-pressure gauge, ammeter, dash lights, and a two-piece vertical windshield to allow wind to flow into the vehicle. Options as seen on this vehicle are the front and rear bumpers, side-view mirrors and rear spare tire mount. The white upholstery is not original to the vehicle, although the open-bodied Superior often featured similarly rugged, durable materials.

For 1925 the redesigned engine was a 171-cubic-inch Overhead Valve, Inline 4-cylinder with a single-barrel Model RXO carburetor. Rated at 26 horsepower, the cast iron block engine had a bore and stroke of 3-11/16 by 4 inches, and solid valve lifters. This year also saw the introduction of a single-plate, dry-disc clutch for the selective sliding gear 3-speed manual transmission. This powerplant gave the roughly 1800-pound 1925 Chevy a rated top speed of about 45 miles per hour.



The Chevy Superior in many ways lived up to its name and provided a higher quality car compared to other major manufacturers' offerings at the same price point – this vehicle cost \$525 in 1925, which is equivalent to about \$9,310 a century later in 2025! This not only helped Chevy surpass Ford in sales by the time they replaced the Superior in 1927, but also helped establish the foundation of what would go on to be one of the most venerated and longest lasting American automobile manufacturers.



Although many of Chevrolet's greatest successes were in the future, it was these decisions in their early years that helped Chevy capture so much of the American market.

After 1927, Chevy replaced the Superior with the Chevy Capitol Series AA. All told

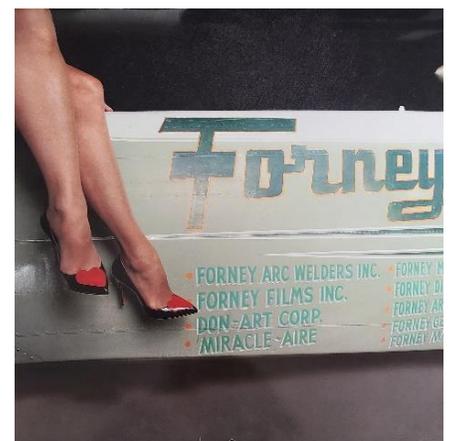


Chevy produced over 1.67-million Superior model vehicles in the years between 1923 and 1927, all sold at reasonable price points for American families. With such a legacy at such an important time in the evolving American auto market, it is no wonder that it helped cement Chevrolet as a brand of the highest quality.

This 1925 Chevrolet Superior Series-K has been a part of the Forney Museum Collection since 2013, thanks to the generous donation of Gary and Kent Prose and the Prose family. You can see this car on display now as part of the Pre-War Chevrolets exhibit.

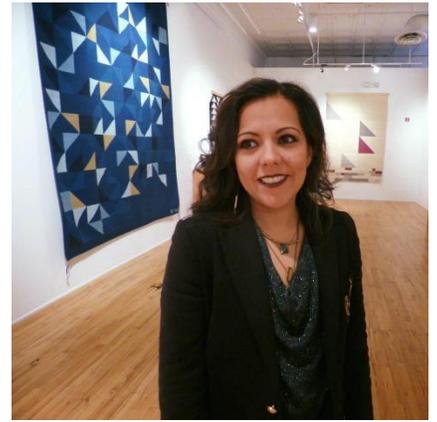
Forney Museum Calendar – Final Opportunity!

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

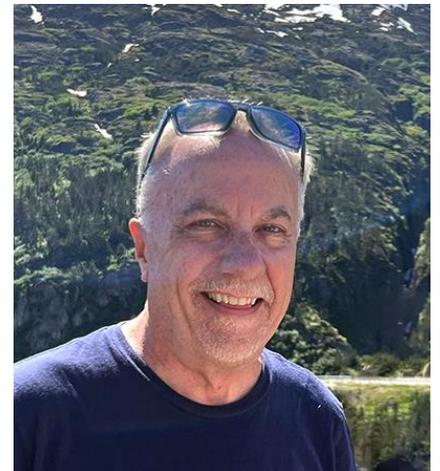
On Sunday, April 27th, at 2 PM, the Museum is proud to be hosting the Executive Director of Museo de las Americas in Denver, Claudia Moran-Pichardo. She will be discussing multiculturalism in Denver and the immigrant experience in Colorado, and the way it has intersected both her professional and personal lives. “For me, the world is so diverse that all voices can be heard and understood” she says. With a story that spans from Guadalajara, Mexico to Denver, Colorado, Claudia has deep personal insight into the reality of navigating two cultures, and will bring that insight to her discussion of the history of The Museo, demonstrating how the immigrant story is the American story.



These monthly presentations are free with a paid admission, and make for a fantastic opportunity to learn more about some of the lesser known sides of history. So come join us on Sunday, April 27th at 2 PM, for Claudia Moran-Pichardo. Watch this space or check our website at forneymuseum.org for further updates and information about upcoming Forney Speaker Series presentations.

Featured Volunteer

The Forney Museum’s featured volunteer for April is Joel Klassen! Born in Denver and raised in Wheat Ridge, Joel graduated from Jefferson High School before attending Hastings College in Nebraska for his degree in Fine Art. Seeking work in graphic design, Joel found his way back to Denver after graduation. Starting with a job in a t-shirt printing company, he soon found an opportunity to work for Western Area Power Administration, a marketing agency for the Department of Energy. After over 40 years with the company, Joel retired in 2023.



With experience driving the family vehicles for a childhood paper route and to get to and from school, Joel’s first “real” car was a 327-equipped 1967 Malibu station wagon, painted Nantucket Blue. His love of cars has extended to this day, with his active membership – along with several other Forney volunteers! – in the Sunday Afternoon Car Klub, and his graphic design experience made him a natural for his role as the

club's long-time and award-winning newsletter editor. His current classic, a 1967 Bonneville convertible, has enjoyed multiple stints on display at the Forney Museum.



While Joel has long been an enthusiast for classic cars, his first expression of this interest was with models, which would become a lifelong passion. From building cars with his dad's help at six years old, through founding his own model car club with friends he met along the way (35 years and counting!) Joel has developed an impressive, award-winning collection of models.

After his retirement, Joel became more active as a Forney volunteer, bringing his experience with model cars and graphic design to the Museum team. In his own words, "I acquired extensive skills in graphic design and copy editing during my long career and I am eager to share them in an area for which I have passion and interest – automobiles! I also know a few things about model building and am happy working with the team maintaining and assessing the museum's collection of toy and model cars. I learn something new every single time I'm at the museum and believe the work I've done designing promotional posters and exhibit placards has made a tangible impact. I enjoy working with people who are fun and happy to be there."

We are very appreciative of all the effort, talent and dedication Joel has brought to the Museum. Thank you, Joel, for all that you do for the Forney Museum!

Volunteer & Staff April Birthdays

4/3 – Jennifer Holm

4/13 – Les Stern

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:

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Special Thanks to all of our readers!