



# ROCKET FUEL

Volume 5, Issue 4, July-August 2016

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## UPCOMING EVENTS:

**July** 4 Independence Day  
 20-24 OCA Nationals in Kingsport, TN  
 30 R.E. Olds Car Capital Celebration  
 29-31 Concours d'Elegance

**August** 7 Clinton Twsp. Gratiot Cruise  
 20 Woodward Dream Cruise  
 28 Hines Park Cruise

## NATIONALS UPDATE:

Phil and I were in Kingsport a week ago and this time we kept to the highways down to Knoxville then back up to Kingsport. It adds somewhere between 1-2 hours to your drive time but if you are pulling a trailer it may be a good bet.

Be sure to go inside the host hotel as that is where Doug Width, Brock Loewen and Phil Woodward will have their cars on display (Senior Preservation). There will be shuttles into town for restaurants and shopping if wanted. Bring sunscreen, it is sure to be HOT and enjoy the week. See you there. I will be the one with the camera in her hands ☺!

## PRESIDENT'S MESSAGE:



## EDITOR'S NOTE:

I have to start by apologizing to Anne Drake for forgetting to mention her birthday in the last newsletter.

Now I want to thank everyone who submitted something to make this newsletter happen: Pat Macaluso; Judy Badgley; Bruce Powelson; Steve Apking and those who play Eagle Eye. I, also, understand the Suzi Macaluso and Paulette Width are working on articles for the next newsletter. Thank you SO much.

I have heard that Rockets have been 'seen' at: Eyes on Design; Power Tour and St Ignace. HINT! HINT! I would LOVE to hear about your trips so if you would like to share your story, please send it to me.

Enjoy your Fourth of July holiday, hope to see many of you at Nationals and Woodward Dream Cruise and catch ya in September for the next newsletter.

## NEW MEMBERS:

Bill and Sue Hartley and their 1956 Rocket 88 Holiday Coupe

Aaron Metheny

Don Harris



Photo by: Bruce Powelson taken at the GM Heritage Center.



## JOYS AND CONCERNS



July 6 Erick Drake  
11 Dave Tucker  
27 Bob Wheeler  
31 Pat Hibbeln

August 6 Suzi Macaluso  
8 Doug Width  
18 Denise Tucker  
19 Jim Dyar

**Happy Anniversary** – August 26 Pat and Suzi Macaluso

**Happy Retirement** - May 31 Pat Macaluso  
June 30 Al AND Kelly Ferry



**Rockets who have been or still are recovering from one thing or another 😊**

Bob Kanas, Sharon Hoover and Ken Kress

Hope all of you are back to 100% real soon.



**HAPPY BELATED BIRTHDAY** (I missed the email 😞)

May 1<sup>st</sup> was Anne Drake's birthday. SO, SO sorry I missed it. Hope it was great!

## MICHIGAN HISTORICAL MUSEUM – CLARA’S

The R.E. Olds Club invited the Motor City Rockets to their May event which started at Clara’s Restaurant in Lansing where the group got seating in the historic train car for lunch. There was a good turn out from both clubs with everyone driving their Oldsmobiles, many for the first time in 2016.

After lunch we lined up, waited for our police escort, and then..... waited some more as R.E. Olds President, Bruce Powelson had to find a map to give directions to the motorcycle officers on just where we were going and how to get there!!! That had to be the funniest site I have ever seen. The local police had no idea where we were headed, at least that is MY story and I am sticking to it. They headed us down Michigan Ave. straight toward the state capitol and around to the Historical Museum.

Due to our size we broke into 2 groups and spent the next 2 hours getting guided tours through the museum. It was quite fascinating and I know I learned a lot about our state that I didn’t already know. There was a curved dash Olds on display but my favorite spot was the General Motors corner. It reminded me of the Auto Shows I used to go to as a kid. A BIG Thank You to the R.E. Olds Club! It was a great day and a great time.



(This was just TOO funny for me! I wish I could have heard what they were saying.



# MCR DUST-OFF 2016

May, 21, 2016, was a beautiful sun shining day in the mid 70's, the Macaluso's place was all ready for the Motor City Rocket's annual "Spring Dust-Off". Pat & Suzi spend many days planning and preparing for this event and the final preparation was completed on Friday evening and Saturday morning with help of fellow members Al & Kelly Ferry, Bill & Terry Mozurkewich, and Jeff Briggs.

The day went off without a hitch. MCR members and others started cruising in fairly early and continued throughout the beautiful day with their outstanding vehicles. Due to the coming and going of attendees an exact count was not made but a good estimate was 75 people and 40 cars.

As always, with all MCR events the food was abundant. The club supplied the main course burgers & dogs along with the condiments, ice tea, lemonade... Those who attended brought wonderful passing dishes. Jake and Don did a great job on the grills cooking up those burgers and dogs, and were caught a few times sampling. If anyone went away hungry it was surely their own fault.

Dash plaques were given out to all who showed their cars. A joint effort by Phil Woodward and Pat Macaluso putting their heads and talents together to create this year's plaque recognizing the 50<sup>th</sup> anniversary of the Tornado. We hope everyone enjoyed them.

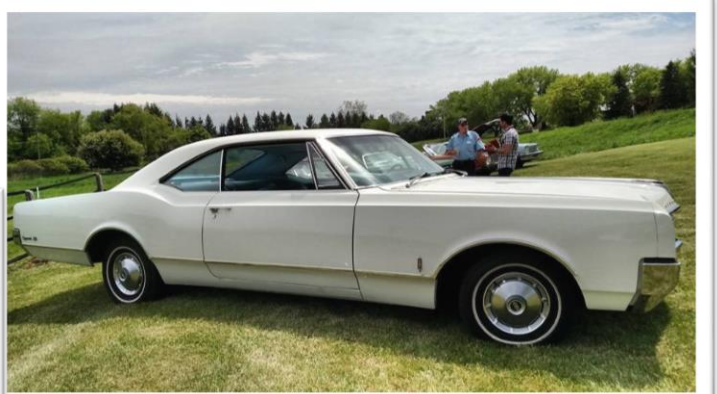
One new member was gained from China Township MI, with a 1950 Olds (work in progress).

We had an MCR Spring Dust Off First this year. A long distant cruiser joined us with their beautiful red Oldsmobile Calais, Bill & Darlene Meyer's from Dillsburg Pennsylvania. They are members of the Oldsmobile Blue/Grey Club and drove all the way to Howell to join us for our event. They actually were making a weekend out of it. They left us late afternoon and headed to Ohio to attend the Northern Ohio chapter's "Spring Dust Off" on Sunday before returning home to PA.

Another wonderful MCR event goes into the MCR record book. Thanks to all those who participated.

*ANONYMOUS* ☺





## **DIMONDALE AND HOMECOMING –**

There was a small gathering of Oldsmobiles in Dimondale, June 17, the night before Homecoming. I say small because compared to the next day, 90 Oldsmobiles seems small. Several Rockets brought their vehicles out for the night and parked them in an enclosed area on the main street in Dimondale. It was a beautiful night to go looking at some amazing cars. Since the Toronado association was in town for Homecoming there were many Toronados from all over the country.

I talked to a David Frock who brought his Toro all the way from South Dakota. He drove 500 miles the first day, took the ferry across Lake Michigan and drove the last 100 miles the second day. He said it wasn't bad for a car that never does more than 300 miles at a time.



Next, I met Steve and Julie, from Wyoming with their Toro that has only 1090 miles on it! It even SMELLED new! They told me the daily driver is a 1960 Olds with 220,000 miles



car was for sale and they were hoping NOT to have to trailer it back west. Their beautiful car was displayed in Eyes on Design a few years back.

We had a great time walking the street checking out all of the cars and visiting with folks. We even ran into Jerry and Caryl Wilson, (Pres. of OCA) and talked about Homecoming and wanting to start up a Silhouette Club. Here are a few pics from the evening –



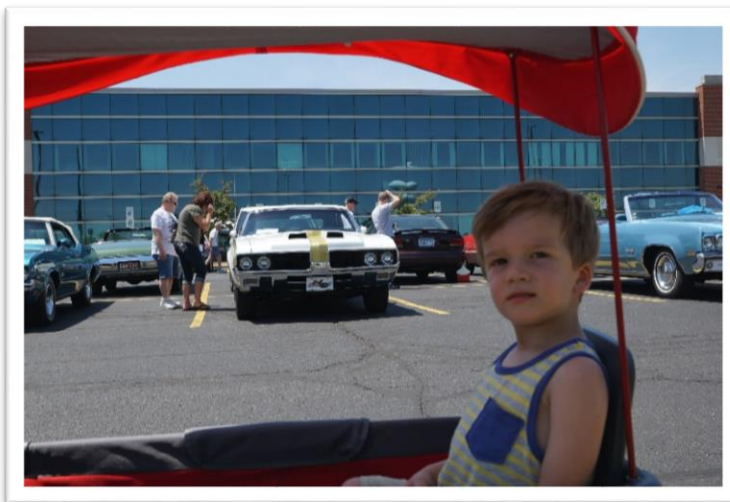
After the show, many of the Rockets who were present did what we do best... we went out to eat!

## **HOMEcoming PART OF THE WEEKEND –**

Cars! Cars! And more cars! A beautiful, sunny day and cars were checking in for hours. The special parking lot for Toronados had about 66 there. I didn't take an exact count, but that is how many registered. The R.E. Olds club had THE #1 Toronado brought in from the GM Heritage Museum for the day as well as some engineers for the folks to talk to. One Oldsmobile loving couple chose to get married while at the event and the swap meet area was the biggest I have ever seen.

The Motor City Rockets/R.E. Olds Clubs had priority parking up next to the building and there was a great turn out of Rockets hanging out under the canopies enjoying the day and the food. There were 2 casualties of the day: Dan Evans never made it as he blew out the back end of his vehicle and Jeff Briggs had to be towed out when his water pump went. Although never a happy occurrence, fussy car parts is part of the classic car experience. I hope everyone is back on the road again.

We got to meet Marsha and Ken Nicholas' newest granddaughter, Everly Hatler, as she enjoyed sleeping some of the afternoon away in several "grandmotherly" arms. None of us won with all of the raffle drawings; many of us helped out by volunteering our time to help with parking or check-in; and I had the honor of being one of the judges for the special awards that were given out at the end of the day. And NO, I did not pick a fellow Rocket – I wasn't allowed to, BUT..... Congratulations go out to Tim and Sarah Holliday and their 1969 Hurst Convertible winning the R.E. Olds Museum Award and to Jack Tokie and Dorothy Maseles (with a HUGE thanks to Doug Width) for their 1946 Woody Wagon winning the Homecoming Committee Award! (I understand Jack and the Wagon, also, won Best in Class at NAOC – story in a later newsletter.)



Tim Holliday with his award and his son with the Hurst in the background. (Photo by: Steve Apking)



Jack and Dorothy in front of their Wagon..... and on display.



(L) Everly in Suzi Macaluso's arms  
(R) Carrying on his father, Jim Walkinshaw's, tradition of giving rides in the curved dash Olds.



Motor City line-up



The #1 Toro – far right



Gathering under the canopy and



Toronodo area



Suzi Macaluso's Cutlas convertible backed up to my Cutlass Convertible. Love the top down season 😊

Rocket Power (I couldn't get the lady out of the pic! )



SEE EVERYONE NEXT YEAR!

## THE END OF AND ERA – SILHOUETTE

In past issues of *Rocket Fuel* I have shared about the 2001 Olds Silhouette that once belonged to my father, then to me in 2002 and on to our son and family in 2014. It is with great sadness that I announce that the Silhouette has gone on to that great automotive graveyard somewhere in Portland, Maine.



The head gasket blew last December; the engine had a total freeze up; rust was getting the better part of the lower trim and it finally became a playground for the grandkids. It was finally towed away beginning of June and this is what I have left – Not much after years of memories. I hope to one day be driving a Silhouette again and a Silhouette Club is still in the works for folks around the country. If you would like to join

let me know. OCA President, Jerry Wilson, is working on getting the club together.

Now for a few pics of the most unusual playground I have ever seen.....





## EAGLE EYE –

The hidden Rocket emblem was on page 2 in the garage. Those who found it were:

Dave Engel, Erick Drake; Ken Kress; Bob Brown (editor of Rocky Mountain Olds Club – I send our newsletter out to all of the clubs); Sue Apking; Cindy Klemm; and Dorothy Maseles (told me verbally). Great going folks. Happy hunting in this newsletter.

## PHOTO FUN –



I meant to put this photo with my editor's note in the last issue since April started with SO much snow! Better late than never!



Found on the wall of *Naked BBQ* in Freeport, Maine.

# This is not your father's Oldsmobile.



You won't find this Oldsmobile tooling through anybody's family album.

For the past five years, this all new Cutlass Supreme has existed only in the minds of an elite cadre of automotive engineers. And on a million miles of test track.

It resists the wind with an affinity that would do a needle proud. And sticks to the road like gum.

At 0.297, its drag coefficient hovers somewhere between exceptional and whoopee.

But beneath its sleek, double-sided, galvanized exterior, the Cutlass Supreme is pure muscle. Its body strength and rigidity are the basis of one of the world's most totally developed suspension systems.

As you'd expect on such a world-class automobile, technological achievements such as four-wheel independent suspension, front-wheel drive, four-wheel disc brakes, and a 2.8-liter multiport fuel-injected V6 are, of course, standard.

For more information on this remarkable vehicle, send for a free catalog. Write: Oldsmobile Cutlass Supreme Catalog, P.O. Box 14238, Lansing, Michigan 48901.

**OLDSMOBILE QUALITY CUTLASS SUPREME**

GM 6/64 Let's get it together... DUCKIE U.S. Don your Oldsmobile cap for the terms and conditions of this limited warranty.

Do you remember this slogan? Well, to my surprise, while attending a Portland (ME) Seadogs baseball game I came across this little gem –



It smelled like root beer, but it SURE DIDN'T TASTE like root beer! In fact they actually carded me before I could take the can and smell the drink! It made my day to be carded!

Do you think we can get them for copyright infringement? Probably not. ☹ It gives a whole new meaning to a "Root Beer Float!"



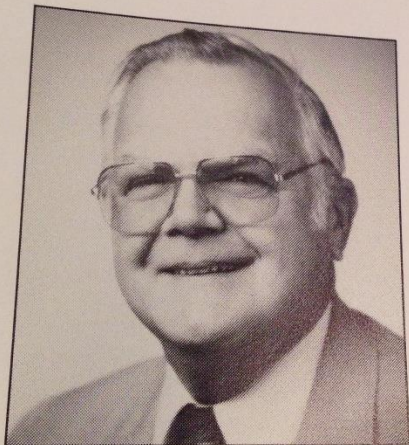


## DOWN MEMORY LANE



The Badgley Family on the occasion of Doug's parents 25<sup>th</sup> anniversary in 1962. Behind the family is a 1957 98 that belonged to Grandma Badgley, she is third from the right. Doug is in the back, 2<sup>nd</sup> from the left and Judy is standing in front of him.

I have 2 other pics for Down Memory Lane but they are not of Oldsmobiles but rather they are of Motor City Rockets that I thought were wonderful. Enjoy.



**John Wilcox**  
*Retired*

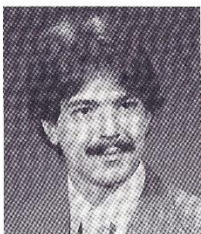
Formerly: Supervisor Vehicle Forecast—Car Distribution

From the **OLDSMOMENTUM** dated December 1990 comes this great pic of John.

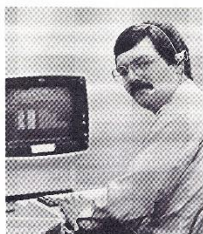
### Meet Our New People



Paul Meade was District Manager — Service in the Washington zone before joining our staff of service engineers. He brings five years experience as a Technician and a past of both student, University of Maryland, and instructor, General Motors Training Center, Washington, D.C. Paul's areas of expertise are engines, fuel controls and electronics.



Jim Exarchos has been in the Los Angeles zone since 1980, first as District Manager — Service, then as Zone Warranty Administrator and Customer Service Coordinator. Prior to 1980, he was District Manager — Service in both Chicago and Minneapolis. Jim is ASE certified in all categories and is currently pursuing a Bachelor's Degree in Business Administration at Vermont College — University of Norwich in Montpelier, Vermont.



Steve Apking was District Manager — Service in the San Francisco zone before joining our staff. In addition to being a DM-S in Oklahoma City, Steve's past includes seven years as a technician and specialized training in auto mechanics as both student and instructor. Steve's area of expertise is diesel fuel systems.

In 1984 some familiar Rocket faces (and one from R.E. Olds Club) worked for Oldsmobile in the Technical Service area. That would be: Steve Apking; Al Ferry; Phil Woodward and from R.E. Olds: Ed Shand. This article from Oldsmomentum shared their faces. At Homecoming, Steve, Phil and Ed were joined by Paul Meade and Dan Miller (also in the pic). It was a great reunion.

### Technical Service Communications System Staff



Fred Broadnax



Chris Cassidy



Al Ferry



Jim Jeffreys



Paul Mailhot



Dan Miller



Walt Smith

\*\*\*\* Watch for Inform Sales/Service Inform and service and is cu



Dan, Steve, Ed, Phil, Paul (L to R)



## OWLS HEAD TRANSPORTATION MUSEUM

At the January event, Bruce Powelson, of the R.E. Olds Club gave Phil and me 2 tickets to a transportation museum in Owls Head, Maine. (We were the only folks present who would be going to Maine in 2016.) Always on the lookout for something related to cars that I can put in the newsletter, we finally made it in May. Our son and his family had been living in Portland, Maine for 3 years and they had always wanted to go so it was the perfect thing to do when we visited.

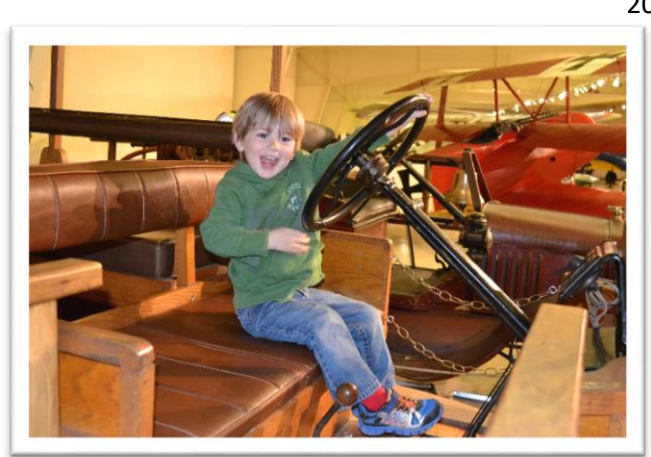
What a gem of a museum we found! “Planes, Trains, and Automobiles” was the theme. Actually, I didn’t see a train, but there was a stuffed horse, a fire truck, many planes, motorcycles, and automobiles. Being car people, Phil and I LOVE walking thru automobile museums. Try walking through with a 2, 4 and 6 year old! You get an entirely different perspective of the exhibits. Luckily Owls Head was VERY child friendly. I think they found at least 10 different horns to ‘honk’! I didn’t realize there were so many different ‘honks’; there was a mock plane where the kids could move the ‘stick’ and see what would happen to the aircraft; a covered wagon to play in and the kids favorite was the old delivery wagon they could “drive.”

When it came to the cars, we did have to do some explaining as to why there weren’t windows; or “why was the horn on the outside of the car?”; “what are running boards?” Too many times we had to answer the question: “What is that?” They just didn’t look like their Silhouette or Rendezvous. Our oldest grandchild loved the race cars and wants to go to the Indy 500 now. The youngest loved the fire truck and our granddaughter loved the covered wagon.

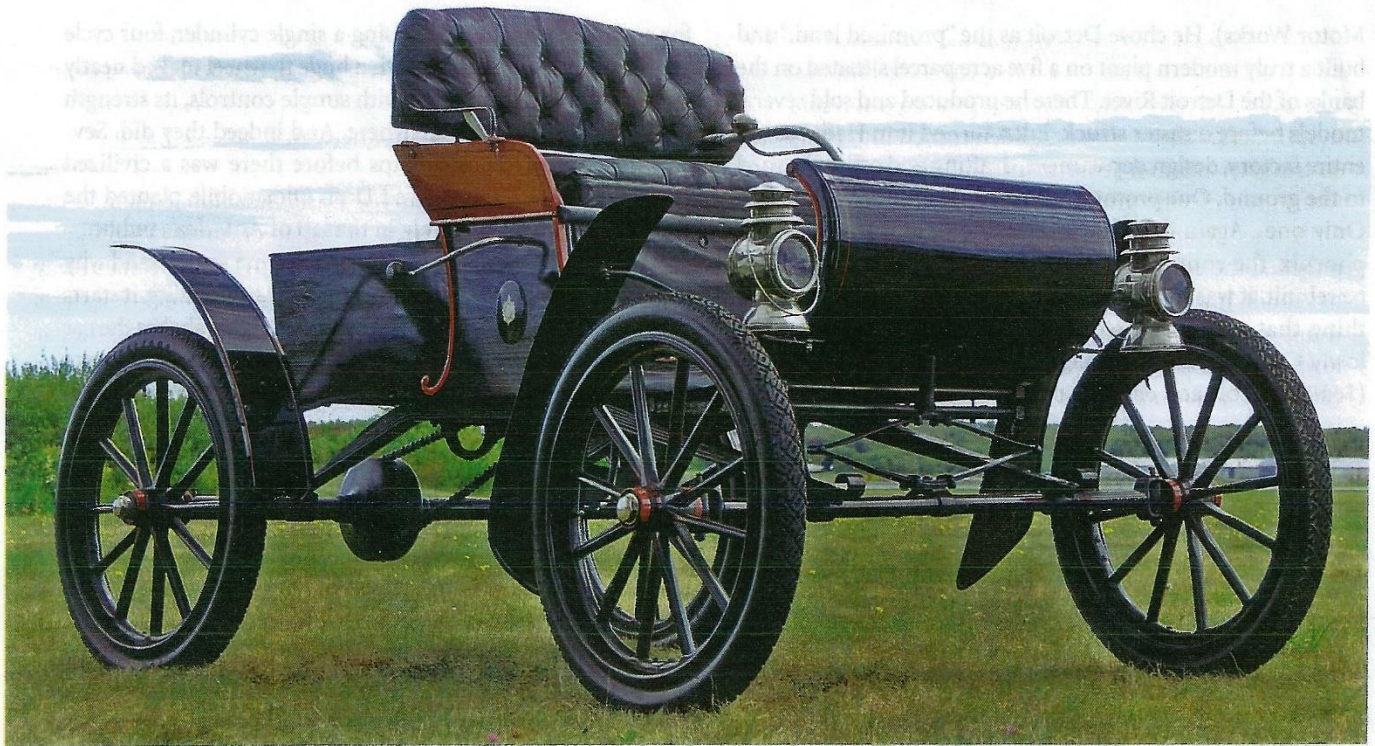
There were several Oldsmobiles and a wonderful display of automotive paintings by Melbourne Brindle. I have included the write up on Brindle as well as the write up on the curved dash Olds. I loved the mention of women who made history in the automotive world – one was the first “car thief” and the plane made of feathers!

So, if anyone is travelling in Maine, we HIGHLY recommend you make your way to Owls Head and the Transportation Museum. It is truly worth the visit. I hope you enjoy the photos I took of our time there.





These were just some of the highlights.



# 1902 Curved Dash Oldsmobile

HERE AT OHTM we have a “Mission statement.” At times, it would seem to be under attack, and the various Boards and Committees struggle to keep our mission in perspective. This is not an easy task, as the need to stay relevant (and interesting) tugs on it constantly. When it comes to the collection itself, the Mission Statement is clear. OHTM is a museum that, at its heart, is centered on “Landmark vehicles produced prior to 1920.” While many of the automobiles and planes fit that description, none does it better than our diminutive Curved Dash Oldsmobile of 1902.

Automotive technology and style have advanced so much from the day of the '02 Olds that it's hardly recognizable as a car. Indeed, if it sat without wheels you might wonder what it really was. America was truly a different place in 1902. It was a different culture, different social order and moral code, and certainly different modes of daily transportation. There was no automobile for the masses before the Curved Dash appeared in 1901. And while the Model T is credited as being the first mass-produced car, like everything else in the world of old cars, that is not entirely true. Ransom Eli Olds had a grand vision and businesslike drive to produce automobiles combined with an engineer's skill. Born in Ohio, he and his family moved to Lansing, Michigan in 1880. There he and his father bought out his brother's interest in a successful engine manufacturing business centered on stationary steam and gasoline equipment (P.F. Olds and Son).



Like most of history, it was only logical to move technology forward by adding the obvious, and Olds began to experiment by adapting his engines to wheels. Like so much of “corporate life,” Olds found that his visions fell on deaf ears, so he sold his interests in P.F. Olds and raised the capital (in 1899) to build America's first factory solely devoted to the manufacture of automobiles (Olds

Motor Works). He chose Detroit as the “promised land,” and built a truly modern plant on a five acre parcel situated on the banks of the Detroit River. There he produced and sold several models before disaster struck. Eden turned into Hades as the entire factory, design department, drafting and offices burned to the ground. One prototype Curved Dash survived the fire. Only one. Again capital was raised and, in the style of the phoenix, the entire company was moved back to Lansing to be rebuilt. It was said that the Olds fire in Detroit was the best thing that ever happened to Lansing, Michigan. Enter the lowly Curved Dash Olds. Light, simple, drivable, affordable (\$650), reliable and darned cute.



An early advertisement for the Curved Dash Olds depicts the vehicle as an enticing replacement for the horse.

Remember, America was still moving around on horses over non-existent roads in 1901, but towns were beginning to wake up to the faint notion that a new form of transportation was on the horizon. To most, this notion held little promise. Cars were experimental, rare, noisy, smoky, extremely temperamental and very costly. Add into the mix that there really wasn't a practical reason to own one, and you were left with a skeptical outlook at best. The world (and especially America) was getting along rather nicely on sail, railroads and animals. The Curved Dash Oldsmobile changed all that. Arguably, it was the first practical and dependable automobile offered for a reasonable price on a large scale. In many places it was the “first car in town.” Imagine for a moment that you are the only person in your town to own a car. No repairman, no gasoline, no replacement tires, no auto parts store, no drive-through bank, no nothin'. Just a bunch of people getting around just fine behind (and on top of) horses, and you are scaring their horses, not to mention threatening their valued way of life. It was the Victorian era, and they were a happy people... before you bought a car, thank you very much!

The Curved Dash Olds prevailed because it was a genuinely good car. Much better than a horse. For its day it was dependable, for the muddy and rutted roads it was agile, and

for a while it was the rage. Using a single cylinder, four cycle engine of five horsepower with a huge flywheel tucked neatly beneath the seat, combined with simple controls, its strength would take you almost anywhere. And indeed they did. Several made cross-country trips before there was a civilized country to cross. The Curved Dash Oldsmobile planted the word “automobile” squarely in the lap of America's public.

Driving our own Curved Dash helps me understand why it was so popular. While full of quirks and personality, it starts and runs with little fuss. Its one cylinder engine shakes the car with urgent pulses until firmly underway. Oldsmobiles were advertised as the “Motor That Motes,” the “Epitome of Perfection” and “The car built to run, and it does it.” And run it does. It rolls along easily at 20 miles per hour and turns on a dime. Oddly enough, it has a foot throttle, while most early cars used a lever on the steering column. Perhaps that is because it doesn't have a steering column. Steering is by a tiller, while the planetary transmission has two forward speeds as well as reverse. The difference in RPM between idle and full throttle can be counted in hundreds, not thousands, and its power is measured best by torque. Maintenance is straightforward and easy, as all the mechanical parts are open and accessible by lifting the seat and rear bonnet. As long as the owner kept things clean and well oiled, it would run nearly indefinitely. Tires were another story and worthy of an article themselves; however, due to its light weight the Olds was as gentle on tires as a car could be.

Pictures are truly worth a thousand words, and one look at the Curved Dash Olds makes a person a believer. However, its impact is its legacy. Nineteen thousand were built (numbers vary) and hundreds remain, bearing a cult-like status. The venerable horse would begin to move quietly into the cultural backseat while the chuff-chuffing sound of the automobile grew louder. The Curved Dash Oldsmobile and Ransom Eli Olds himself were responsible for much of that. During the production run of the Curved Dash Olds in 1903, Ransom had a falling out with the power structure at Olds Motor Works. He left the company that bore his name and ultimately joined forces with William Durant (founder of General Motors). There he went on to design and build the prototype Reo automobile in 1905, and quickly put them into production. And so 1907 was the last year of manufacture for the Curved Dash Olds, and its memory rolled into sheds and barns.

As for our own humble Curved Dash Olds, it has surely earned its place in automotive history. The tug of war over OHTM's mission statement will continue, but nobody will argue that our little black Olds sits right where it ought to be. Its place is reserved in “Pioneer Row,” and it is number one in the American built landmark cars. At OHTM, the sound of a Curved Dash Olds has not faded yet.

—Warren Kincaid

Ground Vehicle Conservator



Artist Melbourne Brindle works in his studio.

# AN ARTIST'S PASSION *for the* Automobile

UNVEILING A COLLECTION OF PAINTINGS BY MELBOURNE BRINDLE

**E**WART MELBOURNE BRINDLE was born the middle child of seven to Mr. and Mrs. Arthur Llewellyn Brindle in 1904. He came by his artistic ability naturally, as his father was a painter and interior designer and his mother an opera singer. This ability first exhibited itself when Mel was a young child and captured images of the tall ships he saw sailing near his hometown of Dromana, Victoria, Australia. It did not take long for young Melbourne to hone his interest in modes of transportation. As a boy of fewer than ten years, Brindle experienced his first sighting of an auto-

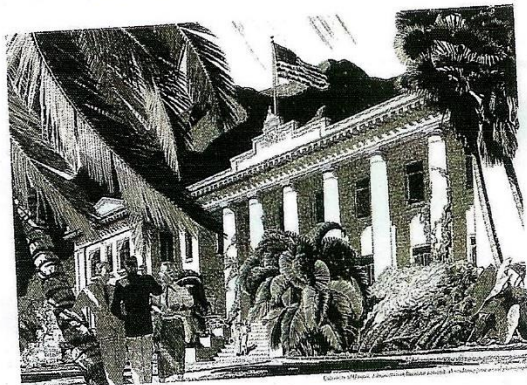
mobile—but not just any auto. He later learned that he had seen his first Rolls-Royce Silver Ghost. The experience left an indelible impression on the young boy. As a man in his late 60s, Brindle recalled the incident: “I can clearly remember my boyhood vision of that car today. Just by closing my eyes I can bring back the picture. I think I could sketch it even now in some detail.”

In 1914, his father’s work took the family patriarch to the United States, chosen by the Australian Government as a national representative at the Panama-Pacific International Ex-

MELBOURNE BRINDLE

position held in San Francisco that year. Unfortunately, World War I erupted following Arthur's departure to America, and the family was not reunited until 1918, when they all moved to San Francisco. Following the lean years of the war, the family's finances were in poor condition, and the children, still of school age, were given the choice to remain in school or enter the workforce to make their own way. Melbourne, then 14, opted for work. After a brief stint at the Mark Hopkins Institute of Art, he took a job as a letterer for a San Francisco department store. Ten years saw him rise through the art department, eventually becoming an advertising illustrator.

After a variety of job transitions, including a short time running his own studio, Brindle finally realized independent recognition for his work. In 1934, the advertising agency he was working for was awarded the account to promote Hawaii, then a U.S. territory. The agency's artists were responsible for creating preliminary drawings, with the finished artwork completed by painters and photographers. As the promotion's deadline loomed near, and with no suitable artwork completed, Brindle submitted his own work to the commission. (It is of some note that legendary automotive artist Peter Helck's work was among those rejected for the promotion.) Not only was Brindle's piece selected for use, it won a gold medal at the New York Art Directors Club's annual show, a

[illegible]

By the way, I don't know where the other  
all those people are. (Mabel, Hannah, Peter,  
Miss, Emma, Michael)

To say the least, it's a very good idea to  
stand behind. Having people on a stage  
is a very good idea. They are all very good.

It has been so much that getting out of bed, finding the new things to do, will find to be a new thing to do. It has been so much that getting out of bed, finding the new things to do, will find to be a new thing to do. It has been so much that getting out of bed, finding the new things to do, will find to be a new thing to do.

In 1934 Brindle realized a major break in his career when the agency he was working for was awarded the account to promote Hawaii. Brindle's art was selected for the campaign and later won a prestigious award.



Can you find the "limousine" in this picture?

You are RIGHT! That's not really a blowdown—it's an arena richly packed Packed Eagle action.

But when you sample the ride it's subtle after you, YOU'll say, "That's just blowdown!"

That's because today's airblowdowns by modernized Packed suspension systems were originally developed for the Packed Cowboy Blowdown... resulting in a soft, "effortless" riding style that goes beyond all others in comfort and ease of handling. Simple is good!



Young companies automatically be charged to land and road. Federal's advanced system even includes a miniature model attached, to help our clients understand.



During some - based on a national survey  
many new England states. Veterans are  
served by differences in health, service, status,  
eligibility, and other factors.



that these over-protected people are already dominated by all the other people.

# PACKARD

This 1949 advertisement for Packard automobiles was illustrated by Melbourne Brindle.

feat one of his 20 subsequent illustrations for the campaign would repeat four years later.

In 1938 Brindle moved his family to New York and opened his own studio once again. His work would be featured in and on the covers of such pivotal magazines as *National Geographic*, *Saturday Evening Post*, *Esquire*, *Collier's* and *Cosmopolitan*. His work with *Collier's* included an illustration of the Wright Brothers' historic first flight in 1903. The original now resides in the Smithsonian's Air and Space Museum.

Despite the varied subject matter that comprised his career, Brindle never lost sight of his earliest passion: automobiles. In 1939 he completed his first piece for the auto industry with Ford, followed closely by an ad for Packard in *Fortune*. From 1946 to 1950, almost every Packard advertisement was illustrated by Brindle, his work focusing heavily on the human aspect, depicting cars as a complement to life. But Packard was by no means Brindle's only stake in the auto trade. His work would grace such influential pieces as GM's 1949 Annual Report as well as their booklet, *Famous GM Cars: A General Motors Family Album*, a piece that featured nine paintings by Brindle. Perhaps most significant was his work for Ford in 1955, when his art introduced the Thunderbird.

His passion for the automobile, and more specifically Rolls-Royce automobiles, was rekindled in 1957, when he encountered a 1910 Barker Flush-Side Torpedo Phaeton on

## AN ARTIST'S PASSION FOR THE AUTOMOBILE

Designed for the ultimate in comfort and practicality

In the Thunderbird, you'll find comfort and convenience features not available in the ordinary sports car.

Body is all-steel with dependable time-tested construction. Safety-glass windows are full-size, convenient roll-up type. Rich, color-harmonizing, vinyl upholstery sets new standards in beauty. The foam-rubber cushioned one-piece seat is extra-wide and goes forward-or-back . . . up-or-down at the touch of a button. The luggage space is ample and the deck-lid pops open on counterbalancing hinges when you turn the key. The steering wheel telescopes a full three inches, adjusting to just-right position for you. There is also a special Thunderbird Astra-Dial Control Panel

with controls grouped for your convenience and signal lights for oil and generator. Included, too, is an engine tachometer and a clock with a sweep second hand. The controls and instruments are illuminated with variable-intensity lighting.

Here's another unique feature of the Thunderbird. Two tops are available. There's a glass-fibre hard top which can be put on easily and latched securely to give you winter-long comfort. Then, there's a smart convertible fabric top which can be folded down completely out of sight behind the seat. Also available are Ford's advanced power assists—power steering, power brakes, and power windows.



Brindle's advertising work was prolific and included notable advertisements such as this 1955 ad debuting the popular Ford Thunderbird.

tour. This car so resembled the Rolls Brindle had seen as a child that he conceived of a book with nothing but paintings of Silver Ghosts, beginning with the Barker-bodied Phaeton. It was years later, with several paintings completed, that Brindle met Curtis Benjamin, then chairman of the board for publishing house McGraw-Hill. Benjamin was not only interested in the project, he agreed to publish it. The result was *20 Silver Ghosts: The Incomparable Pre World War I Rolls-Royce*, a compendium of 20 paintings, text based on Brindle's exhaustive research notes and a collection of study illustrations and detail views of the paintings themselves.

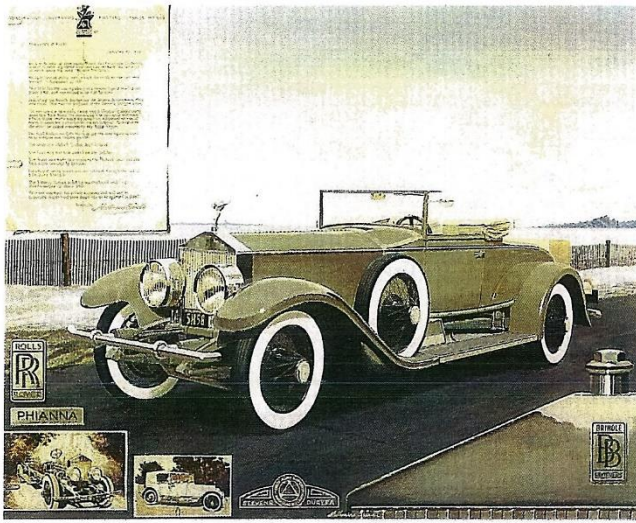
The work in *20 Silver Ghosts* represents a labor of love. Of

the 20 vehicles featured, only eight existed for use as models. The remaining cars became the subject of exhaustive detective work on Brindle's part. He scoured the world, searching for magazine ads, articles and photographs in his quest. By the end, he knew every intimate detail of the cars. Such was his familiarity he stated in a 1972 interview, "I know every nut and bolt—everything back to the fire wall. If you'll count you'll find there are exactly 34 round-headed rivets on either side of the three hinges in a Silver Ghost bonnet. There are 16 sections in each of the three hinges. I know the radiator core is recessed three-quarters of an inch behind the front edge of a 1911 Ghost radiator. Eighty-six spokes make one wire wheel



The artist, posing in his 1916 Crane-Simplex during the Forties.

## MELBOURNE BRINDLE



Brindle's painting of the 1932 "Synthetic Rolls-Royce" built by the Brindle Brothers.

on the 1910 Barker Torpedo."

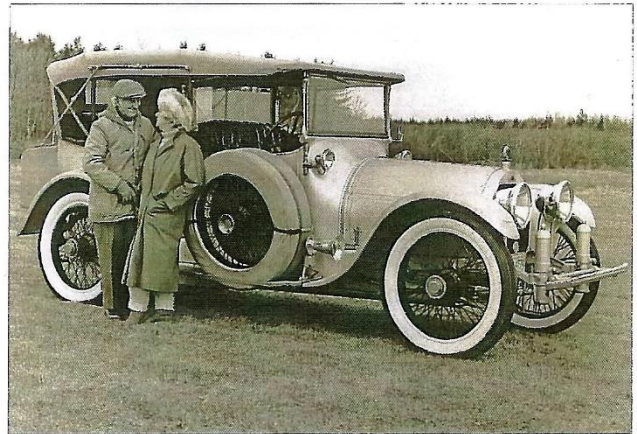
For you see, Brindle did not merely paint cars, he was an avid collector. As a child, and with a child's simplicity, he knew from an early age that he wanted to drive a Rolls-Royce. His first dream was to be a chauffeur of one of the majestic vehicles, and as he grew, so did his dream to one day own a Rolls-Royce. In 1932, lacking the wherewithal to own one, he and his older brother built what has been described as a synthetic Rolls. The finished product utilized parts from 11 different cars, including many genuine Rolls-Royce components such as fenders and a radiator. In place of the trademark RR radiator badge, the pair substituted BB for Brindle Brothers.



A painting of Brindle's personal car, a 1913 Stevens-Duryea C Touring Car. The painting and vehicle are both part of the Owls Head Transportation Museum's collection.

By 1938, when he moved his family to New York, he did so in his own Silver Phantom. The marques that followed were equally legendary: Crane Simplex, Packard, Dietrich, Locomobile and Stevens-Duryea round out the mix. In fact, many of his personal cars found their way into Brindle's paintings.

The paintings on display at the Museum are part of a collection of 29 pieces donated by Charles Cawley in 1999 and include paintings of a number of Brindle's personal cars. His art is defined by not only the realism achieved, but by his use of trompe l'oeil, French for "deceive the eye," in which realistic images are used to create the illusion that the objects exist in three dimensions. Brindle used this technique to tell a story, sometimes quite literally, as in the case of the 1927 Bugatti Type 41 Royale, in which he includes a written history of the car that appears to be tucked into the lower rail of the painting's frame.



Brindle and his wife, Emily, with their beloved Stevens-Duryea C Touring Car "Stevie," which was donated to OHTM in 1986.

Perhaps most significant to the collection is the painting of Brindle's 1913 Stevens-Duryea C Touring car, a vehicle Brindle himself donated to the Owls Head Transportation Museum in 1986 following his move to Camden, Maine in the 1980s. Affectionately known as Stevie, it represents one of six such cars owned by the artist and was honored by being requested by his family to be included in Brindle's funeral procession in 1995. The car is featured in the exhibition along with one of Brindle's preliminary studies as well as the finished painting. Despite his love for all majestic automobiles, Brindle's feelings can best be summed up in his own words: "None commands my respect or stimulates my imagination as the Rolls-Royce, especially those of the golden era before World War I."

—written by Ethan Yankura, Curator/Education Director

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