

# Tail Lights

Automotive History from  
a New Perspective

November-December 2011



The Cars and Trucks of 1919

The 1964 Ford Fairlane Thunderbolt

Unusual Difficulties in Driving to the Arctic Circle in 1903

Car Memories: Ordinary Cars, Extraordinary Personal Memories (1997 Chevrolet Cavalier)

# Tail Lights

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Cover Car: 1964 Ford Fairlane Thunderbolt with Tasca Ford dealership badge

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By Bill Crittenden—An update of the goings on of The Crittenden Automotive Library at CarsAndRacingStuff.com

## Ford Fairlane Thunderbolt.....4

By “PMDrive1061” and others on Wikipedia. A detailed article explaining the differences between the regular Ford Fairlane and the factory drag racing Thunderbolt. This was included to accompany the cover picture, and was inspired by former drag racer Jim Brooks who requested some drag racing material in the second issue of Tail Lights.

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Mr. and Mrs. Charles Glidden take the first drive to the Arctic Circle and find the biggest problems aren’t temperatures.



## A 1919 Auto Show on Paper ..... 6-17

Excerpts from the 1919 edition of Hand Book of Automobiles.

## Car Memories:

## 1997 Chevrolet Cavalier .....18

The story of an average car.

## Dodge to Revive Dart Nameplate

The 2013 Alfa-Romeo Giulietta based Dodge Dart will be built in the Belvidere, Illinois Chrysler plant, which also happens to be the closest major auto manufacturing facility to The Crittenden Automotive Library. If the real car is as beautiful as the teaser shots floating around the internet, I think plant tour pictures will be appearing in the Library and Tail Lights Magazine. An old Dart Demon is pictured at left.

Presented by



The Crittenden Automotive Library

<http://www.carsandracingstuff.com>

# The Crittenden Automotive Library Update

By **Bill Crittenden**  
Owner, The Crittenden Automotive Library



As racing seasons end and winter sets in here in soon to be snowy Woodstock, Illinois, my sources of new material and photographic subjects runs dry. So I spend most of the winter reposting information I find online. Some have wondered, what is the point of reposting information that's already online? Occasionally get e-mails from people who found information about cars or racing that they've been looking for and found through my efforts. How is it that I can help people find information that's already been online for years when I'm one guy in a basement and Google has literally changed the world for us all with internet search?

Well, search is a tool, but it is not perfect. It relies on programming to try and determine the contents of a photograph or article and sometimes that programming misinterprets a page's contents because everyone programs their websites in different ways, and people who depend on the internet for income manipulate their content to try and rank higher in Google Search results. I've learned a few tricks myself over the years, although I stick to the "white hat" (acceptable) methods of "search engine optimization," but "black hat" (unacceptable) methods of search optimization can bury good information under bad sales pitches. In this environment, a simple error in labeling can hide a valuable bit of film or a photograph where almost nobody can find it. That's where human intervention comes in to relabel the information for Google's search servers to rescan and reorder in the search results.

One great example of this is digging through sites like the Internet Archive for public domain and Creative Commons-licensed material for the site. Even though it was already online, a film I came across was added to the Internet Archive as part of a collection of films from Ford and thus labeled "Ford Economy Run." Having watched the first minute or so of the film I easily determined that it was actually about a Ford car in the Gilmore Economy Run, and put it on the Gilmore Economy Run page on my site. It wasn't in my Library for very long before I received an e-mail thanking me for posting it and stating that he had been looking for information on economy runs for years and hadn't come across this film, and it greatly helped in his research. Even though the film had been on an internet site much bigger than my own for years, the way it was labeled had hidden it in an unfindable spot even if you were looking for that specific topic.

Some information is hardly labeled at all. I occasionally find Creative Commons licensed photo sets on Flickr that contains only a very basic description of the set. Sometimes just a year and a track. I go through the race results and find out who the drivers are to post the pictures in the Library labeled with as best as I can tell the correct driver name and then include it in both the correctly named event page and the driver's page. Other times I take photos labeled with such things as "red truck" or "Cadillac" and relabel them with the full make and model names.

Another way I've been helping people find information about cars is by pulling it out of archives that make it difficult for people to find and putting it in a simple browseable format. The New York Times has made their public domain newspaper articles available online, but their machine-reading of the old spotty text has so many errors (completely garbled in some cases) it makes it very difficult for

the search engine on their website to find everything on a particular topic. I type the articles I can find into the Library letter by letter, which has not only helped outside search engines like Google and Bing pick up on what the contents of the articles are much easier, but I also include them in my easily browsable topic pages and indices.

From personal experience I have found that the Google Book search can be difficult to use, best only when you already know what you're looking for and nearly impossible to casually browse different types of old automotive books. I pull the public domain Books out from behind the search engine and post them in a neat, browsable list. Recent additions include **The Electric Automobile**, a 1900 book that shows just how long electric cars have existed, and **Ten Years of Motors and Motor Racing**, published in 1906 and chronicling the first decade of automobile racing at a time when a decade of racing was all there was!

I've also gotten pretty good at finding U.S. government documents in obscure places and combining them into one browseable source. Government documents can be found at the Government Printing Office website, the General Accountability Office website, or the individual sites of the various agencies of the government responsible for automobile travel which can include the Department of Transportation, NHTSA, Federal Highway Administration, the EPA, and the FMCSA and NTSB for trucks and buses. In addition to that, a deeply layered website with a ton of information, like NHTSA's, can yield information from multiple sub-searches within the site! Also, programs like FedFlix take information that has not been added to the official agency websites and puts it online in other places.

Lately I've been taking Special Crash Investigations reports from NHTSA's site and posting them in the Library. This batch of reports includes investigations of specific crashes involving such historical automotive issues as the suspected **unintentional acceleration in Toyota and Lexus models**, **Ford Crown Victoria fires** and **Ford Explorer rollovers**. I've topped 85,000 pages in over 3,300 documents in the reports section!

Search is one of the most valuable tools ever invented for the internet. It has changed the way the world finds information. Heck, I find the information I put into my Library from Google searches and individual site searches, and Google search is the biggest source of my Library's traffic! Once a person finds the Library, they can use a special Google search to look for information just within the Library, which can help find all sorts of obscure little things that didn't require creating a separate Topic Page.

But there is still so much more humans can do to index and catalog the vast amount of automotive information available online and make it easier for the automotive enthusiast to find whether they're using Google or just browsing around. However, I am still just one guy in a basement, so there's only so much I can do in a day. If you want to start your own automotive information project, just let me know and we can help each other out!

## The Crittenden Automotive Library on Facebook

<http://www.facebook.com/pages/The-Crittenden-Automotive-Library/63748958522>

## Reports

<http://www.carsandracingstuff.com/library/reports/reports.php>  
<http://www.carsandracingstuff.com/library/reports/reports1900.php>  
<http://www.carsandracingstuff.com/library/reports/reports2000.php>

## The Electric Automobile (1900)

<http://www.carsandracingstuff.com/library/e/electricautomobile.php>

## Ten Years of Motor Racing (1906)

<http://www.carsandracingstuff.com/library/t/tenyearsofmotorsandmotorracing.php>

# Ford Fairlane Thunderbolt

By **PMDrive1061** and others on Wikipedia

The Ford Fairlane Thunderbolt was a limited production, factory experimental, drag race only automobile built by the Ford Motor Company in 1964. A total of 120 units were produced.

Based on the Fairlane and named for a factory experimental Fairlane of 1963, the Thunderbolt combined the light weight of Ford's intermediate-sized body introduced in 1962 with a "high rise" 427 CID (7.0 L) V8 engine with dual Holley four-barrel carburetors intended for use in the much larger Galaxie. That engine as used in the Galaxie for NASCAR racing did well, but the Galaxie was simply too heavy an automobile in stock trim to be drag raced successfully; so-called "lightweight" 427-powered Galaxies were built both for stock car racing as well as drag racing during the 1964 model year, although these cars were not modified to the extent of the Thunderbolt. As installed in the Thunderbolt, the engine was (like all US cars, due to insurance regulations) conservatively rated at 425 horsepower (317 kW) at 6000 RPM; estimates placed the actual output at +600 horsepower.(+450 kW). In Thunderbolt trim, the Fairlane was three inches (8 cm) shorter than a Galaxie and weighed a significant 700 pounds (318 kg) less. Installing the engine in a vehicle intended for an engine no larger than 289 CID (4.7 L) required major reworking and relocation of the car's front suspension components and the modification and strengthening of the suspension mounting areas. Fiberglass doors, hood, front fenders and even the front bumper on the earliest cars along with plexiglass side and rear windows aided in weight reduction; the hood with its distinctive raised "teardrop" ram air scoop designed to draw hot air from the engine compartment was pinned in position, eliminating the need for a hood latch and making access to the engine quick and easy during the course of a race. Later cars had aluminum front bumpers in place of the fiberglass unit due to racing regulations.

Racing equipment included tubular exhaust headers, an electric fuel pump, altered rear suspension with heavy-duty traction control bars and asymmetrical leaf springs, heavy-duty trunk-mounted battery, locking differential, auxiliary gauges, special drag race wheels and tires supplied both by Goodyear and Mickey Thompson (himself a recipient of one of the first ten cars) and an aluminum scatter shield designed to contain the clutch in case of disintegration under load. The claimed compression ratio was 12:1.

Other weight-saving measures included the elimination of such street items as the sunvisors, radio, heater, wheel covers, passenger side windshield wiper, arm rests, rear window cranks, mirrors, sound deadening material, carpeting, trunk mat, lug wrench, jack and spare tire. Front seats were either lightweight units from Ford's police package vehicles or rudimentary bucket seats from the Econoline van; the carpeting was replaced by a black rubber mat. The rear seat was a standard Fairlane unit. The high-beam headlights were eliminated as well and in their place were mesh-covered air intakes which ran directly to a special air cleaner atop the 427. Like the street version, the Thunderbolt's outer high/low 5.75 inch (146 mm) headlights of the type normally used with a four-lamp system were selectable with a standard foot-operated switch. Though it was technically a street legal automobile, these modifications and deletions along with a final drive ratio of 4:58.1 for the four-speed cars and 4:44.1 for the automatics made the Thunderbolt impractical for street use. However, these modifications resulted in a car which, as tested with a four-speed transmission at Lions Drag Strip in

November 1963, ran 11.61 seconds at 124.8 MPH (200.8 km/h). Best 1/4-mile pr.01.01.2011 for a authentic Thunderbolt on todays slicks are 9.23secs/243kmh.

The Thunderbolt was not built on a regular Ford assembly line, but rather in conjunction with Andy Holten of Dearborn Steel Tubing. It was there that partially built Fairlane bodies in top-of-the-line "500" exterior trim were combined with the 427 and either a heavy-duty Lincoln automatic transmission or a Borg-Warner four-speed manual transmission. The first eleven cars were painted in Ford's "Vintage Burgundy;" the remaining eighty-nine cars were painted "Wimbledon White." The engine code reflected not the 427 on most cars but rather the so-called "K-code" solid lifter 289.

Given the special nature of the car, Ford riveted a metal plate to the inside of the glovebox door of the Thunderbolt and other race-only models with a disclaimer relating to fit and finish. The plate read:

THIS VEHICLE HAS BEEN BUILT SPECIALLY AS A LIGHTWEIGHT COMPETITIVE CAR AND INCLUDES CERTAIN FIBERGLASS AND ALUMINUM COMPONENTS. BECAUSE OF THE SPECIALIZED PURPOSE FOR WHICH THIS CAR HAS BEEN BUILT AND IN ORDER TO ACHIEVE MAXIMUM WEIGHT REDUCTION, NORMAL QUALITY STANDARDS OF THE FORD MOTOR COMPANY IN TERMS OF EXTERIOR PANEL FIT AND SURFACE APPEARANCE ARE NOT MET ON THIS VEHICLE.

THIS INFORMATION IS INCLUDED ON THIS VEHICLE TO ASSURE THAT ALL CUSTOMERS WHO PURCHASE THIS CAR ARE AWARE OF THE DEVIATION FROM THE REGULAR HIGH APPEARANCE QUALITY STANDARDS OF THE FORD MOTOR COMPANY.

Only forty-nine four-speed and fifty-one automatic cars were built, but it was enough to secure the 1964 NHRA Super Stock title for Ford.

Source: [http://en.wikipedia.org/wiki/Ford\\_Fairlane\\_Thunderbolt](http://en.wikipedia.org/wiki/Ford_Fairlane_Thunderbolt)  
Licensed under CC-BY-SA (<http://creativecommons.org/licenses/by-sa/3.0/>)

Below: Cover car, front view, at the Green Street Cruise Night



# Winter Driving in 1903

*As winter sets in and the first measurable snow of the season is on the ground in Woodstock, I'm reminded of a story I pulled from The New York Times a few years ago. Even today, with all the technology developed over the past century, driving in winter is different than driving in summer. But in 1903, when the act of taking a trip in a "motor car" was new and unusual and difficult in ways we have trouble imagining, just driving a car to the arctic circle was an arduous - and newsworthy - adventure. Consider this journey in comparison to the one recently taken by Jeremy Clarkson and James May, two middle-aged men who drove a Toyota Hilux pickup truck to the north pole for a humorous television show.*

*Over a century earlier, early automobile pioneer Charles Glidden and his wife drove to Haparanda, Sweden. Their journey was not broadcast on the television news, because television hadn't been invented yet. Although the article doesn't mention a make or model of the Glidden's automobile, we know by the year that they drove a car that was built at least a half dozen years before the famous Ford Model T, making the trip the year the Curved Dash Oldsmobile came out, and less than a decade since Gottlieb Daimler pattered down the street in his Patent Motor Wagen. And because of how new the concept of the automobile was, and the fact that they were driving one where one had never been driven before, not all of the troubles they encountered were due to the cold...*

**Excerpt from Automobile Topics of Interest  
August 30, 1903  
The New York Times**

In spite of the popularity of automobile touring in Europe it has remained for an American to be the first to pass within the arctic circle in an automobile. A cablegram was received in Boston a few days ago from Mr. and Mrs. Charles Glidden of that city, stating that they had arrived at Haparanda, Sweden, just within the arctic circle, on the previous Sunday.

Mr. and Mrs. Glidden left Boston on June 11 with the intention of making an automobile tour through England, Ireland, Wales, Denmark, and Norway, and of penetrating within the arctic region if possible. They had as their guests Mr. and Mrs. H. D. Corey of Boston. The party first viewed the international automobile race for the Bennett trophy in Ireland, and then, leaving Dublin on July 5, drove to Portrush, on the north shore of Ireland, passing on the west shore of Lake Leagh, through Tandaragee. Two days later a drive to the Giants' Causeway was enjoyed, thence along a good road passing through Belfast to Newcastle. The trip thus continued through the heart of the Wicklow Mountains via Arklow, Wexford, and Waterford to Cork; then through the Killarney section and back to Dublin, in all a total of 1,510 miles driven in Ireland. The roads in Ireland on the whole were most satisfactory, being better than American roads, other than those of State construction, but somewhat inferior to those of France.

On July 16 the car was shipped across the channel to Holyhead, and the following day the travelers drove along the northern coast of Wales and into Hull, England. Here the car was loaded on a steamer, and on Aug. 3 the party arrived at Copenhagen, and then discovered what a lot of trouble it was to experience before it reached the far northern point in the arctic circle.

The first hint of trouble in Norway had reached Mr. Glidden while he was yet in Ireland, and after he had made all his arrangements for the trip, a cablegram informed him that two of the Governors of Norwegian provinces had canceled the permits granted, and other had added restrictions making the journey almost impossible. Some of these restrictions required advertising in the newspapers six days before leaving a locality, and the notification of Sheriffs of the exact day and hour the car would pass through their territory. One Governor insisted that a man on horseback should precede the car, warning the populace of its coming and clearing the way, although the speed limit is only fifteen miles and hour. Mr. Glidden was so discouraged by the outlook that he decided to avoid Norway, and make the journey through Sweden along the west coast of the Gulf of Bothnia into Lapland, where a more northern point could be reached than in Norway. The last and most difficult stage of the trip was from Gefle, a fortified seaport of Sweden and capital of a province of the same name at the mouth of the Gefle river, 100 miles north of Stockholm and about latitude 60 degrees, to Haparanda, just across the arctic circle.



## The Crittenden Automotive Library

Sponsorships of The Crittenden Automotive Library are available for \$50 a month for a text link! Sponsoring the site gets your business name in a prime location for exposure to the 600+ visitors a day that browse the Library as well as linking to your site from over 15,000 automotive-related topics and articles so that search engines can see the importance of your business. For a more visual impact on site visitors, you can place a 185x75 pixel logo or image instead of a text link for \$100 a month.

With the Library averaging over 600 visitors a day and growing, this places your name (\$50 a month text link ad) in front of over 18,000 visitors a week, 52 weeks a year, with your site just one click away for about \$12.50 a week. Compare that to sponsoring a race car that doesn't run in front of crowds of 18,000 every weekend all year long and costs much more than \$600 a season and depends on fans remembering the business name or website name to type into their browser when they get home!

More information at

<http://www.carsandracingstuff.com/advertise.php>

# A 1919 Auto Show on Paper

## Excerpts from Hand Book of Automobiles, 1919

Have you ever seen those automotive encyclopedias that have a page on each significant car throughout the years? I've picked up a few myself over the years. As someone who preserves all sorts of bits of automotive history, normally I would never, ever cut up one of those books to stick a few pages on the Mustang in the Ford section of my file cabinet. It is tempting to be able to group all the information on a particular topic in one place, but you could never put Humpty Dumpty back together again. And where would you file something that has a Chevrolet on one side of the page and a Chrysler on the other?

You can, however, make unlimited copies of a digital file, and when you have that capability cutting up a copy is irrelevant. So, thanks to Google Books for digitizing the 1919 edition of Hand Book of Automobiles, which features one new car or truck on each page for potential buyers who can't see the myriad of marques and models available back then in a more convenient way outside a major city's automobile show. I took the original PDF file and separated it into PNG images of each individual page and spread them out throughout the Library. This has also greatly expanded the index of automobile marques compiled in the Library. Some of the more interesting examples are below and my personal top 11 (I couldn't decide on just 10) are featured on the following pages...

**SELDEN MOTOR  
VEHICLE  
COMPANY**  
**MANUFACTURING DIVISION**  
ROCHESTER  
NEW YORK

Price Upon Application



SELDEN THREE-AND-ONE-HALF-TON TRUCK—NL

**HUDSON  
MOTOR CAR  
COMPANY**  
DETROIT  
MICHIGAN

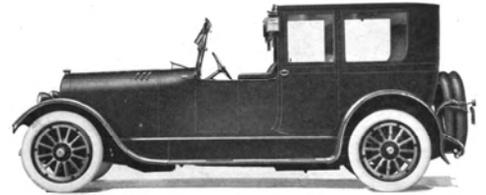
Seven-Passenger Phaeton . . . . .	Price
Four-Passenger Phaeton . . . . .	Upon
Cabriolet . . . . .	Application
Four-Door Sedan . . . . .	
Touring Limousine . . . . .	
Limousine . . . . .	
Limousine-Landaulet . . . . .	
Town Car . . . . .	
Town Car-Landaulet . . . . .	
Coupe . . . . .	



HUDSON SUPER-SIX PHAETON

**F I A T**  
501 FIFTH AVENUE  
NEW YORK CITY

Price . . . . . \$7000  
Seven-Passenger Touring Car . . . . . 6000  
Seven-Passenger Limousine . . . . . 7000



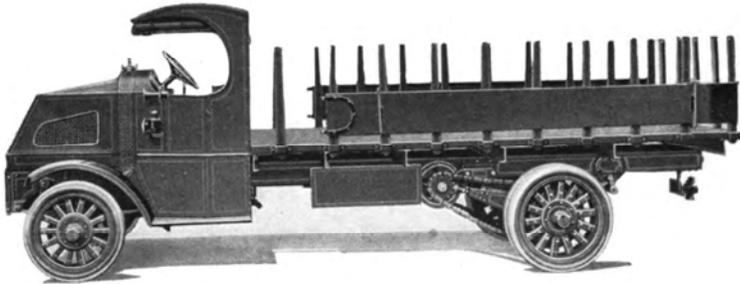
FIAT BROUGHAM—E-17

**M E R C E R  
A U T O M O B I L E  
C O M P A N Y**  
TRENTON  
NEW JERSEY

Price Upon Application



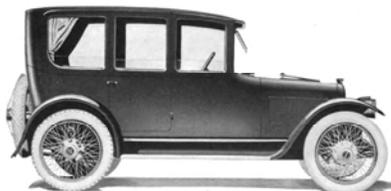
MERCER RACEABOUT



MACK FIVE-AND-ONE-HALF-TON TRUCK—AC

**KISSEL MOTOR  
CAR COMPANY**  
HARTFORD  
WISCONSIN

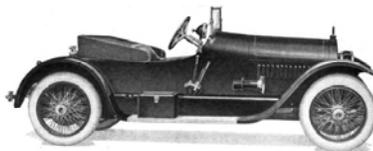
Price Upon Application



KISSEL CUSTOM-BUILT STAGGERED-DOOR SEDAN

**STUTZ MOTOR  
CAR COMPANY  
OF AMERICA  
INCORPORATED**  
INDIANAPOLIS  
INDIANA

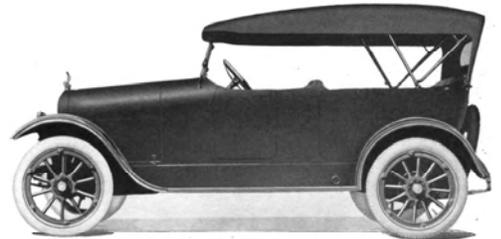
Price . . . . . \$2750  
Two-Passenger Roadster . . . . . 2750  
Four-Passenger Close Coupled . . . . . 2850  
Six-Passenger Touring . . . . . 2850



STUTZ BEARCAT—SERIES G

**MOON MOTOR  
CAR COMPANY**  
ST. LOUIS  
MISSOURI

Price, \$1485



MOON SIX TOURING—36

**E L G I N  
M O T O R C A R  
C O R P O R A T I O N**

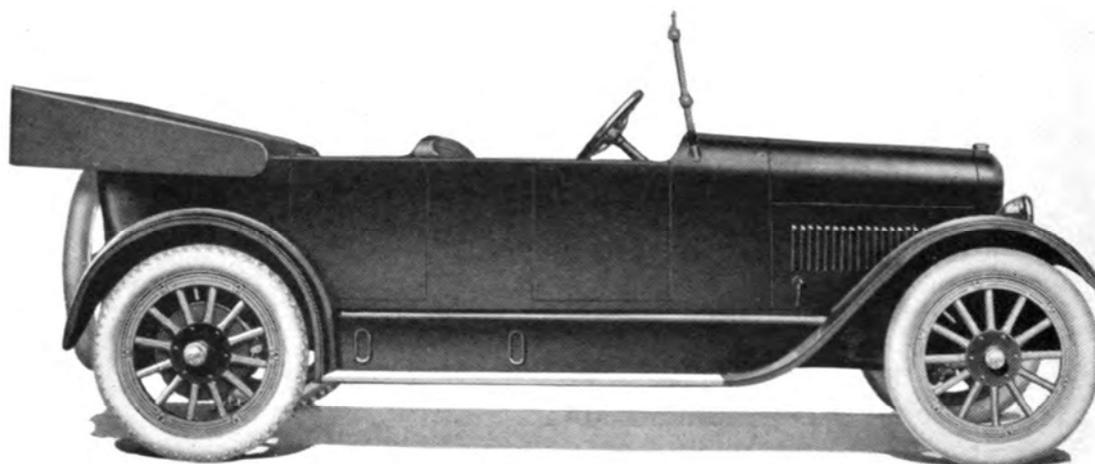
**ARGO, ILLINOIS**

**Price . . . . . \$1395**  
**Four-Passenger Military Scout . 1495**  
**Convertible Sedan . . . . . 1950**

There were a huge number of little car companies based in the Great Lakes region of the United States. Here's one that's very local to the home town of The Crittenden Automotive Library. Most of them were based in Michigan, Indiana and Ohio, but there were a handful in Illinois.

Nowadays, we have the Chrysler plant in Belvidere near Rockford that will be building the new Dart.

Also related to automobile manufacturing is the joke that we're the state where our Governors make our license plates. That's due to the Rod Blagojevich recently joining George Ryan in becoming the second Governor in a row sentenced to prison.



**ELGIN SIX TOURING—SERIES H**

<b>COLOR . . . . .</b>	Body and hood, Victory blue; wheels, Elgin cream; fenders and radiator, black	<b>BORE AND STROKE . . . . .</b>	3 1/8 x 4 1/4 inches
<b>SEATING CAPACITY. . .</b>	Five	<b>LUBRICATION . . . . .</b>	Force feed and splash
<b>POSITION OF DRIVER .</b>	Left side	<b>RADIATOR . . . . .</b>	Cellular
<b>WHEELBASE . . . . .</b>	118 inches	<b>COOLING . . . . .</b>	Thermo-syphon
<b>GAUGE . . . . .</b>	56 inches	<b>IGNITION . . . . .</b>	Storage battery
<b>WHEELS . . . . .</b>	Wood	<b>STARTING SYSTEM . . .</b>	Two unit
<b>FRONT TIRES . . . . .</b>	33 x 4 inches	<b>STARTER OPERATED . .</b>	Gear to fly wheel
<b>REAR TIRES . . . . .</b>	33 x 4 inches anti-skid	<b>LIGHTING SYSTEM . . .</b>	Electric
<b>SERVICE BRAKE . . . .</b>	Contracting on rear wheels	<b>VOLTAGES . . . . .</b>	Six
<b>EMERGENCY BRAKE . .</b>	Expanding on rear wheels	<b>WIRING SYSTEM . . . .</b>	Single
<b>CYLINDERS . . . . .</b>	Six	<b>GASOLINE SYSTEM . . .</b>	Vacuum
<b>HOW ARRANGED . . . .</b>	Vertically	<b>CLUTCH . . . . .</b>	Plate
<b>CAST . . . . .</b>	En bloc	<b>TRANSMISSION . . . . .</b>	Selective sliding
<b>HORSEPOWER . . . . .</b>	23.44 (N.A.C.C. Rating)	<b>GEAR CHANGES . . . .</b>	Three forward, one reverse
		<b>DRIVE . . . . .</b>	Spiral bevel
		<b>REAR AXLE . . . . .</b>	Three-quarters floating
		<b>STEERING GEAR . . . .</b>	Worm and gear

In addition to above specifications, price includes top, top hood, windshield, speedometer, ammeter, tire pump, electric horn and demountable rims.

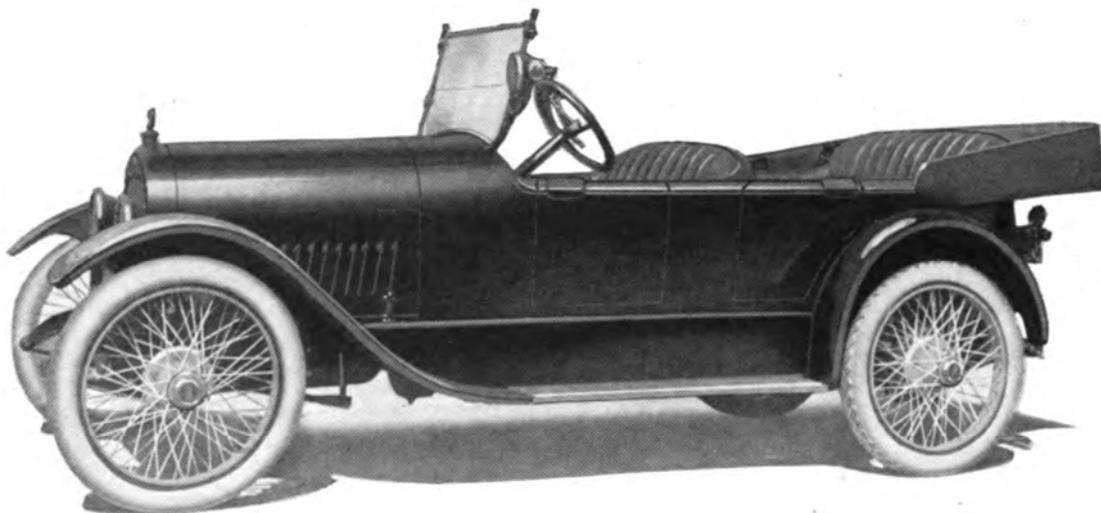
This car is unusual not only for its name but also for where it's company was from.

Having read Harry Turtledove novels of "alternate history" and the duplicate industries of a South still hostile to the North I wonder where the "Motor City of the Confederacy" might have been if it existed into the heyday of Detroit. Would it have been Richmond? Or Atlanta?

**KLINE CAR CORPORATION**

**RICHMOND VIRGINIA**

<b>Price . . . . .</b>	<b>\$1865</b>
<b>Four-Passenger Sport-Tour . . . . .</b>	<b>1865</b>
<b>Four-Passenger Shamrock Roadster . . . . .</b>	<b>1865</b>
<b>Two- and Three-Passenger Runabout . . . . .</b>	<b>1865</b>
<b>Five-Passenger Sedan . . . . .</b>	<b>2590</b>
(with auxillary seats)	



**KLINE KAR TOURING—SERIES H 6-42**

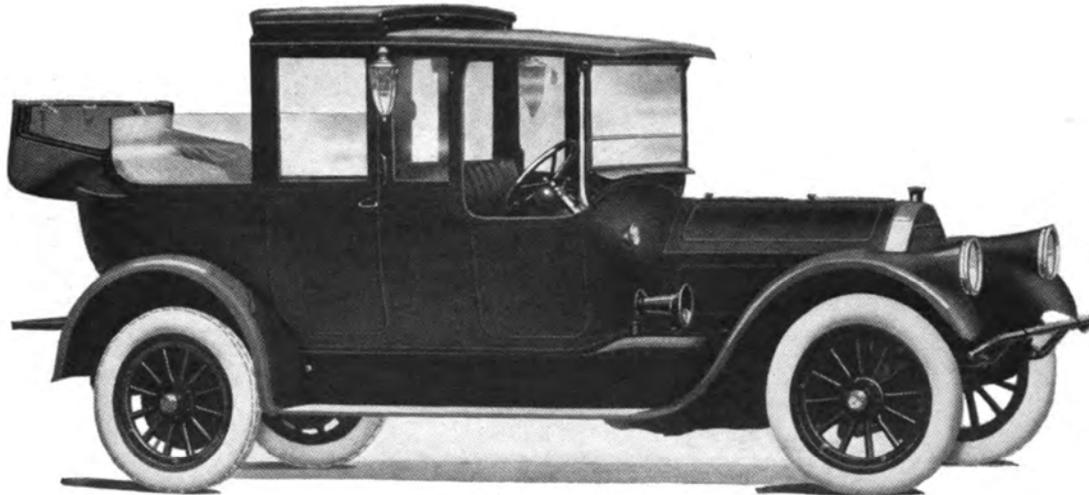
<b>COLOR . . . . .</b>	Body, dark green; gear, black; wheels, straw color	<b>BORE AND STROKE . . . . .</b>	3¼ x 4½ inches
<b>SEATING CAPACITY . . . . .</b>	Five	<b>LUBRICATION . . . . .</b>	Force feed and splash
<b>POSITION OF DRIVER . . . . .</b>	Left side	<b>RADIATOR . . . . .</b>	Cellular
<b>WHEELBASE . . . . .</b>	121 inches	<b>COOLING . . . . .</b>	Water pump
<b>GAUGE . . . . .</b>	56 inches	<b>IGNITION . . . . .</b>	Storage battery
<b>WHEELS . . . . .</b>	Wood	<b>STARTING SYSTEM . . . . .</b>	Two unit
<b>FRONT TIRES . . . . .</b>	33 x 4 inches	<b>STARTER OPERATED . . . . .</b>	Gear to fly wheel
<b>REAR TIRES . . . . .</b>	33 x 4 inches, anti-skid	<b>LIGHTING SYSTEM . . . . .</b>	Electric
<b>SERVICE BRAKE . . . . .</b>	Contracting on rear wheels	<b>VOLTAGES . . . . .</b>	Six
<b>EMERGENCY BRAKE . . . . .</b>	Expanding on rear wheels	<b>WIRING SYSTEM . . . . .</b>	Single
<b>CYLINDERS . . . . .</b>	Six	<b>GASOLINE SYSTEM . . . . .</b>	Vacuum
<b>HOW ARRANGED . . . . .</b>	Vertically	<b>CLUTCH . . . . .</b>	Plate
<b>CAST . . . . .</b>	En bloc	<b>TRANSMISSION . . . . .</b>	Selective sliding
<b>HORSEPOWER . . . . .</b>	25.35 (N.A.C.C. Rating)	<b>GEAR CHANGES . . . . .</b>	Three forward, one reverse
		<b>DRIVE . . . . .</b>	Spiral bevel
		<b>REAR AXLE . . . . .</b>	Full floating
		<b>STEERING GEAR . . . . .</b>	Worm and nut

In addition to above specifications, price includes top, top hood, windshield, speedometer, ammeter, voltmeter, moto-meter, spotlight, electric horn and demountable rims.

**PIERCE-ARROW  
MOTOR CAR  
COMPANY**  
**BUFFALO  
NEW YORK**

Price . . . . .	<b>\$8000</b>
Two and Three-Passenger Runabouts . . . . .	<b>6400</b>
Four-Passenger Touring . . . . .	<b>6400</b>
Four-Passenger Roadster . . . . .	<b>6400</b>
Five-Passenger Touring . . . . .	<b>6400</b>
Seven-Passenger Touring . . . . .	<b>6500</b>
Two and Three-Passenger Coupe . . . . .	<b>7500</b>
Two and Three-Passenger Convertible Roadster . . . . .	<b>7500</b>
Brougham, dome or flat . . . . .	<b>7800</b>
Brougham Landaulet . . . . .	<b>7800</b>
French Brougham . . . . .	<b>7800</b>
French Brougham Landaulet . . . . .	<b>7800</b>
Suburban, dome or flat . . . . .	<b>8000</b>
Landau, dome . . . . .	<b>8000</b>
Vestibule Brougham, dome or flat . . . . .	<b>8000</b>
Vestibule Brougham Landau, flat . . . . .	<b>8000</b>
Vestibule Suburban, dome or flat . . . . .	<b>8200</b>
Vestibule Landau, dome roof . . . . .	<b>8200</b>

Pierce-Arrow is a remarkable luxury brand from the early days of motoring. Even amongst the variety of cars in the book, this "Suburban Landau" stands out as unusual with its roof-lines.



**PIERCE-ARROW SUBURBAN LANDAU—48-B-5**

COLOR . . . . .	Optional	LUBRICATION . . . . .	Force feed
CARRYING CAPACITY	Seven	RADIATOR . . . . .	Cellular
POSITION OF DRIVER	Right side	COOLING . . . . .	Water pump
WHEELBASE . . . . .	142 inches	IGNITION . . . . .	High tension magneto and storage, battery
GAUGE . . . . .	56 inches	STARTING SYSTEM . . . . .	Two unit
WHEELS . . . . .	Wood	STARTER OPERATED . . . . .	Gear to fly wheel
FRONT TIRES . . . . .	35 x 5 inches	LIGHTING SYSTEM . . . . .	Electric
REAR TIRES . . . . .	35 x 5 inches	VOLTAGES . . . . .	Six
SERVICE BRAKE . . . . .	Expanding on rear wheels	WIRING SYSTEM . . . . .	Single
EMERGENCY BRAKE . . . . .	Contracting on rear wheels	GASOLINE SYSTEM . . . . .	Pressure
CYLINDERS . . . . .	Six	CLUTCH . . . . .	Cone
HOW ARRANGED . . . . .	Vertically	TRANSMISSION . . . . .	Selective sliding
CAST . . . . .	In pairs	GEAR CHANGES . . . . .	Four forward, one reverse
HORSEPOWER . . . . .	48.6 (N.A.C.C. Rating)	DRIVE . . . . .	Spiral bevel
BORE AND STROKE . . . . .	4½ x 5½ inches	REAR AXLE . . . . .	Semi-floating
		STEERING GEAR . . . . .	Screw and nut

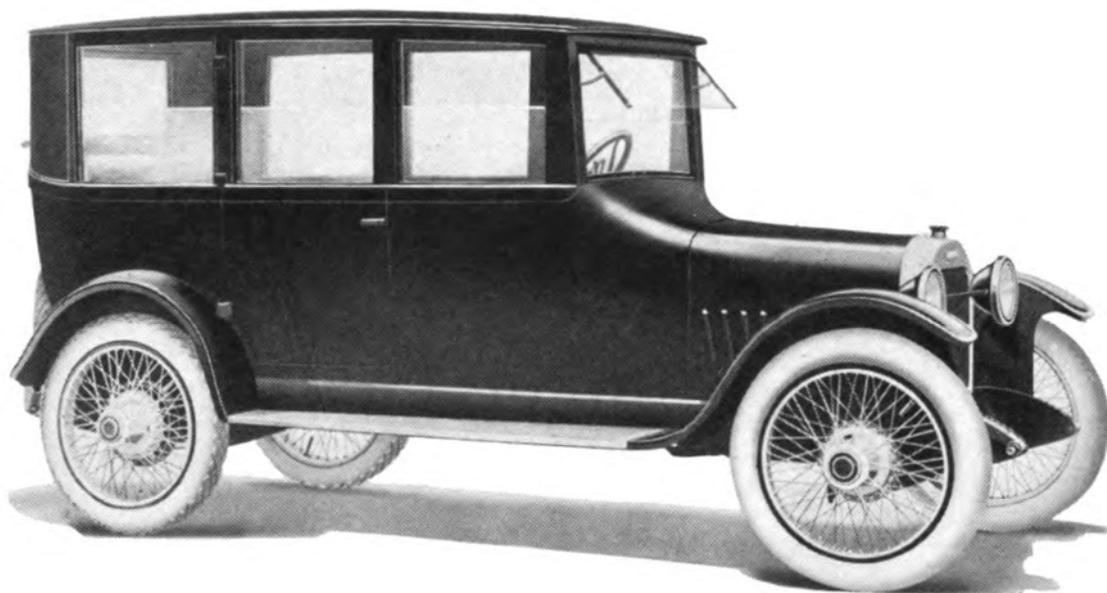
In addition to above specifications, price includes windshield, speedometer, autometer, and demountable rims.

I love Pontiac, but this book predates the Pontiac brand by half a decade. Pontiac was created to be a "companion make" to Oakland, and became so popular that it was not only the only companion make to survive the era, but to outlast its parent marque.

**OAKLAND  
MOTOR CAR  
COMPANY**

**PONTIAC  
MICHIGAN**

**Price . . . . . \$1650**  
**Coupe . . . . . 1650**  
**Touring . . . . . 1075**  
**Roadster . . . . . 1075**



**OAKLAND SENSIBLE SIX SEDAN—34-B**

<b>COLOR . . . . .</b>	Body, Oakland medium blue; running gear, black	<b>BORE AND STROKE . . . . .</b>	2 $\frac{1}{8}$ x 4 $\frac{3}{4}$ inches
<b>SEATING CAPACITY . . . . .</b>	Five	<b>LUBRICATION . . . . .</b>	Force feed and splash
<b>POSITION OF DRIVER . . . . .</b>	Left side	<b>RADIATOR . . . . .</b>	Cellular
<b>WHEELBASE . . . . .</b>	112 inches	<b>COOLING . . . . .</b>	Water pump
<b>GAUGE . . . . .</b>	56 inches	<b>IGNITION . . . . .</b>	Storage battery
<b>WHEELS . . . . .</b>	Wood	<b>STARTING SYSTEM . . . . .</b>	Two unit
<b>FRONT TIRES . . . . .</b>	32 x 4 inches	<b>STARTER OPERATED . . . . .</b>	Gear to fly wheel
<b>REAR TIRES . . . . .</b>	32 x 4 inches, anti-skid	<b>LIGHTING SYSTEM . . . . .</b>	Electric
<b>SERVICE BRAKE . . . . .</b>	Contracting on rear wheels	<b>VOLTAGES . . . . .</b>	Six
<b>EMERGENCY BRAKE . . . . .</b>	Expanding on rear wheels	<b>WIRING SYSTEM . . . . .</b>	Single
<b>CYLINDERS . . . . .</b>	Six	<b>GASOLINE SYSTEM . . . . .</b>	Vacuum
<b>HOW ARRANGED . . . . .</b>	Vertically	<b>CLUTCH . . . . .</b>	Cone
<b>CAST . . . . .</b>	En bloc	<b>TRANSMISSION . . . . .</b>	Selective sliding
<b>HORSEPOWER . . . . .</b>	18.98 (N.A.C.C. Rating)	<b>GEAR CHANGES . . . . .</b>	Three forward, one reverse
		<b>DRIVE . . . . .</b>	Plain bevel
		<b>REAR AXLE . . . . .</b>	Full floating
		<b>STEERING GEAR . . . . .</b>	Worm and nut

In addition to above specifications, price includes windshield, speedometer, ammeter, heater, electric horn and demountable rims.

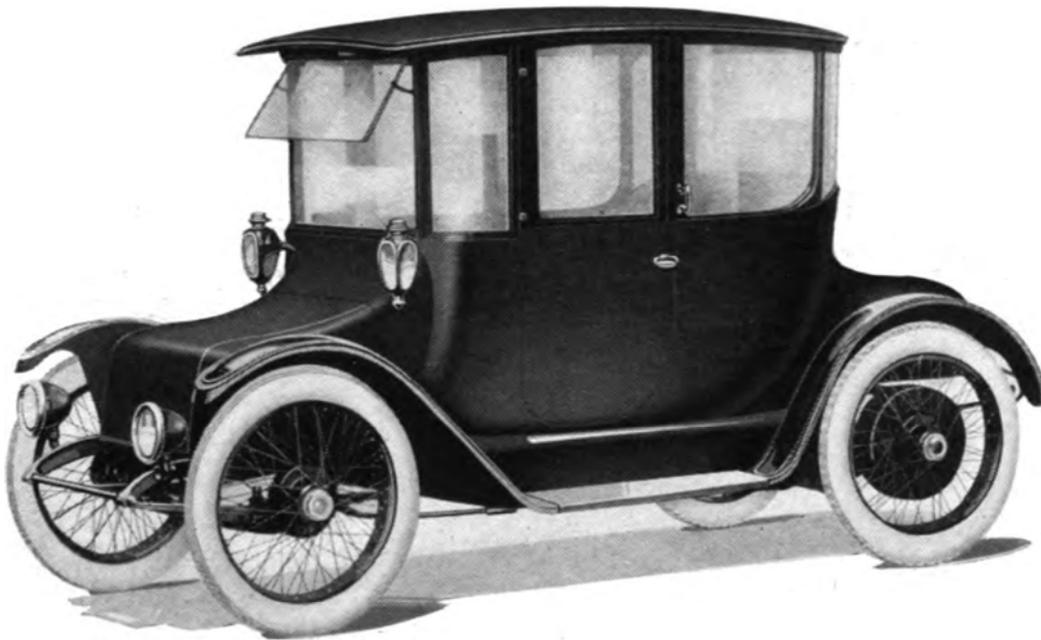
**ANDERSON  
ELECTRIC CAR  
COMPANY**

**DETROIT  
MICHIGAN**

<b>Price . . . . .</b>	<b>\$2940</b>
<b>Five-Passenger Brougham—72-A</b>	<b>3015</b>
<b>Five-Passenger Brougham—73-A</b>	<b>2990</b>
<b>Five-Passenger Brougham—74-A</b>	<b>3040</b>
<b>Four-Passenger Brougham—75-A</b>	<b>2175</b>
<b>Three-Passenger Convertible Roadster—76-A . . . . .</b>	<b>2175</b>

Detroit Electric is not only a great name for a car company, but it's also an electric car in 1919! And it wasn't the only one in the book, either. Okay, it only went 25 miles an hour, so it's the early era equivalent of the modern day "Neighborhood Electric Vehicle."

A revival of the brand was attempted in 2008-2009 by a partnership based in Asia.




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**DETROIT ELECTRIC BROUGHAM—71-A**

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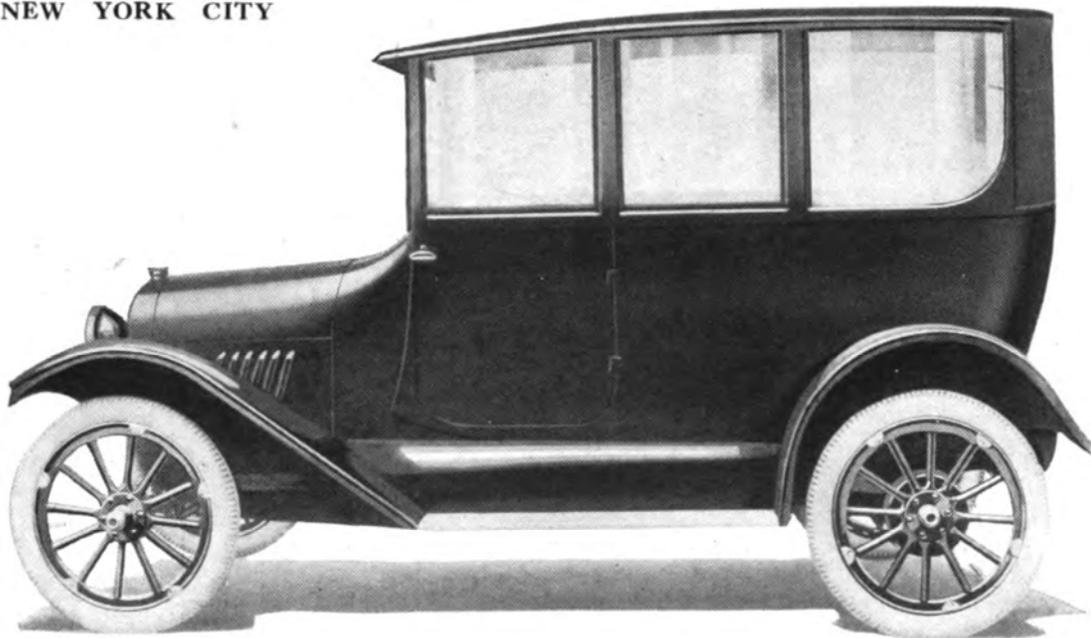
<b>COLOR . . . . .</b>	<b>Detroit gray, green, Rolls-Royce, blue, deep maroon or Brewster green</b>	<b>REAR TIRES . . . . .</b>	<b>34 x 4½ inches, pneumatic, anti-skid</b>
<b>SEATING CAPACITY .</b>	<b>Four</b>	<b>BRAKE SYSTEMS . . .</b>	<b>Service brake, expanding on rear wheels; Emergency brake, electric on motor</b>
<b>BODY:</b>		<b>BATTERY . . . . .</b>	<b>42 cells, 15 plates</b>
<b>LENGTH OVER ALL</b>	<b>142 inches</b>	<b>SPEED . . . . .</b>	<b>6 to 25 miles per hour</b>
<b>WIDTH OVER ALL .</b>	<b>67 inches</b>	<b>No. FORWARD SPEEDS</b>	<b>Five</b>
<b>WHEELBASE . . . . .</b>	<b>100 inches</b>	<b>No. REVERSE SPEEDS</b>	<b>Five</b>
<b>GAUGE . . . . .</b>	<b>56 inches</b>	<b>CONTROL . . . . .</b>	<b>Lever operated</b>
<b>WHEELS . . . . .</b>	<b>Wire</b>	<b>STEERING . . . . .</b>	<b>Lever</b>
<b>FRONT TIRES . . . . .</b>	<b>34 x 4½ inches, pneumatic</b>		

There's nothing special in particular about this car, but out of all the brands in the book not many names are recognizable and even fewer actually survived so I had to include 1919 version of the Chevrolet Impala in the list.

**CHEVROLET  
MOTOR  
COMPANY**

**BROADWAY  
AT 57th STREET  
NEW YORK CITY**

**Price . . . . . \$1185**  
**Four-Ninety Coupe . . . . . 1110**



**CHEVROLET "FOUR-NINETY" SEDAN**

<b>COLOR . . . . .</b>	<b>Black</b>	<b>BORE AND STROKE . . . . .</b>	<b>3 1/4 x 4 inches</b>
<b>SEATING CAPACITY . . . . .</b>	<b>Five</b>	<b>LUBRICATION . . . . .</b>	<b>Full splash</b>
<b>POSITION OF DRIVER . . . . .</b>	<b>Left side</b>	<b>RADIATOR . . . . .</b>	<b>Cellular</b>
<b>WHEELBASE . . . . .</b>	<b>102 inches</b>	<b>COOLING . . . . .</b>	<b>Water pump</b>
<b>GAUGE . . . . .</b>	<b>56 inches</b>	<b>IGNITION . . . . .</b>	<b>Storage battery</b>
<b>WHEELS . . . . .</b>	<b>Wood</b>	<b>STARTING SYSTEM . . . . .</b>	<b>Two unit</b>
<b>FRONT TIRES . . . . .</b>	<b>31 x 4 inches, anti-skid</b>	<b>STARTER OPERATED . . . . .</b>	<b>Gear to fly wheel</b>
<b>REAR TIRES . . . . .</b>	<b>31 x 4 inches, anti-skid</b>	<b>LIGHTING SYSTEM . . . . .</b>	<b>Electric</b>
<b>SERVICE BRAKE . . . . .</b>	<b>Contracting on rear wheels</b>	<b>VOLTAGES . . . . .</b>	<b>Six</b>
<b>EMERGENCY BRAKE . . . . .</b>	<b>Expanding on rear wheels</b>	<b>WIRING SYSTEM . . . . .</b>	<b>Single</b>
<b>CYLINDERS . . . . .</b>	<b>Four</b>	<b>GASOLINE SYSTEM . . . . .</b>	<b>Vacuum</b>
<b>HOW ARRANGED . . . . .</b>	<b>Vertically</b>	<b>CLUTCH . . . . .</b>	<b>Cone</b>
<b>CAST . . . . .</b>	<b>En bloc</b>	<b>TRANSMISSION . . . . .</b>	<b>Selective sliding</b>
<b>HORSEPOWER . . . . .</b>	<b>21.75 (N.A.C.C. Rating)</b>	<b>GEAR CHANGES . . . . .</b>	<b>Three forward, one reverse</b>
		<b>DRIVE . . . . .</b>	<b>Plain bevel</b>
		<b>REAR AXLE . . . . .</b>	<b>Three-quarters floating</b>
		<b>STEERING GEAR . . . . .</b>	<b>Spur and gear</b>

In addition to above specifications, price includes windshield, speedometer, ammeter, electric horn and demountable rims.

**CADILLAC  
MOTOR CAR  
COMPANY**  

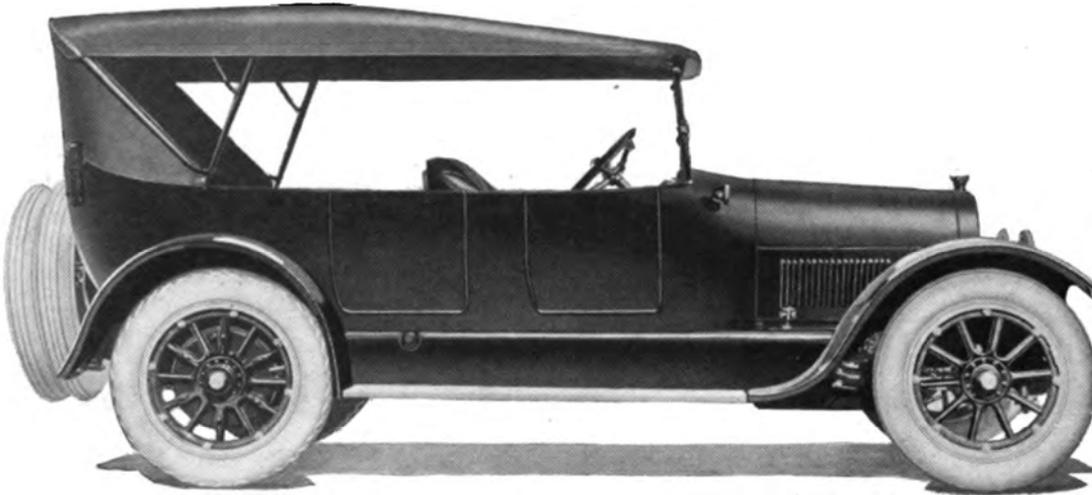
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**DETROIT  
MICHIGAN**

<b>Price . . . . .</b>	<b>\$3220</b>
<b>Four-Passenger Phaeton . . . . .</b>	<b>3220</b>
<b>Two-Passenger Roadster . . . . .</b>	<b>3220</b>
<b>Four-Passenger Convertible Victoria . . . . .</b>	<b>3690</b>
<b>Five-Passenger Brougham . . . . .</b>	<b>4090</b>

I thought that opposite the 1919 world's Chevrolet sedan should appear the 1919 world's luxury Cadillac, from back when Cadillac was the "Standard of the World."

Seven passengers? Size-wise, in comparison to the modern Escalade, the classic Caddy's wheelbase of 125" falls between the standard Escalade's 116" and the ESV/EXT's 125". However, its 31¼ horsepower pale in comparison to the modern SUV's 400+.




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**CADILLAC SEVEN-PASSENGER TOURING—57**

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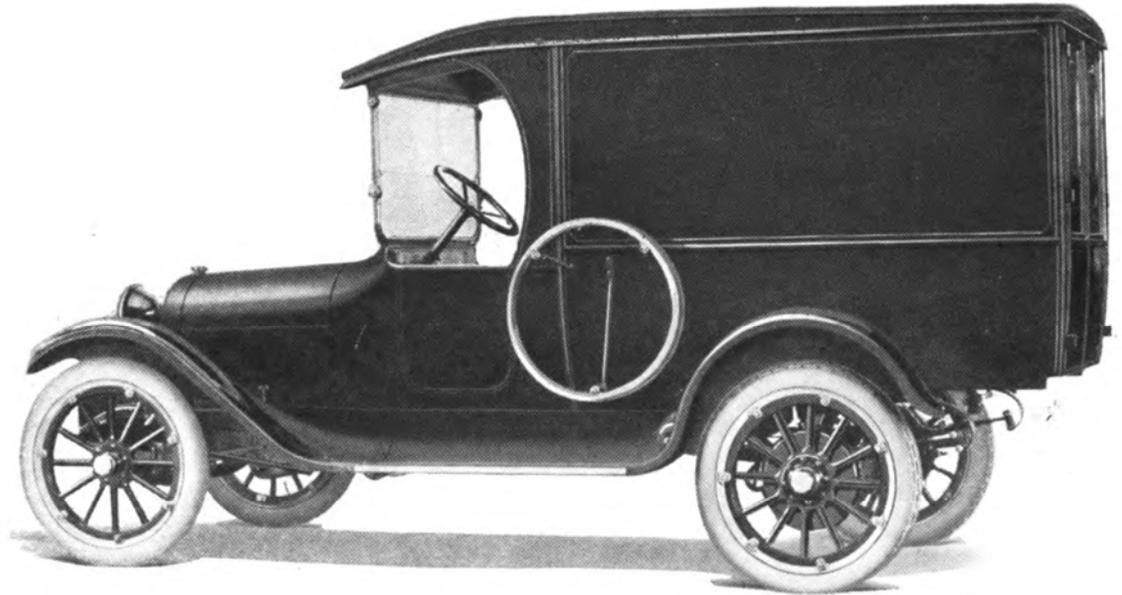
<b>COLOR . . . . .</b>	Cadillac blue with black trimmings	<b>LUBRICATION . . . . .</b>	Full force feed
<b>SEATING CAPACITY .</b>	Seven	<b>RADIATOR . . . . .</b>	Tubular
<b>POSITION OF DRIVER</b>	Left side	<b>COOLING . . . . .</b>	Water pump
<b>WHEELBASE . . . . .</b>	125 inches	<b>IGNITION . . . . .</b>	Generator and storage battery
<b>GAUGE . . . . .</b>	56 inches	<b>STARTING SYSTEM .</b>	Single unit
<b>WHEELS . . . . .</b>	Wood	<b>STARTER OPERATED .</b>	Gear to fly wheel
<b>FRONT TIRES . . . .</b>	35 x 5 inches	<b>LIGHTING SYSTEM .</b>	Electric
<b>REAR TIRES . . . . .</b>	35 x 5 inches, anti-skid	<b>VOLTAGES . . . . .</b>	Six
<b>SERVICE BRAKE . . .</b>	Contracting on rear wheels	<b>WIRING SYSTEM . . .</b>	Single
<b>EMERGENCY BRAKE .</b>	Expanding on rear wheels	<b>GASOLINE SYSTEM .</b>	Pressure
<b>CYLINDERS . . . . .</b>	Eight	<b>CLUTCH . . . . .</b>	Dry multiple disc
<b>HOW ARRANGED . . .</b>	V type, 90 degrees	<b>TRANSMISSION . . . .</b>	Selective sliding
<b>CAST . . . . .</b>	In fours	<b>GEAR CHANGES . . .</b>	Three forward, one reverse
<b>HORSEPOWER . . . .</b>	31.25 (N.A.C.C. Rating)	<b>DRIVE . . . . .</b>	Spiral bevel
<b>BORE AND STROKE .</b>	3½ x 5½ inches	<b>REAR AXLE . . . . .</b>	Full floating
		<b>STEERING GEAR . . .</b>	Worm and sector

In addition to above specifications, price includes windshield, speedometer, ammeter, clock, tire pump, electric horn and demountable rims.

This is a truck from the short era of less than a decade when the Dodge Brothers started producing complete vehicles and were both still living.

**D O D G E  
B R O T H E R S  
D E T R O I T  
M I C H I G A N**

**Price . . . . . \$1085**  
**Screen Side Delivery . . . . . 1085**



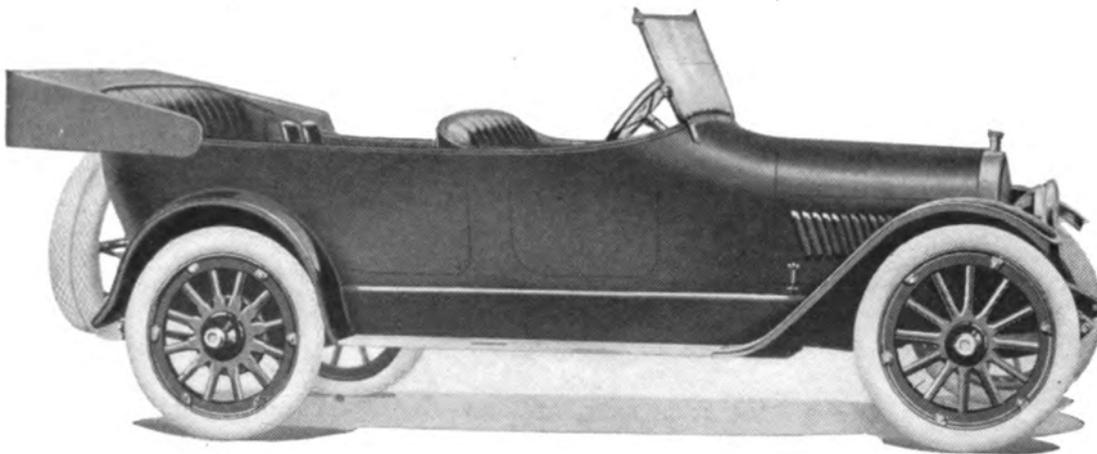
**DODGE BROTHERS FULL PANEL DELIVERY**

<b>COLOR . . . . .</b>	Body and running gear, black; wheels, blue	<b>BORE AND STROKE . . . . .</b>	3 3/8 x 4 1/2 inches
<b>CARRYING CAPACITY . . . . .</b>	1000 pounds	<b>LUBRICATION . . . . .</b>	Splash with circulating pump
<b>POSITION OF DRIVER . . . . .</b>	Left side	<b>RADIATOR . . . . .</b>	Tubular
<b>WHEELBASE . . . . .</b>	114 inches	<b>COOLING . . . . .</b>	Water pump
<b>GAUGE . . . . .</b>	56 inches	<b>IGNITION . . . . .</b>	Storage battery
<b>WHEELS . . . . .</b>	Wood	<b>STARTING SYSTEM . . . . .</b>	Single unit
<b>FRONT TIRES . . . . .</b>	33 x 4 inches,	<b>STARTER OPERATED . . . . .</b>	Chain to crank shaft
<b>REAR TIRES . . . . .</b>	33 x 4 inches, anti-skid	<b>LIGHTING SYSTEM . . . . .</b>	Electric
<b>SERVICE BRAKE . . . . .</b>	Contracting on rear wheels	<b>VOLTAGES . . . . .</b>	Twelve
<b>EMERGENCY BRAKE . . . . .</b>	Expanding on rear wheels	<b>WIRING SYSTEM . . . . .</b>	Single
<b>CYLINDERS . . . . .</b>	Four	<b>GASOLINE SYSTEM . . . . .</b>	Vacuum
<b>HOW ARRANGED . . . . .</b>	Vertically	<b>CLUTCH . . . . .</b>	Dry multiple disc
<b>CAST . . . . .</b>	En bloc	<b>TRANSMISSION . . . . .</b>	Selective sliding
<b>HORSEPOWER . . . . .</b>	24.03 (N.A.C.C. Rating)	<b>GEAR CHANGES . . . . .</b>	Three forward, one reverse
		<b>DRIVE . . . . .</b>	Spiral bevel
		<b>REAR AXLE . . . . .</b>	Full floating
		<b>STEERING GEAR . . . . .</b>	Worm and gear

In addition to above specifications, price includes windshield, speedometer, ammeter, electric horn and demountable rims.

**Touring . . . . \$1700**  
**Pacemaker . . . . 1700**

The first car I ever bought was an Oldsmobile, and since then the brand has held a special place in my heart, so an Oldsmobile has to be included on this list.



**OLDSMOBILE TOURING—45-A**

<b>COLOR . . . . .</b>	Body, royal green; running gear, black; wheels, natural wood	<b>BORE AND STROKE .</b>	2 $\frac{7}{8}$ x 4 $\frac{3}{4}$ inches
<b>SEATING CAPACITY .</b>	Seven	<b>LUBRICATION . . . .</b>	Full force feed
<b>POSITION OF DRIVER</b>	Left side	<b>RADIATOR . . . . .</b>	Cellular
<b>WHEELBASE . . . . .</b>	120 inches	<b>COOLING . . . . .</b>	Water pump
<b>GAUGE . . . . .</b>	56 inches	<b>IGNITION . . . . .</b>	Storage battery
<b>WHEELS . . . . .</b>	Wood	<b>STARTING SYSTEM .</b>	Two unit
<b>FRONT TIRES . . . .</b>	34 x 4 inches	<b>STARTER OPERATED .</b>	Gear to fly wheel
<b>REAR TIRES . . . . .</b>	34 x 4 inches, anti-skid	<b>LIGHTING SYSTEM .</b>	Electric
<b>SERVICE BRAKE . . .</b>	Contracting on rear wheels	<b>VOLTAGES . . . . .</b>	Six
<b>EMERGENCY BRAKE .</b>	Expanding on rear wheels	<b>WIRING SYSTEM . . .</b>	Single
<b>CYLINDERS . . . . .</b>	Eight	<b>GASOLINE SYSTEM .</b>	Vacuum
<b>HOW ARRANGED . . .</b>	V type, 90 degrees	<b>CLUTCH . . . . .</b>	Cone
<b>CAST . . . . .</b>	In fours	<b>TRANSMISSION . . .</b>	Selective sliding
<b>HORSEPOWER . . . .</b>	26.45 (N.A.C.C. Rating)	<b>GEAR CHANGES . .</b>	Three forward, one reverse
		<b>DRIVE . . . . .</b>	Spiral bevel
		<b>REAR AXLE . . . . .</b>	Full floating
		<b>STEERING GEAR . . .</b>	Screw and half nut

In addition to above specifications, price includes top, top hood, windshield, clock, speedometer, ammeter, electric horn and demountable rims.

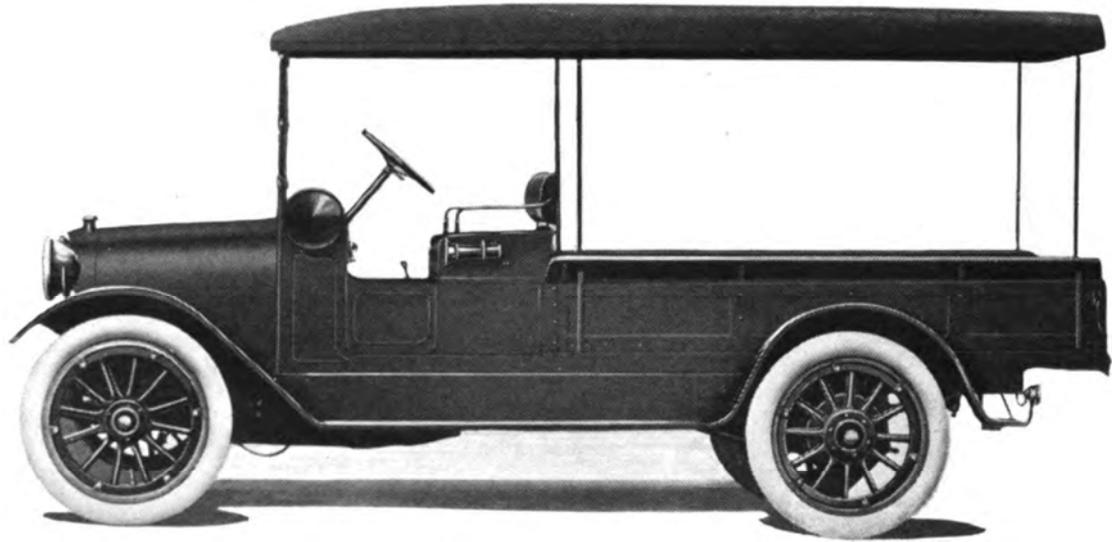
The REO Speed Wagon. Not the most iconic Speed Wagon, but a version of the truck that inspired what I had originally thought was just a very odd band name.

**REO MOTOR  
CAR COMPANY**  

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**LANSING  
MICHIGAN**

**Price, Chassis . . . . . \$1250**  
**With Express Body . . . . . 1350**  
**With Cab and Stake Body . . . 1375**




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**REO SPEED WAGON—F**

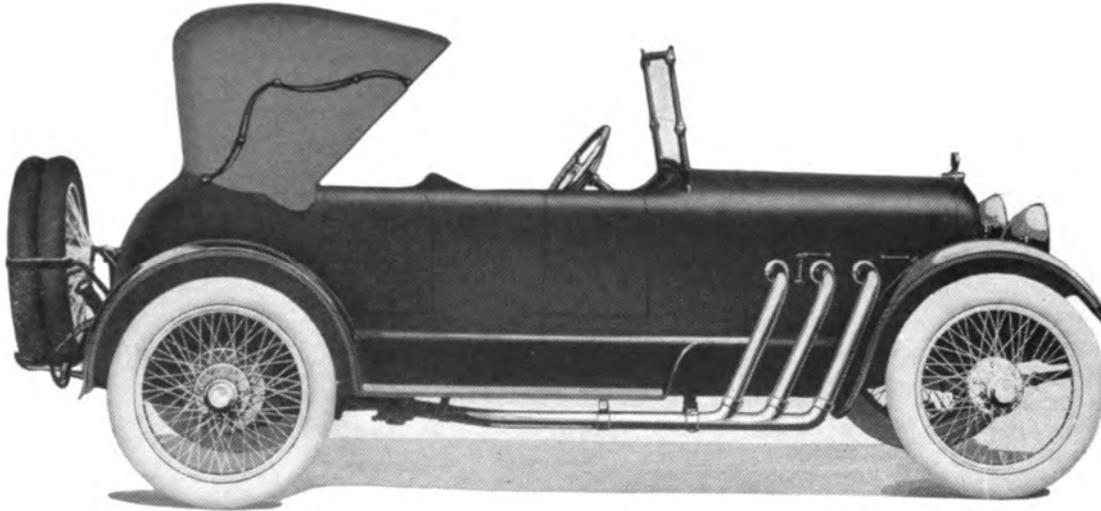
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<b>COLOR . . . . .</b>	Lead	<b>BORE AND STROKE . . . . .</b>	4 $\frac{1}{8}$ x 4 $\frac{1}{2}$ inches
<b>POSITION OF DRIVER . . . . .</b>	Left side	<b>LUBRICATION . . . . .</b>	Pump over and splash
<b>WHEELBASE . . . . .</b>	128 inches	<b>RADIATOR . . . . .</b>	Tubular
<b>GAUGE . . . . .</b>	56 inches	<b>COOLING . . . . .</b>	Water pump
<b>WHEELS . . . . .</b>	Wood	<b>IGNITION . . . . .</b>	Storage battery
<b>FRONT TIRES . . . . .</b>	34 x 4 $\frac{1}{2}$ inches, pneumatic	<b>STARTING SYSTEM . . . . .</b>	Two unit
<b>REAR TIRES . . . . .</b>	34 x 4 $\frac{1}{2}$ inches, pneumatic, anti-skid	<b>STARTER OPERATED . . . . .</b>	Chain to transmission shaft
<b>SERVICE BRAKE . . . . .</b>	Contracting on rear wheels	<b>LIGHTING SYSTEM . . . . .</b>	Electric
<b>EMERGENCY BRAKE . . . . .</b>	Expanding on rear wheels	<b>VOLTAGES . . . . .</b>	Six
<b>CYLINDERS . . . . .</b>	Four	<b>WIRING SYSTEM . . . . .</b>	Double
<b>HOW ARRANGED . . . . .</b>	Vertically	<b>GASOLINE SYSTEM . . . . .</b>	Gravity
<b>CAST . . . . .</b>	In pairs	<b>CLUTCH . . . . .</b>	Dry multiple disc
<b>HORSEPOWER . . . . .</b>	27.23 (N.A.C.C. Rating)	<b>TRANSMISSION . . . . .</b>	Selective sliding
		<b>GEAR CHANGES . . . . .</b>	Three forward, one reverse
		<b>DRIVE . . . . .</b>	Spiral bevel
		<b>REAR AXLE . . . . .</b>	Full floating
		<b>STEERING GEAR . . . . .</b>	Pinion and sector

In addition to above specifications, price includes speedometer, ammeter, tire pump, horn and demountable rims.

**Price . . . . . \$1975**  
**Seven-Passenger Touring . . . . . 1825**

This car was picked for two reasons. One, for being a really cool looking "sports car" of the era (check out those exhausts!) but for being another unusual Illinois car.



**VELIE SPORT CAR—39**

<b>COLOR . . . . .</b>	<b>Blue or maroon</b>	<b>LUBRICATION . . . . .</b>	<b>Pump over and splash</b>
<b>SEATING CAPACITY .</b>	<b>Four</b>	<b>RADIATOR . . . . .</b>	<b>Cellular</b>
<b>POSITION OF DRIVER</b>	<b>Left side</b>	<b>COOLING . . . . .</b>	<b>Water pump</b>
<b>WHEELBASE . . . . .</b>	<b>124 inches</b>	<b>IGNITION . . . . .</b>	<b>Storage battery</b>
<b>GAUGE . . . . .</b>	<b>56 inches</b>	<b>STARTING SYSTEM .</b>	<b>Two unit</b>
<b>WHEELS . . . . .</b>	<b>Wood</b>	<b>STARTER OPERATED .</b>	<b>Gear to fly wheel</b>
<b>FRONT TIRES . . . . .</b>	<b>33 x 4½ inches</b>	<b>LIGHTING SYSTEM .</b>	<b>Electric</b>
<b>REAR TIRES . . . . .</b>	<b>33 x 4½ inches, anti-skid</b>	<b>VOLTAGES . . . . .</b>	<b>Six</b>
<b>SERVICE BRAKE . . .</b>	<b>Contracting on rear wheels</b>	<b>WIRING SYSTEM . . .</b>	<b>Single</b>
<b>EMERGENCY BRAKE .</b>	<b>Expanding on rear wheels</b>	<b>GASOLINE SYSTEM .</b>	<b>Vacuum</b>
<b>CYLINDERS . . . . .</b>	<b>Six</b>	<b>CLUTCH . . . . .</b>	<b>Dry multiple disc</b>
<b>HOW ARRANGED . . .</b>	<b>Vertically</b>	<b>TRANSMISSION . . . .</b>	<b>Selective sliding</b>
<b>CAST . . . . .</b>	<b>En bloc</b>	<b>GEAR CHANGES . . .</b>	<b>Four forward, one reverse</b>
<b>HORSEPOWER . . . . .</b>	<b>29.4 (N.A.C.C. Rating)</b>	<b>DRIVE . . . . .</b>	<b>Spiral bevel</b>
<b>BORE AND STROKE . .</b>	<b>3½ x 5¼ inches</b>	<b>REAR AXLE . . . . .</b>	<b>Three-quarters floating</b>
		<b>STEERING GEAR . . . .</b>	<b>Worm and gear</b>

In addition to above specifications, price includes top, windshield, speedometer, ammeter, voltmeter, electric horn and demountable rims.

# Car Memories

*The Car Memories survey is something I started a few years ago. Inspired by the Smithsonian's program of interviewing soldiers for history, I want to collect stories from average drivers on the "everyday cars" they drive. Currently, history is dominated by stories of the great cars of the ages and the great designers, race car drivers and celebrities of the times. I want to hear from average drivers and their opinions on average cars. As an example, here is Heidi Walczak's comments on her first new car, a purple 1997 Chevrolet Cavalier. Feel free to answer the questions and e-mail me at [admin@carsandracingstuff.com](mailto:admin@carsandracingstuff.com) and know that the questions are just something to get you started, feel free to write anything about the car that you want!*

## 1997 Chevrolet Cavalier

By Heidi Walczak

### What kind of car is it?

1997 Chevrolet Cavalier, purple with a dark grey interior

### Why did you buy it?

It was so so so much better than the POS Renault Alliance that I had for the six months prior. I had just gotten my first real job (working in an office instead of at a fast food joint), was earning a real paycheck and was able to afford the \$124 a month car payment. Perfect way to start my senior year in high school.

### What did you think of the car when you had it? Likes and dislikes?

It was such a cute car, loved the sparkly purple paint. Being a true car of the 90s, it was rounded where every corner should be, so we called it a grape Jelly Bean, just Jelly for short. I liked the dark grey interior, couldn't see any spills. I also really liked that it was a sedan instead of a two-door, very convient for hauling high school friends around. It had a CD player, was reliable and new, that is really all that mattered to me at the time.

### Was there anything you found really interesting about the car?

Not particularly, I don't think I

found much interesting about cars at the time, was pretty preoccupied with other stuff.

### Did you have any problems with the car?

Nope, not until I was in a car accident had the air bags deploy and all around squished the Jelly Bean.

### Why did you get rid of the car?

After the accident I was affraid to drive it, I was affraid to drive period. I ended up trading Jelly in for my Neon.

### What do you think of the car now?

Still think it's a cute car, wouldn't suit my needs though anymore. However, I wouldn't be opposed to something larger in the same sparkly purple paint.



Above: Crop of a photo of a purple Cavalier. Photo by Bull-Doser.  
Below: A 1995-1999 Chevrolet Cavalier in dark red. Photo by IFCAR.

