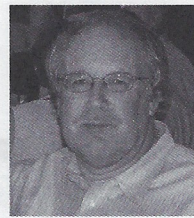


# Did You Know?

By Jim Davis #85



Born in 1869, Archibald Moulton Andrews' first job was selling newspapers in front of the Herald Building located in the "loop" of downtown Chicago, Illinois. By the age of 21, Archie was managing the "unlisted" stock department at a Chicago brokerage. "Unlisted" stocks are those not traded on recognized exchanges and the most speculative. A year later, Mr. Andrews formed his own brokerage firm. By 1920, he owned the Herald Building, renaming it the Andrews building. By 1928, Archie was a member of the board of directors of the Hupp Motor Company. He is blamed for the failure several automobile manufacturers.

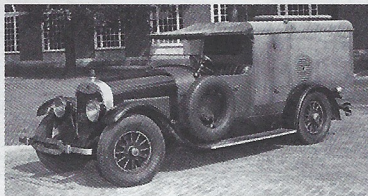


Eastern Motors Syndicate originated in Hartford, Connecticut with plans to make a six-cylinder automobile. They hired Fred A. Law as Chief Engineer as he had extensive experience in designing with the Pope Manufacturing Company and the Electric Vehicle Company. In their search for a Factory site, they chose to lease a one-story building in New Britain, Connecticut. In August of 1917, EMS produced their first automobile called "Charter Oak". Well, the car was on the way to be painted, the company went bankrupt. They claimed that "the present is not the time to offer a high-priced machine". The selling price was to be \$5,000. The unpainted aluminum body of the only "Charter Oak" automobile is shown below.

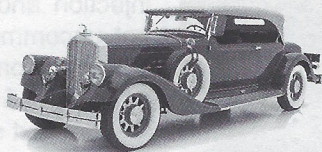


The Vagabonds - Henry Ford, Harvey Firestone and Thomas Edison enjoyed their camping trips taken from 1916 to 1924. While the three men delighted in the outdoors, their accommodations were not particularly rustic. This vehicle was built on a 1922 Lincoln chassis and is known as the "Chuckwagon" built to order by Henry Ford on the 136" wheelbase. The rear unit contained a complete kitchen and food storage facilities. It carried food and cooking utensils for elaborate meals that might include steak, chicken, or freshly baked pie.

The "Chuckwagon" was used on several camping trips in the western states and then was retired.



This 1933 Pierce Arrow V-12 is known as the "Daytona Phaeton" and is believed to be a one-off creation commissioned by the factory as a standby show car should the "Silver Arrow" fail to meet its completion date. The coachwork is believed to have been done by Lebaron and looks as though it may have started life as a closed design. Distinctive features include a Pierce Arrow 1247 chassis, 147" wheelbase, 462 cubic inch 175 horsepower V12 engine, distinct dipped beltline after the cowl, sizable integrated trunk, and a stylish phaeton style canvas roof. It is a full 4-passenger car with a generous amount of room in the front and back.



After Roy Warshawsky placed the ad in Popular Mechanics magazine for sixty dollars, customers could receive the "Warshawsky and Company" catalog for 25 cents, chock full of parts to help them work on their cars. Response to the ad was overwhelming and "Warshawsky and Company" soon began shipping more parts through the mail than over their Chicago sales counter. When Israel passed in 1943, Roy took over, and under his direction, the company continued to grow and evolve into one of its most profitable stages. The "Warshawsky and Company" name eventually changed to the now iconic "JC Whitney" to afford a more domestic nomenclature.



One of the most elegant one-off cars that you will ever see is the 1956 Nash Palm Beach Speciale created by the famed Italian coachbuilder Batiata "Pinan" Farina. In 1950, Mr. Farina became a design

consultant to Nash Motors of Detroit. When Nash changed their name to American Motors in 1954, Mr. Farina legally changed his name to Pininfarina and rebranded his company in 1961. The lone Palm Beach prototype was shown on the Pinan Farina stand at the 1956 Turin, Italy auto show, and in 1957, the car was sent to Dearborn for the Henry Ford Museum's annual spring sports car show.



For 1962, the Cadillac short-deck option was available on the Sixty-Two series, where the body style was labeled as a Town Sedan. This option was also available on the Sedan Deville, where it was called a Park Avenue Sedan Deville. For the final year of 1963, there was one short-bodied model, the Park Avenue Deville (pictured below). Thanks in part to the 1963 Styling and its cleaner and straighter lines, the shortened rear end isn't as awkward or as obvious as it was in 1961-62. Still, sales amounted to only 1,575 vehicles for 1963 and the short-deck Cadillac was dropped at the end of the year. For the next decade, Cadillacs would only grow in length.



In 1976, sport trucks built for more than utilitarian tasks began to emerge from Detroit. These trucks were marketed from the beginning as adult toys rather than work machinery. They were built to impress onlookers as they cruised the boulevards of America. One entry was the new Dodge "Warlock", a production show truck. The "Warlock" featured tinted windows, fat tires, bucket seats, oak-lined bed, oak sideboards above the box with gold accents, and chrome plated running boards. The exterior was accented with gold pinstriping that outlined the wheel wells and body lines. "Warlock" was emblazoned in gold on the tailgate.

