

THE SPIRIT

Summer 2020

NEWSLETTER OF THE
R.E. OLDS TRANSPORTATION MUSEUM

Below — Grand Ave. view

This house is one of the first to ever have a garage built for the purpose of storing an automobile. Visible is Ransom and family in the Olds Electric we have on display.



Above— Kalamazoo St. view

Despite having a Grand Ave. address the family considered the house to be on Kalamazoo, this than would have been the front of the house.

RE built this house at 321 Grand Ave in 1897. This was his 3rd home in Lansing. His first was on Cherry Street and the 2nd was on Kalamazoo, all just a short distance from each other. The family lived here until 1899 when they moved to Detroit. The house was torn down by 1917.

240 Museum Drive
Lansing, MI 48933
(517)372-0529

Mission Statement

The purpose of the R.E. Olds Transportation Museum is to collect, preserve, study, and exhibit those objects that will serve to illustrate the part Lansing played in the development of transportation with emphasis on the automobile and its effect on this community and its people.

Museum Hours of Operation

Tuesday through Saturday: 10 a.m. — 5 p.m.
Sundays: 12 noon — 5 p.m. (April — Oct.)
Closed major Holidays & Mondays

Admission

Adults: \$7, Seniors & Students: \$5
Families: \$15
Members: Free
Special group rates and tours available

The R.E. Olds Transportation Museum is a 501(c)(3), non profit organization

Email:

autos@reoldsmuseum.org

Website:

www.reoldsmuseum.org

Executive Director

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Museum Manager

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Director's Corner

Greetings.

We had to cancel our Car Capital Auto Show scheduled for July 18, 2020. The Governor has not let phase 5 go into effect so it's the first time in 28 years we will not have a show.

The museum has opened but we have to abide by the executive orders for distancing, masks and safety. Traffic is slow but each week is better than the previous. Our volunteers back and the museum looks great.

The R E Olds Chapter is hosting the National Antique Oldsmobile Club's meet in Lansing at the end of the month. Unfortunately we can only host 30 or so people at one time. Groups will visit on an hourly schedule. You can learn more about the meet by going to antiqueolds.org.

We are still in the process of possibly acquiring an Oldsmobile Aerotech. The process is a long one but we are a little closer.

All of our monthly board meetings have been scheduled by way of Zoom video. It's a little different but gets the job done. Even though the museum is open and we have disinfected the building from top to bottom a few of our board members are reluctant to have an in-person meeting. I'm sure we'll get back to normal in another month.

This has been a crazy time for us and for everyone. We'll get through it and be stronger than ever.

I can't thank everyone enough for their support, please consider purchasing raffle tickets and take advantage of the C. A. R. E. donation program this year.

All the best and be safe, Bill

The Greenleaf Gasoline Surrey

This car, which is a 1903 product of the Greenleaf Cycle Company of Lansing Mich., was designed by Smith Clawson, a member of the firm. It is equipped with a two-cylinder horizontal engine placed under the front seat with the cylinders forward. The cooling coil is directly in front of the engine and the air, passing between the coils, strikes directly on the cylinder heads. The engine gives 16 HP at 700 RPM, sufficient to propel the car over ordinary roads at a speed of 30 miles per hour. Speed of the engine is controlled by throttling the mixture, by which means it can be varied from 200 to 1200 RPM.

Lubrication is accomplished by means of a dashboard multiple lubricator, which oils all parts. The operator can turn on or off any or all of the outlets and can see how each is working. The speed change gear runs in an oil bath which lasts indefinitely. The speed change gear gives three forward and a reverse.

As the rear end of the body is clear it provides storage room for extra tires, supplies and luggage when touring. By removing the rear seat and footboard a space is opened up, which can be used for carrying goods to be delivered. The wheel base of this car is 6 feet 6 inches, and the total weight is 1750 pounds. It lists at \$1750.



Did You Know? = Per an April 20, 1924 syndicated newspaper article, the car known as "Old Scout" was in fact a used car when it made it's famous cross country run. The article claimed that George Miller, an OMW machinist, had bought the car new in 1904 for \$1,235. It was the 3rd car registered in Lansing. Mr. Miller stated that he had sold the car prior to the race and that it wasn't until recently that he had seen the car. The article was written to feature the reunion of Mr. Miller and the car in Portland Oregon.

REFOLDS TRANSPORTATION MUSEUM



The Once Over

by Hi Phillips

Auto Show Prospect

The Auto Show is here again,
But where's the Acme Four,
The Aimes, the Ardsley and the Cord,
The Dort and Commodore?

Where, salesman, is the Birmingham,
The Bush? The Buffalo?
The Disbrow, Drexel, Driggs and Dey,
The Daniels and Monroe?

The Clarkmobile I do not see—
Where is the Graham-Fox?
I do not find the Frontenac,
The Kerns or Hein-Velox.

The Iroquois and Kensington—
Where are those cars today?
Why don't I see the Crow-Elkhart,
The Windsor and Duryea?

The Maxwell-Briscoe and the Storck,
The Lozier and Lorraine,
The Orient and Silent Knight,
The Roamer, Ross and Wayne?

The Logan, Moon and Onlicar,
The Rhodes and Palmer-Moore,
The Yale, the Harvard and the Roach,
The Rush and Babcock Four?

My grandpa drove a Buckmobile,
A Briggs and Stratton, too;
He used to like the Frontmobile—
And tried a Richelieu.

My father had a Paterson
And swapped it for a Grant;
He nearly bought a Wolverine
And priced a Sturtevant.

But me? I want a Steamobile
A Warwick or a Wing,
A Stephens, Welch or Zimmerman,
A Lion, Wick or King.

Such salesmen! They're of little use;
They cannot find the Deal—
They can't point out a Hamlin-Holmes,
A grout or Hupmobile!

They don't know where the Regal is,
Or where the Premos are,
Or who's the agent for the Stutz,
The Metz or Midgely Car!

I search the show for E. M. F.'s,
For Kissels, Decauvilles;
I cannot find the Duryea Gem,
Arcos and Crestmobiles!

So I'll not buy a car this year
(I can't find one Moline).
Where are the Essex, Jewell, Drake,
McCue and Wolverine?

I'm out to get a Law or Leach,
A Loomis or a Gaunt,
A Cutting, Cleveland or a Bush . . .
Boy, I KNOW WHAT I WANT!

To paraphrase an old joke – When was the first Used Car Lot opened?
Right after the first person wanted to sell his car.

As early as 1903 Used Car Dealerships were starting to be opened around the country. Many were associated with the New Car Dealer themselves, but they tended not to want to deal with used cars. That reluctance sometimes would lead to several differing manufactures dealers joining to sell off their backlog of used inventory. These associations would hold "Auto Fairs" or "Dealership Sales" where once or twice a year all the used cars were brought to one place and sold over 2 or 3 days. The events were heavily advertised and very festive in nature. The best would even work with a bank to provide financing. As time progressed, the dealerships found there were profits to be made in selling used cars all the time and these events died out.

It is interesting to note that the manufactures themselves dabbled in the used car market from time to time. In 1910 the Winton Company ran several ads promoting their program. When a Winton dealer would take a used Winton in on trade that car would be purchased by the manufacture directly. The car would then be shipped back to the factory and be rebuilt before being sold back to a dealership for sale.

Independent dealership rapidly opened selling whatever automobiles they could find. They became known for selling cars at mere fractions of the cost of new cars. And almost as rapidly they developed a bad reputation. Selling cars with no concern for their road worthiness, heavy handed salesmanship and loansharking became common practices. While more reputable dealers did exist who riled at these practices they were fewer and tended to be less successful.

AUTOMOBILES.

WE HAVE A NUMBER OF SHOPWORN AND slightly used cars in gasoline and electric which we want to turn into cash at once. We will sell them at a price which will enable us to do so. The list includes Baker, Woods, and Centaur electrics, American gasoline runabouts, Oldsmobile, and one "PACKARD" and "YALE" 1903 model demonstrating machines. This is worth your attention. PARDEE & CO., 1404 Michigan-av.

REOLDS TRANSPORTATION MUSEUM



The Diamond Reo Giant is back and it's a cabover.

When REO stopped production, in the mid-eighties, the last model assembled in Australia was the Diamond Reo Giant, a large conventional prime mover, which can still be seen occasionally in the form of logging tow trucks on Australian roads.

The newest Giant is being produced for the Australian market starting late 2019 by the CNHTC company of China.

Although the trucks are badged up as Diamond Reo on the front panels and the door, the CNHTC badge on the steering wheel will stay. The engine options available, range from 330hp to 540hp based on the MAN Technology.



REO LAWN MOWERS

Not exactly the mowers some of us remember using to mow the family's lawn.

REOLDS TRANSPORTATION MUSEUM



1963 Olds J-TR



**If They Had Built
It—Would You
Have Bought It?**



Unveiled at the 55th annual Chicago Auto on February 16-24, the J-TR made the rounds of the national show car circuit in 1963. Was there in fact a Jetfire turbocharged aluminum V8 under the hood as the name implied? Bill Mitchell's styling group went wild on the interior. Check out the brushed aluminum door panels.

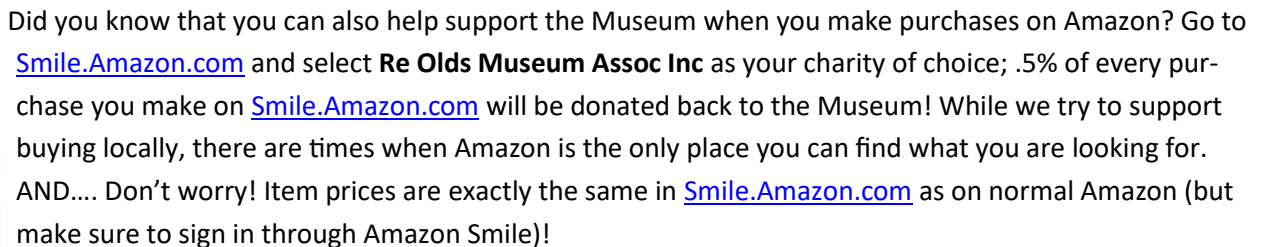


2020 Car Capital Auto Show

The 28th Annual show was canceled in light of the “Stay Home—Stay Safe” order. This event has always been a major fund raiser and the loss of revenue will be felt.. Please consider making your planed entrance fee a donation to the Museum.



Municipalities everywhere are making ready for the inevitable. You take Oshkosh, for instance. A new Reo-Royale with bullet-proof glass and a machine gun await any gangsters who might stray in from Chicago



Erik & Penny Sather Andrew Gallimore Walter Guthrie Tom Morefield Jack Tokie
 Olds Club of America Craig Holmes James & Diane Antle C K Galas Lewis Detrich
 Ray Mance Thomas Remington Allegheny Rockets Chapter Donald Barnes
 All of the Homecoming Entrants who donated their fee to the Museum

[illegible]



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R.E. Olds Transportation Museum

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