

"When Every Day was a Car Show!"

Last Saturday brought over 150 special cars to Granite Falls for Show-n-Shine, our annual showcase for old iron. It's fun to look back and see some of the early automobiles that chugged around town about 100 years ago.



The Menzel family was among the first to own a horseless carriage, and they're shown as a family in their REO. Did you know that the name REO was created by the fellow who invented the Oldsmobile - after a falling-out within his original company, he left to start a new automobile company, but the court ruled that his "name" still belonged to the Oldsmobile company. So, Ransom E. Olds named his new company by using his initials - REO!



There's a 1906 Cadillac and an early Oldsmobile shown in front of the Pullen & Geissler store and the Dodge Clothing store on Granite Ave.

Museum member Mike McGinnis owns a 1906 Cadillac, and you might see it in town occasionally!



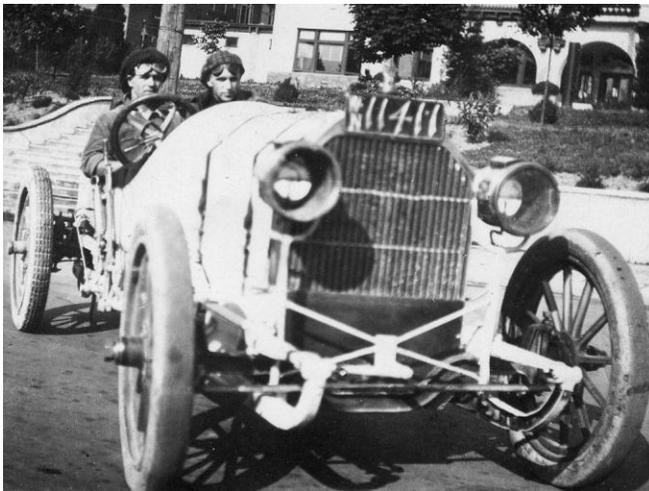
The Geissler family themselves owned an early Hupmobile, in which they're shown as a family.



The stage that operated between Hartford and Granite Falls sported a 1912 Cadillac, shown with all the luggage and baggage on its hood, in front of the Lochsloy Post Office. That same Cadillac along with an early Model T Ford posed in front of the Granite Falls State Bank for a portrait.

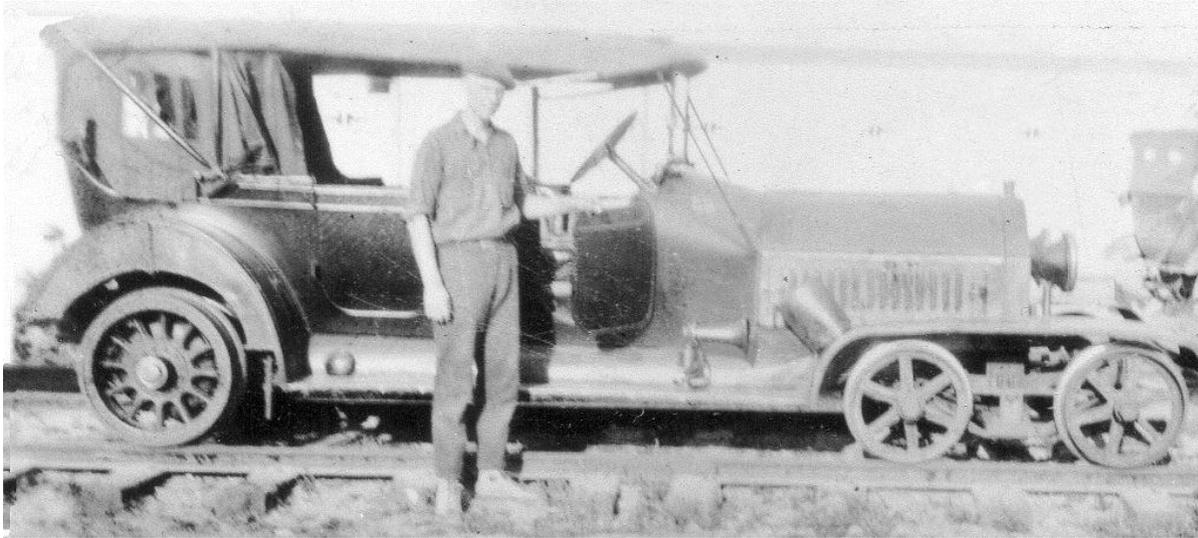


Parades were the place to show off a car, and costumes were "de rigeur". Check out the hats on the fellows in the 1912 Flanders!



And for those of you who thought "hot rods" were a 1940s or 1950s idea, check out the speedster from 1914! Notice the frame is turned upside down so the car is "underslung" (hanging below the axles) for that low sporty ride.

And for pure uniqueness, the Rucker Bros owned the "Black Mariah", a converted Mitchell automobile, used to ride the rails in style!



If you look closely, you'll notice that every one of these automobiles except one, has its steering wheel on the right-hand side. Although that's a surprise to many folks, that was typical of most American cars until about 1915, when most of them moved to the left (except for the one model that started on the left and sold more cars than anyone else - the Model T Ford).