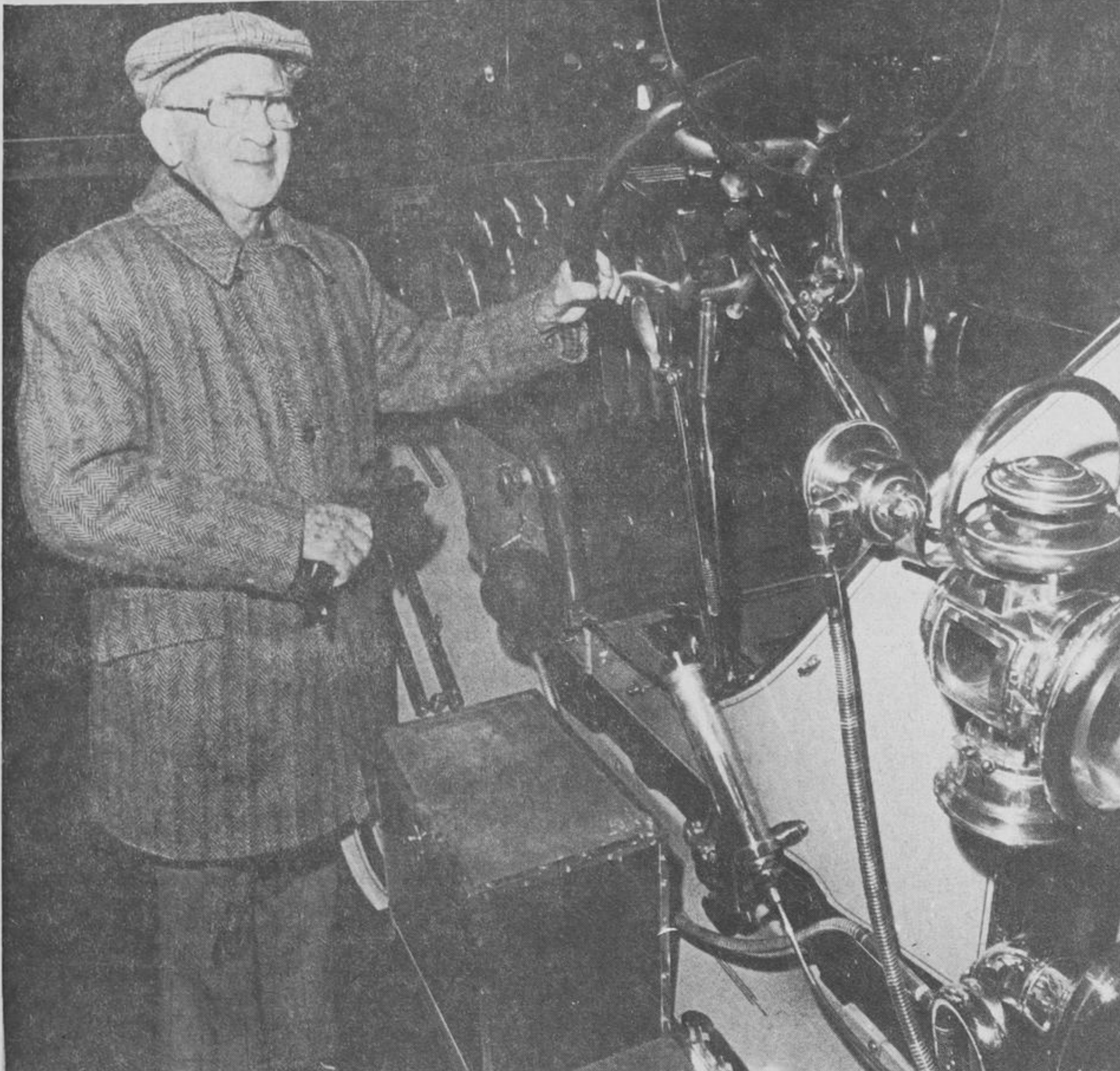


THE Liberal Section D Community

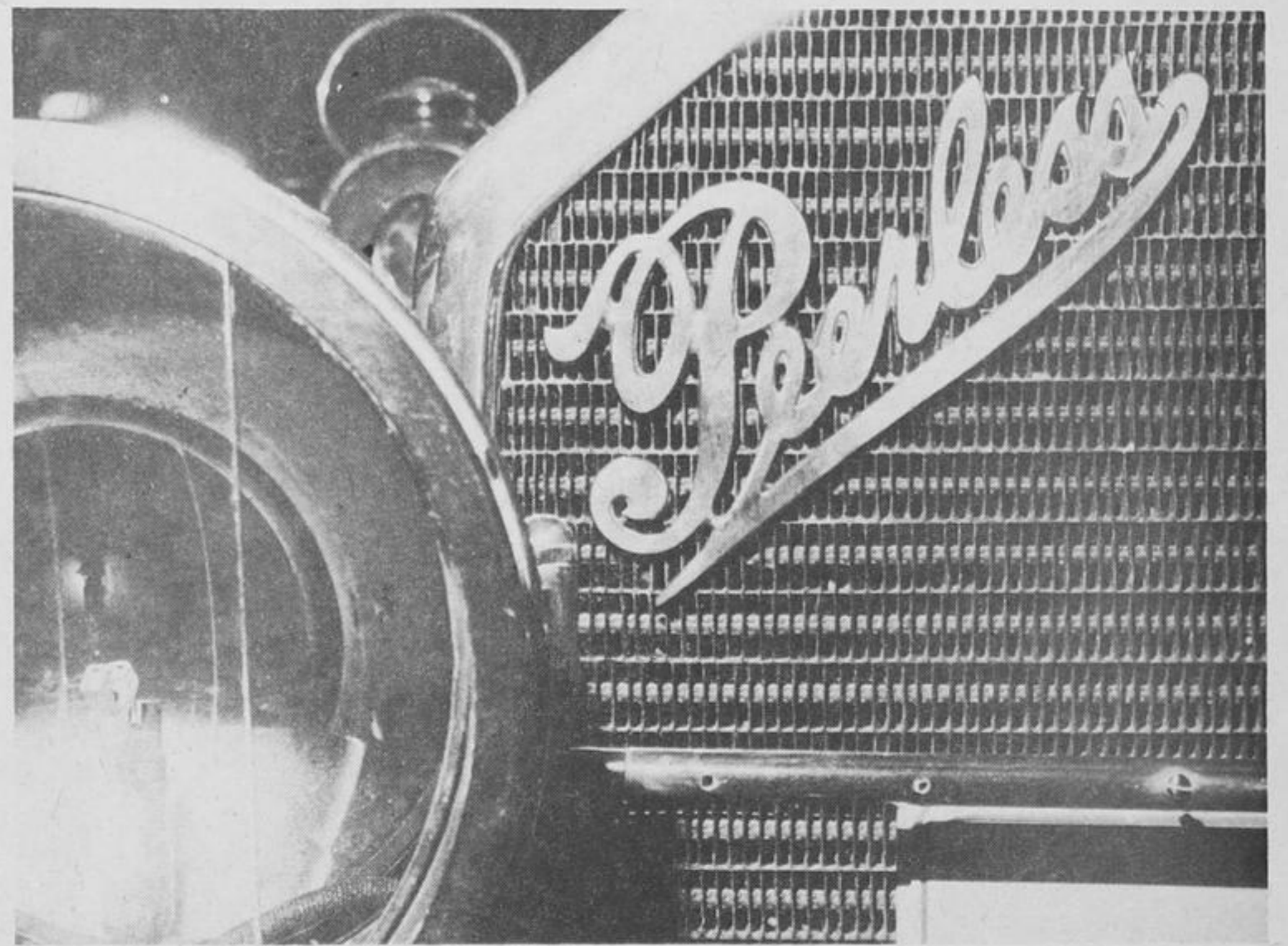
Wednesday, January 17, 1979

Living history rolls into Hillcrest Mall

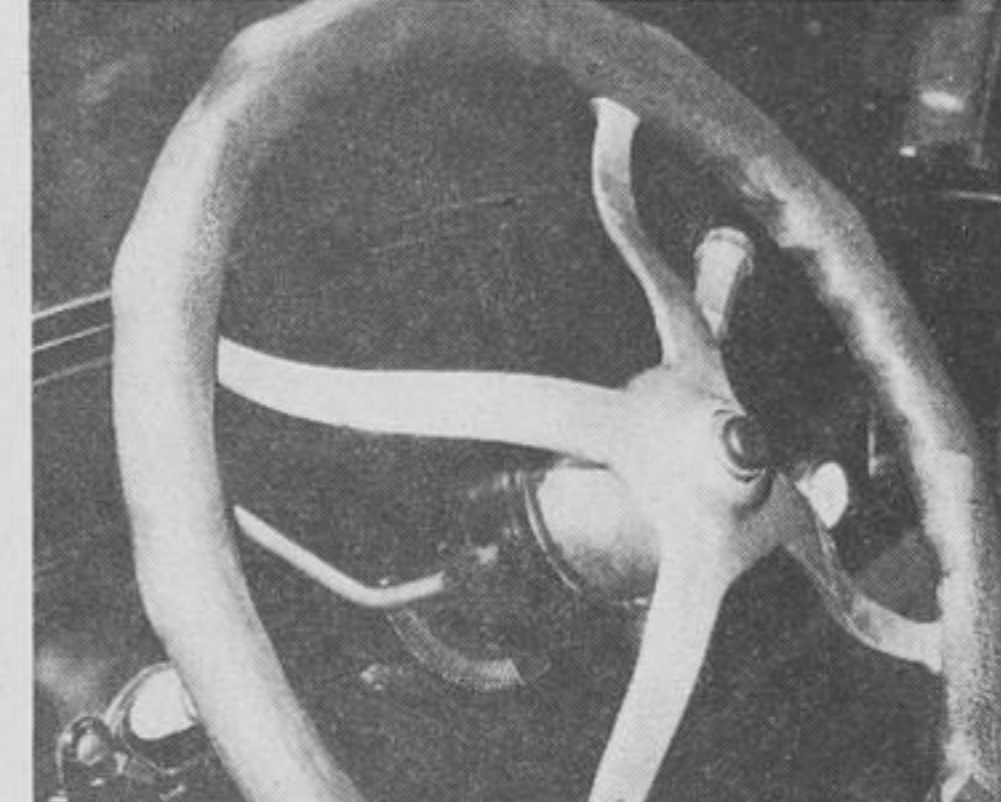


Richmond Hill resident John Weldon Markle looks like he is ready to take the Craven Foundation's 1911 Peerless Speedster for a jaunt around the block. The Peerless was

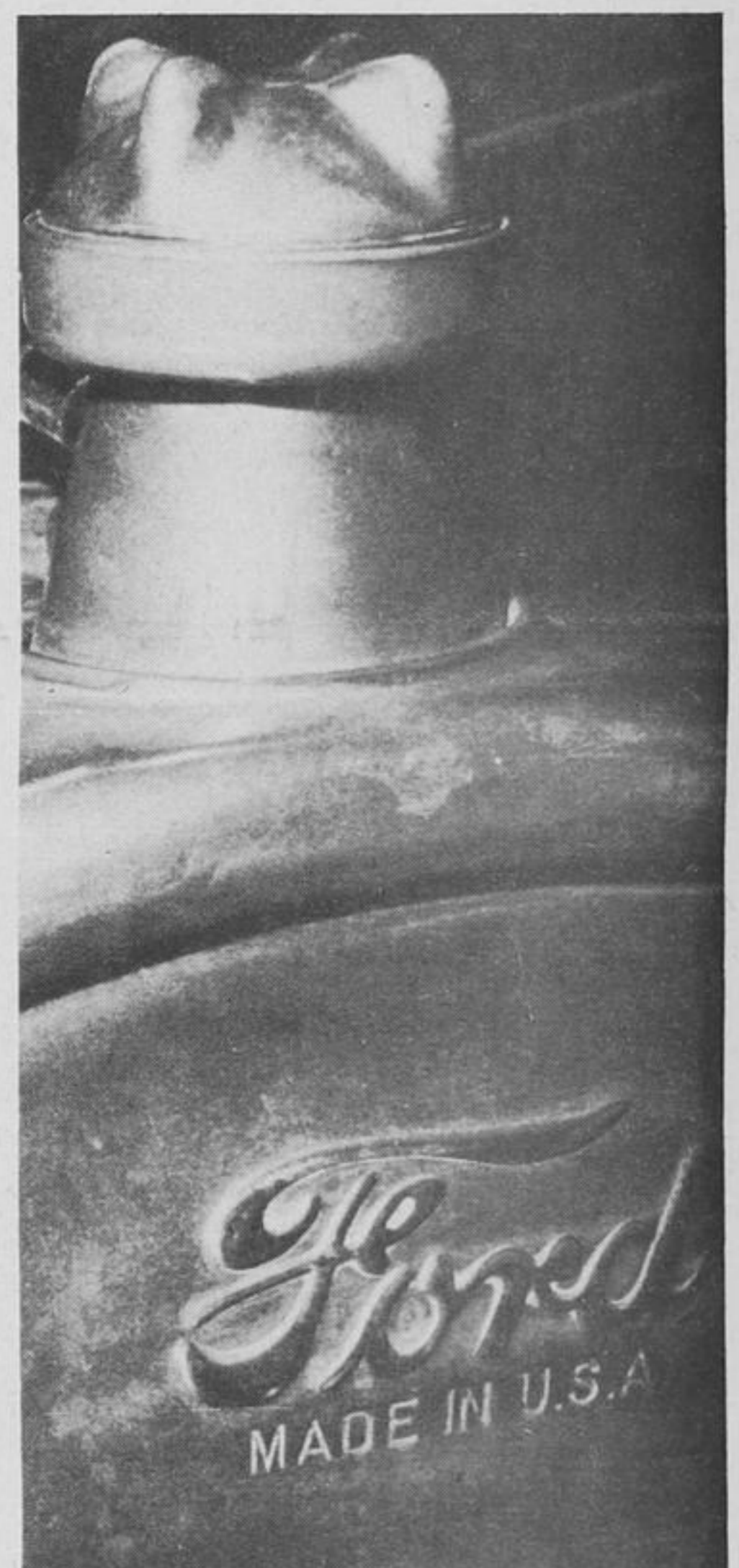
the prestige car of its day and sold for between \$4,200 and \$7,200 depending on the options.



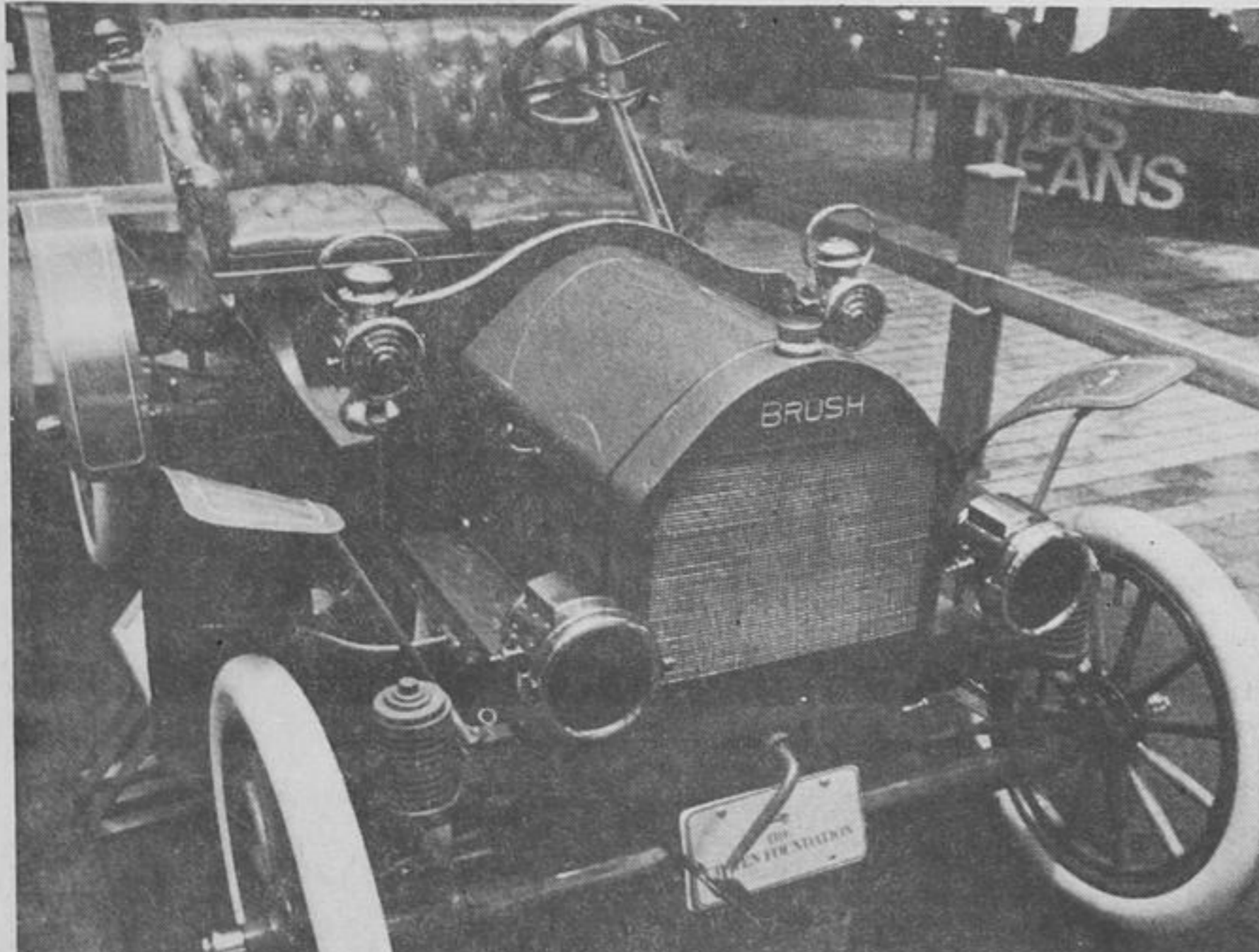
Detail of the peerless grill and headlight.



This was the steering wheel that North America learned to drive with. Yes it is Henry Ford's Model 'T'

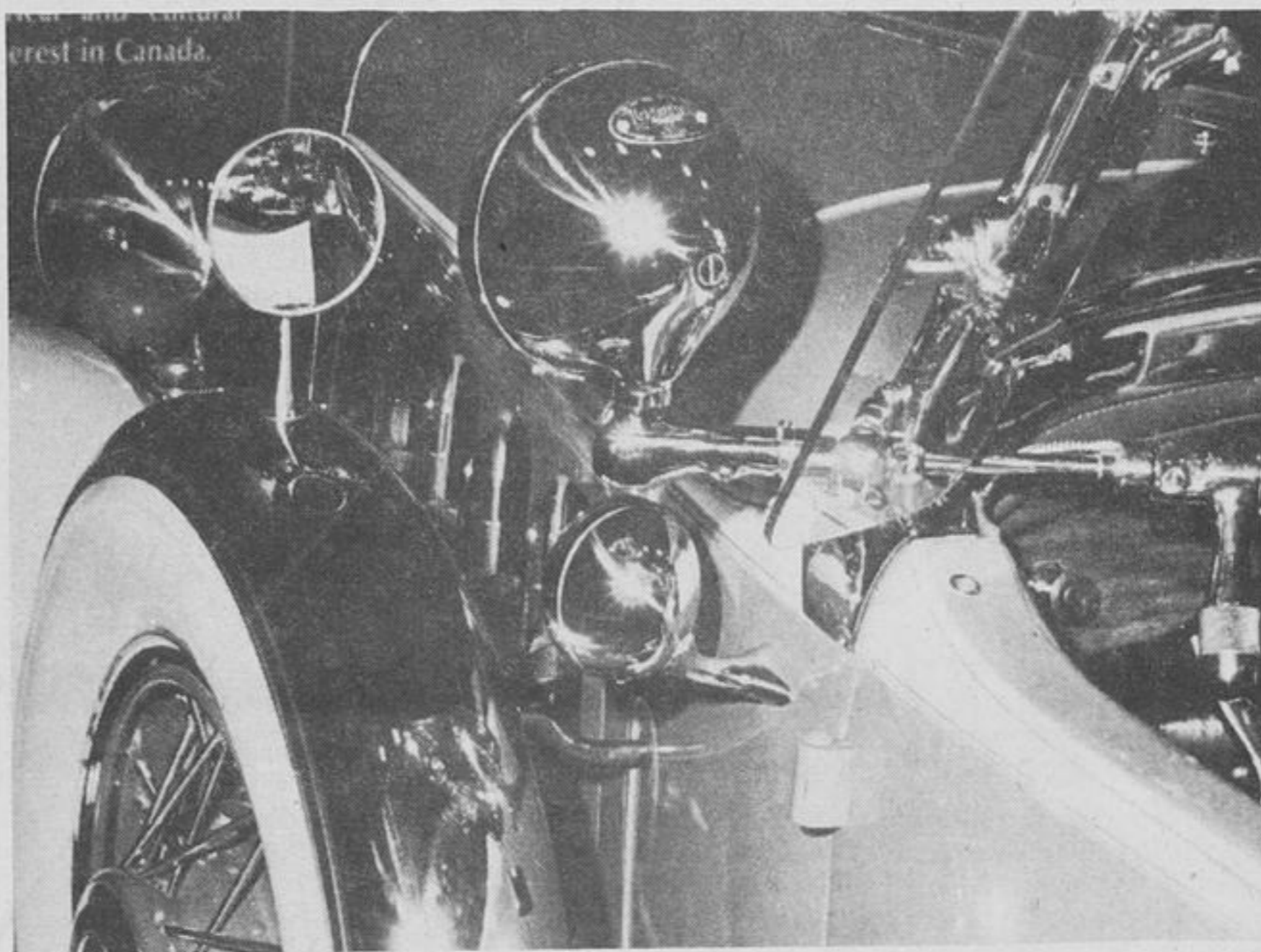


The Craven Foundation's 1927 Model 'T' is in original condition and has never been restored.



The 1910 Brush, a runabout built in Detroit which was very popular between 1907 and 1913. It had a coil spring suspension, wooden frame and axle. The

Brush disappeared with the U.S. Motor Company, an unsuccessful attempt to set up a corporation like General Motors.



Detail of the Hudson Model Great Eight.



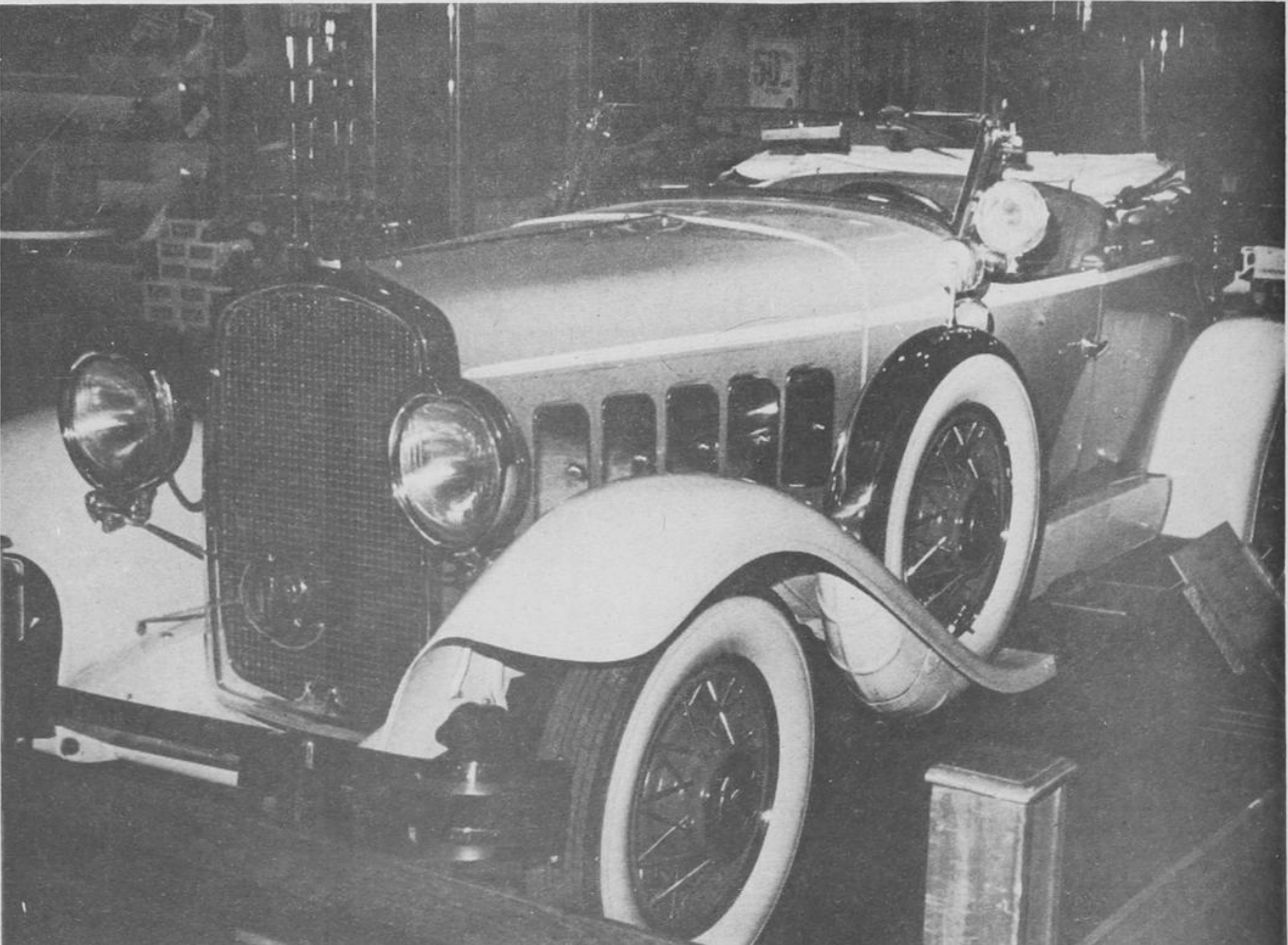
Detail of the radiator cap of the Craven Foundation's 1921 Marmon Model 34. This car was built in Indianapolis, Indiana by the Nordyke & Marmon Company and sold for around \$5,000.

Photos
by
Bruce
Hogg



The brass nameplate above the running board identifies a 1910 McKay. About 200 cars were produced in the McKay brothers' plant in Kentville, Nova

Scotia, between 1910 and 1914 before the company went broke taking with it \$2 million invested by Maritimers.



Masterpiece

This is the car that dreams are made of. Manufactured by the Hudson Motor Car Company of Detroit in 1931 the model Great Eight has the classic boat-tail speedster body.