



'Woody' station wagons were very popular with film stars; this 1940 Buick Super, Model 59, was later owned by Academy Award winning actress Bette Davis. One of just 495 Estate Wagons built that year by Buick, it featured a body built by the Biehl Body Company of Reading, PA. It was purchased originally by the Warner Brothers studio, and appeared in various big Hollywood films such as *George Washington Slept Here*, *White Heat*, and *Now Voyager* before being given to Bette Davis. (Andrew Mort)

others with the super keen VCCA (Vintage Chevrolet Club of America); the ISWC (International Station Wagon Club) President and Editor, Chuck Snyder; Pete Philips of the Buick Club of America; and John Lee editor of the *Woodie Times* of the National Woodie Club, as well as the Model A Ford Club of America.

Andrew and I would also once again like to thank Rod Grainger of Veloce Publishing.

As part of the popular *Those were the days ...* series from Veloce Publishing, *American Woodies 1928-1953* is a highly visual study with over 120 images focusing on the rise in popularity of the stylish 'woody'

station wagons and evolving sedans and convertibles in North America from the introduction of the Ford Model A in 1928 through to 1953 when the last woody was officially built by Buick. Although occasionally some references are made to the many commercial, Canopy Express, panel trucks, Hucksters, professional cars, and buses, etc fitted with wooden bodies, this volume in no way attempts to cover these vehicles. Nor does it attempt to include the rare one-off wooden custom-bodied cars built or the various post-war woody national auto show cars such as those built by Lincoln in 1955.



The DeLuxe Ford V-8 Station Wagon

These sportsmen in 1939 were not mere hunters out for a spot of shooting. Ford saw its Station Wagon as being more for people with a 'station' in life. Note the country house and the chauffeur unloading blankets. This was the De Luxe wagon.
(Author's collection)

www.velocebooks.com
Information on all books • New book news • Special offers • Gift vouchers



Hudson offered this stylish woody station wagon in 1939. Fender skirts, wide whitewall tires, bumper guards, a radio, driving lights and a spotlight all add to its pizzazz. (Author's collection)



This 1947 Chevrolet Suburban woody was built on a ½-ton, 116in wheelbase Carry All and pickup chassis, and powered by a 216in³ (3.5L), 90hp, six-cylinder engine. Cantrell was the builder and its special order woody bodies were actually available through to 1955 for GMC, Chevrolet and Dodge truck chassis. (Courtesy Don Bryant)

American woodies – the finest and last: 1945-1953



Buick's 1949 Roadmaster was both functional, and stylish enough for 'dressy country club outings.' The Roadmaster woody wagon was Buick's most expensive car at \$3734, and sales were a disappointing 653 units. (Courtesy Tom McPherson)



Buick continued to offer woody station wagons in both its Super and Roadmaster models in 1950. While 2480 of the \$2844 Super wagons were sold, only 420 Ionia-bodied Roadmaster wagons – like the one pictured here – found owners willing to pay \$3407 for the most exclusive and expensive Buick that year. (Courtesy Pete Phillips)