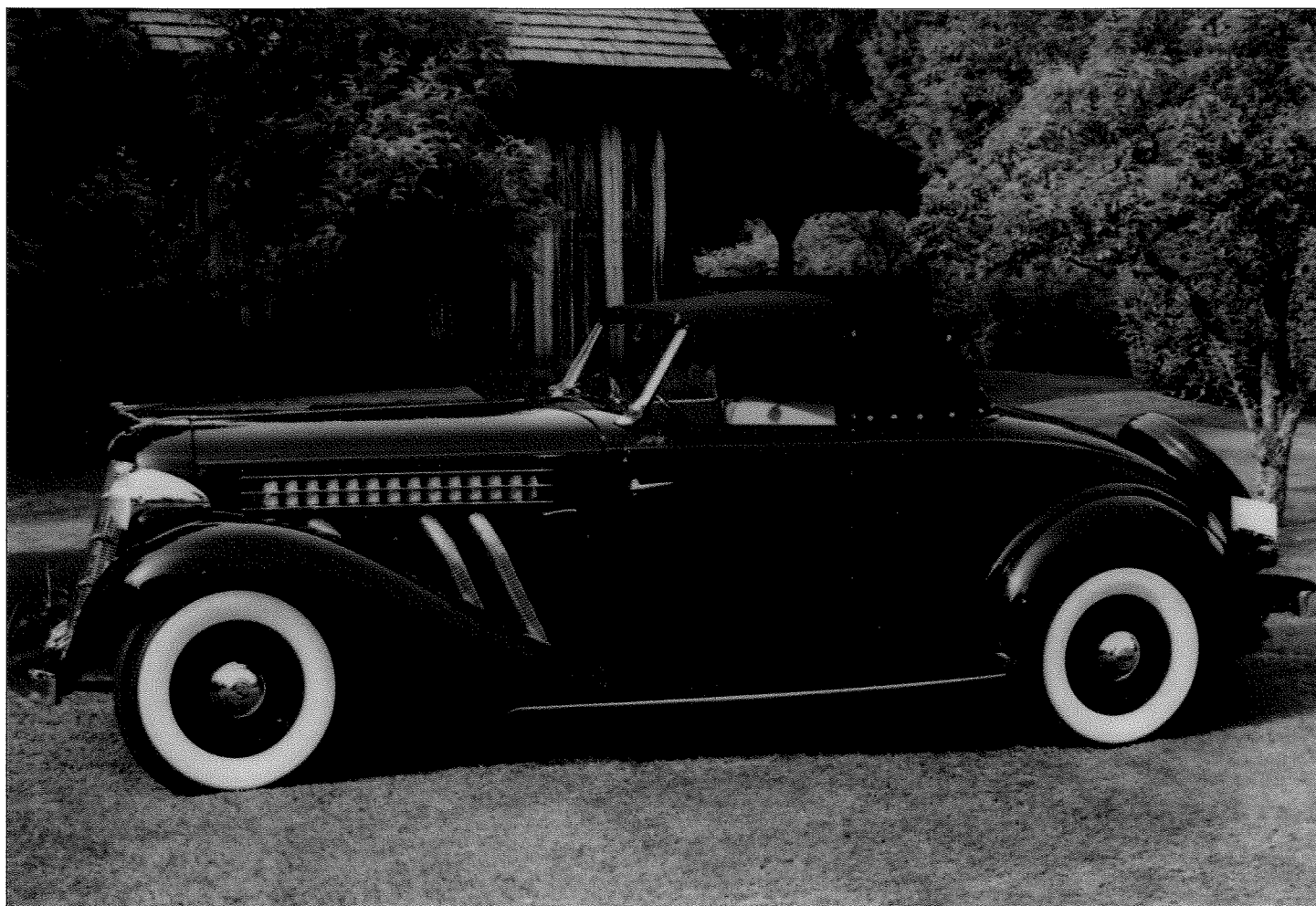




# BUMPER GUARDIAN



1936 AUBURN  
MODEL 852 SUPERCHARGED CABRIOLET

*James S. Milligan*

January 2000 through March 2000



## BUMPER GUARDIAN

Pacific Northwest Region,  
Classic Car Club of America

The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was granted a charter in 1963. The *Bumper Guardian* is published quarterly.

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The Board of managers holds a dinner meeting the first Wednesday of each month at 6:30 p.m. Members are encouraged to attend. Call Ted Barber for location.

### Membership

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by contacting Anne Long at 425-747-7774.

### Advertising

Advertising policy/rates: The *Bumper Guardian* will print classified advertising free of charge to members. All other ads are priced based on size. Please inquire for rates.

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### PLEASE!

Please, Please, Please advise membership chair Anne Long or your editor when you change your address. With each BUMPER GUARDIAN issue we have been getting several \$.50 postal penalties the U.S. Post Office assesses for forwarding our publication.

## PNWR/CCCA Goals for 2000

1. Increase Region membership a net of 15 members.
2. Make a significant financial contribution to a local charity.
3. Increase the overall members/guests attendance at our events by 20%.
4. Hold at least one Technical Session that has wide member interest and meets our attendance goals.
5. Increase *Bumper Guardian* advertising revenue enough to cover the cost of color covers on all issues.
6. Hold a Mini-CARavan of four to seven days in duration for Full Classics™ only.
7. Have every Board Member manage at least one event.
8. Maximize the "Fun Index" on every event to the "Best Ever" level.

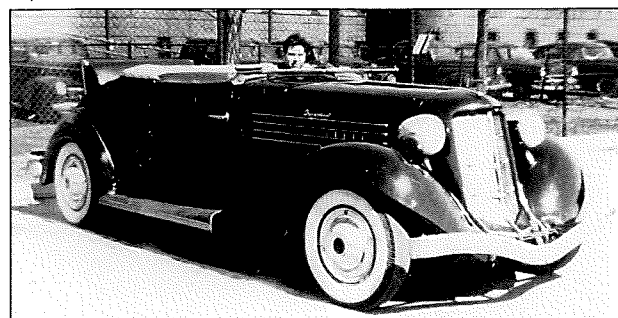
## Editorial

If this *Bumper Guardian* seems to be an *Auburn* issue, it is. I am attempting to complement each issue's cover story with additional items of interest that relate to the featured marque. Beyond that, I plead guilty to having a soft spot in my heart for Auburns. (You may have already noticed.) And incidentally, 2000 is the 100th anniversary of the first prototype Auburn.

I must have been all of eight or nine years old when I saw what I thought was absolutely the neatest looking cream-colored car. It was broken down along Ohio Route 82 as I was on the way home with my father one day. I distinctly remember demanding excitedly to know what it was. "*An Auburn Speedster*" was Pop's reply which I never forgot, despite the fact that I don't recall ever noticing another one until my freshman year in college.

It was in February 1952 that I attended an "Autorama" in Boston where two black 1935 Auburn 851s, a speedster and a cabriolet—both for sale were displayed. The prices were almost the same. The speedster was very original, but tired, while the cabriolet was nicely restored in a customized form with a fabulous paint job and a rebuilt engine. It also had a rumble seat—very important for sociability! As you can guess this experience connected me with my first classic car, albeit a "Special Interest" car as I would learn later when joining CCCA. (Eight-cylinder Auburns other than speedsters were not considered Full Classics™ by the club in the early years.)

Bill Deibel, Editor



Your editor, Spring 1952.

## COVER STORY

# My Auburn Saga or 28 Years with a Happy Ending

BY JIM MILLIGAN

My first exposure to the Auburn car was with a 1936 model 654 soft top coupe (nc). The car was stored in a barn located in the Pine Lake Plateau area between Redmond and Issaquah, WA. My whole family came out to look at it and what we found, underneath a layer of dust, was a complete car. Yes, the paint was oxidized, but it was the original black paint job. The leather bench seat was cracked, but the body was free of rust and dents. We decided then and there that we wanted the car.

Of course it was sold "as is," and that meant not running. But since everything was there, I figured I could easily get it up and going. After installing an eight-volt battery, the engine turned over right away, and I drove the car home. The next morning it wouldn't start, but after spending the day tinkering under the hood it was running again.

In the six years that I owned the car I never hesitated to drive it—it was that dependable. I even drove it to one of the early ACD meets at Rainbow Falls State Park near Centralia, WA. Not unlike most old cars it had its own idiosyncrasies. The headlights would flicker when it hit bumps in the road and the "suicide" doors would fly open at their own whim. This would unnerve my passengers (usually my wife and daughter) so I tied the doors closed with ropes and bungee cords.

Eventually I decided that I wanted a true Full Classic™ and sold this first Auburn. The buyer, after only two weeks, turned around and resold the car to Harold LeMay. That is where the car has been to this day—just sitting and waiting while stored up on one of Harold's storage "shelves."

So the word went out that I was looking for another Auburn—preferably a convertible. And in 1972 a fellow car enthusiast from Yakima, WA contacted me about a 1936 Supercharged Auburn Cabriolet "basket case". I drove to Yakima to see the car and negotiated a deal the same day which involved cash, one 1929 Ford Touring Car and a collection of Model A Ford literature and accessories.

A few years later the same person contacted me about a "sister" to my car. I purchased this sister (another basket case) to help cover missing parts, but Murphy's Law prevailed—the same parts were missing from both cars! I then spent the next 20 years locating parts for my "gem." (Interesting coincidence: All three Auburns that I have owned originally came from the Portland, OR area.)

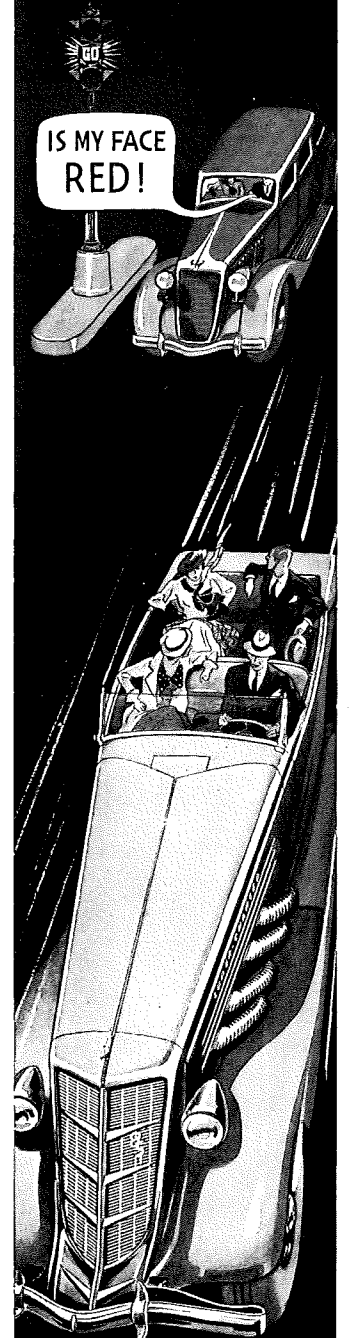
With the cabriolet minus so many pieces and finding poor quality replacement parts I went into the new and used Auburn parts business. It took 28 years before my car was running on the road. I sold the sister car to a restorer in Scottsdale, AZ and my family and I are looking forward to seeing it on the road as well.

The restoration was a long and tedious one for my cabriolet. Many of the steps had to be farmed out to various vendors as some desired processes are banned or restricted by the EPA. The engine, frame, body, fenders and miscellaneous sheet metal parts were sent to Richmond, BC, Canada to be stripped and cleaned. When I brought the parts home I re-etched and/or phosphated them.

Continued on Page 4...

# AUBURN

Super-charged  
**100**  
M.P.H.



The growing vogue for more gracious living is evidenced by the increasing popularity of the New Super-Charged Auburns.  
AUBURN AUTOMOBILE CO.  
AUBURN, INDIANA

## Cover Story - My Auburn Saga

Continued from page 3

The frame was straightened. Then paint was poured into the box sections and the whole frame flipped over to coat all four sides on the inside. This was a big, heavy task because the Auburn frame is heavily reinforced. The outside of the frame was then primed and painted with enamel. New front springs were manufactured and the rear springs were re-arched to proper specifications. Teflon strips were used between each spring leaf and new spring covers were added.

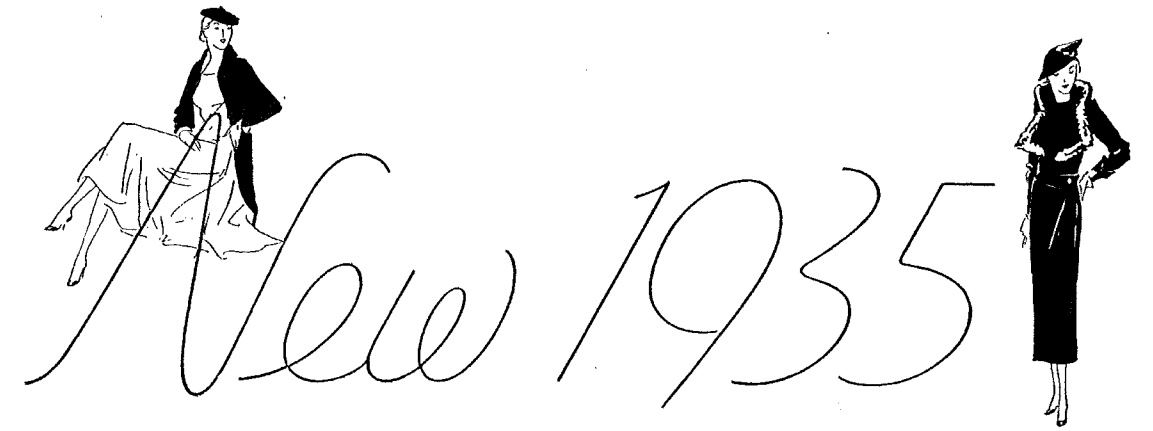
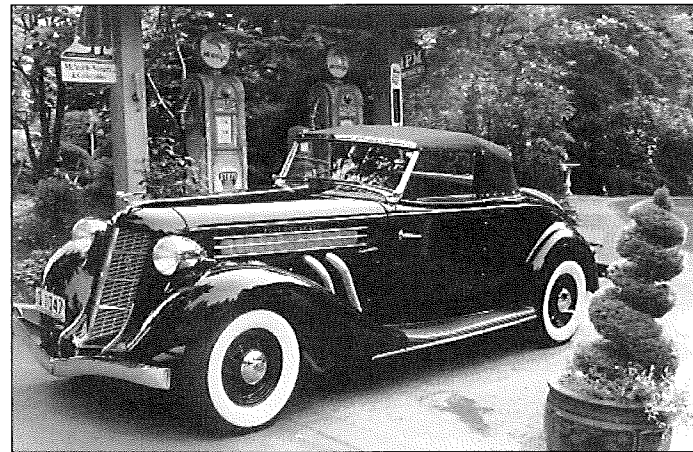
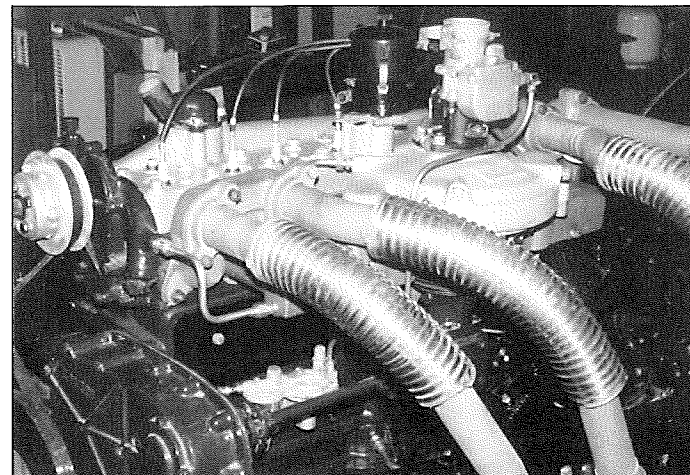
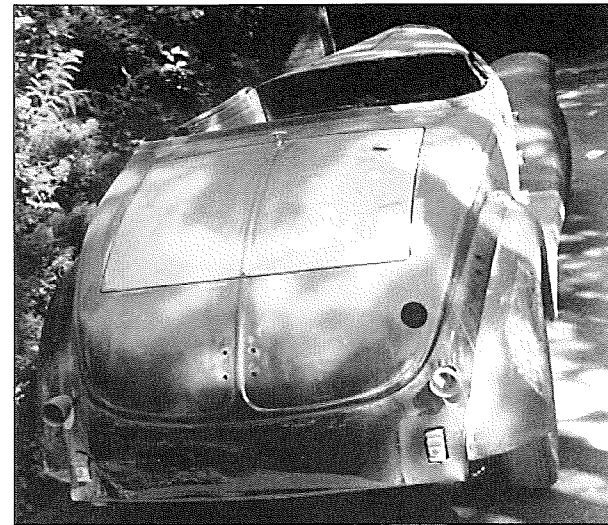
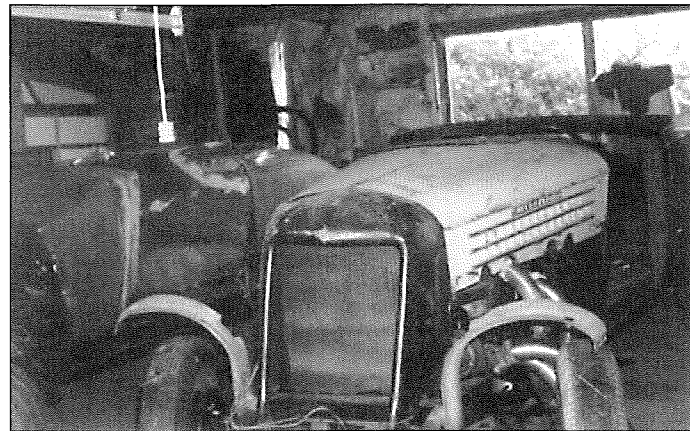
The engine was rebuilt and balanced—the supercharged engine has a counterweighted crankshaft adding 30 pounds. The intake and exhaust manifolds needed a special paint process or “Performance Coating Technology” for high temperature endurance and paint adhesion. The good transmission and “Dual-Ratio” rear axle were cleaned up and equipped with new bearings and seals.

The cowl was replaced with a rust-free spare and the panels below the rumble seat lid skirt and some inside and outside sheet metal pieces were replaced. Body, fenders and other sheet metal parts were fitted for alignment and other body work was performed by Alyn Swedberg of Centralia, WA. The top irons, windshield frame, windshield posts, dash panels and various castings were newly manufactured by my business, Auburns West.

Eastern maple and oak were used to replace all the original wood. Stainless steel fasteners were used throughout. The inside of the body was coated with body noise deadener (dum dum). I did all the lead work and body filling and primed the body with PPG #80 primer. Deltron Black PPG polyurethane base coat and clear coat were used for the exterior finish.

Wiring, brakes and miscellaneous mechanical jobs were done by Paul Murray of Murray Motor Car in Monroe, WA. Art Brass Plating in the Georgetown neighborhood of Seattle performed all the chrome work, and the grey leather upholstery was done by Paul Reichlund of Mount Vernon, WA using only Scottish hides.

It does take a village to rebuild a car—and a lot of creative thinking.

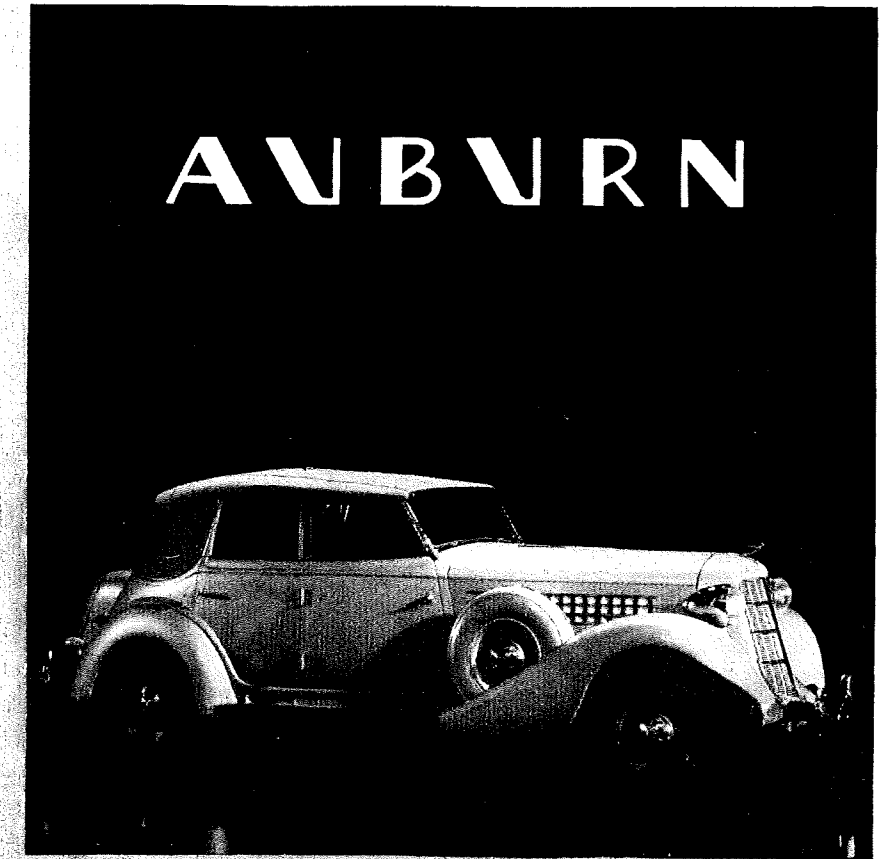


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Smart

• Designed in the manner of America's costliest motor cars, the New Auburn 1935 Models offer a distinctive departure from the commonplace. • There are very definite advantages in buying a 1935 Auburn now. You get a brand new car at once, with next year's betterments—above the mass-production type of cars. • Your New 1935 Auburn will be the height of style next January. • It has the aristocratic appearance that



The New 1935 Phaeton

you associate with the most expensive automobiles. It has riding comfort and performance such as you have never before experienced. It is specifically designed and built to meet the requirements of discerning people who want an automobile to be much more than a vehicle to take them from one

place to another. • While it is the best car Auburn has ever built, the prices are surprisingly moderate, and the cost of operation is exceptionally low.

\$695 and up at the factory

AUBURN AUTOMOBILE COMPANY, AUBURN, INDIANA, Division of Cord Corporation



# The Last Auburns

BY BILL DEIBEL

*Author's note: The production and sales statistics given below are representative as opposed to absolute. They have been derived from four often conflicting sources where in some cases the distinctions between production and sales figures, as well as between model and calendar years, were unclear.*

*To the reader: All eight- and 12-cylinder Auburns are Full Classics™ all six-cylinder Auburns are non-classic.*

An all new line of Auburn cars was introduced to dealers and the public at the New York Auto Show in January 1934. With a mid-year facelift and model additions six months later these would be the last Auburns. Production ended in 1936 when all efforts at the Connersville, Indiana plant were turned toward ramping up 810 Cord production.

Let's set the stage by beginning with a look at the U.S. economy and the Auburn Automobile Company leading up to the development of these cars. In 1931 the Great Depression really set in, but in contrast Auburn set an all-time factory sales record of 32,301 Auburns and 1,744 Cords. In April, Auburn Automobile Company stock reached an all-time high of nearly \$300/share. No doubt Al Leamy's well received, lean-and-mean, aggressive design of the all new 8-98, eight-cylinder car was very much responsible for this performance. Leamy had distinguished himself previously with his 1929 Cord which clearly anticipated the industry by about three years. (The radiator, hood, fenders and lights of the Series J Duesenberg of 1929 are also generally attributed to Leamy.)

Basking in the limelight of Auburn's 1931 success, Errett Lobban Cord was chosen for the January 18, 1932 cover of *Time* magazine. But 1932 was to be a very different story. Despite the addition of the astonishingly low-priced, yet stylish and high-performing Auburn 12, only 11,145 Auburns and 58 Cords were built and sold—a 67% drop from '31. On May 16 Auburn stock closed at \$25.75/share—a 90% drop from the prior year's high. It was about this time that Mr. Cord and his two top Cord Corporation lieutenants, Raymond S. Pruitt and Tacoma, Washington native Lucius B. Manning, determined to liquidate all or most of Cord Corporation's 43% (and controlling) interest in the Auburn Automobile Company and thereafter concentrate their efforts in other transportation areas—shipbuilding and more particularly aviation. Their problem was that the Auburn stock was on the books at \$61.25/share. Accordingly a series of investment syndicates were formed to rapidly buy and sell Auburn stock to create independent investor enthusiasm and draw in outside buyers at ever higher prices until the Cord holdings could be disposed of above \$61.25/share. Today this would be called manipulation, but this was before the Securities Exchange Act. (Interestingly, in January E.L. Cord had gone on record denying reports that he was participating in "pools" to shore up Auburn stock.) By the end of October their efforts had achieved only about two-thirds of their objective, but by mid-June 1934 they had disposed of all but a token 3,879 shares. Pruitt and Manning had been with Errett Cord ever since he took charge of

the failing Auburn Automobile Company in 1924—Pruitt as Secretary and Manning as Treasurer, and they would continue to be his trusted business associates for years to come. The Cord Corporation was a holding company, set up subsequently, through which E.L. Cord controlled his business empire which included Lycoming Motors and Duesenberg, Inc.

In November 1932 Roy Faulkner resigned as President of Auburn to become Vice President of Sales at Pierce-Arrow, and 37-year-old W. Hubert Beal was appointed in his place. Beal was already President of Lycoming Motors in Williamsport, Pennsylvania and he would now fill both positions. He obviously had his hands full since, as disastrous as 1932 was, 1933 turned out to be much worse. The depression bottomed out in March when U.S. unemployment reached the all-time recorded high of 25% as President Franklin D. Roosevelt was taking office. Auburn followed this trend with a continuing free fall in factory sales to just 4,630 cars, down 60% year-to-year and 85% in two years.

It was in this environment that Al Leamy was called upon once more to work his magic in what would be his last automotive design work—a whole new line of Auburns. These cars—the first six-cylinder Auburns since 1930 and companion eight-cylinder models using the same family of bodies—were introduced at the New York Auto Show in January 1934. Available, depending on model, were cabriolet, phaeton sedan, two-door brougham and sedan. For these cars Lycoming was asked to create an all new six-cylinder engine and update the existing eight-cylinder engine by rationalizing its pistons and rods with the new six resulting in increased displacement and horsepower as well. With a major face-lift six months later and the supercharged eight-cylinder model introduced the following January, these cars were to comprise the last Auburn automobiles.

Unfortunately, due to lack of requisite inspiration or resources or both the old magic did not return. Dealer reception to the new cars in New York was so dismal that following the show Harold Ames, President of Duesenberg, Inc., was brought to Auburn from Indianapolis along with Gordon Buehrig and Augie Duesenberg to do what was necessary to make the cars more acceptable. By June, production of the '34s ceased and the 1935 models were put in production in time to start selling them by Labor Day. The Buehrig changes were strictly cosmetic including a new radiator shell, grill, hood, fenders, front doors, lights and bumper. The revised look won universal praise then and is still seen today as a breathtaking improvement.

Continued on Page 7 . . .

## The Last Auburns

Continued from page 6

Nevertheless, this author sees an emotional compatibility between Leamy's original, bland, passive—even frugal-looking—design and the desperate, pessimistic 1933 in which it was conceived. In fact it is not unlike several other new automotive offerings in 1933-34. To me it is a rather forlorn looking car (see back cover) introduced by a forlorn organization to a very forlorn nation—certainly not what was needed to generate sales enthusiasm. But in surprising contradiction to all of this, in the first five months of 1934, 4,600 of these cars were built of which the vast majority (2,951) were the lower-priced, six-cylinder cars. It should be noted here that in 1934 a small number of 12-cylinder Auburns were assembled from left over 1933 model parts in the Auburn, Indiana plant—the last automobiles built there. The new six- and eight-cylinder cars for 1934 and thereafter were all assembled in the modern Connersville, Indiana plant as were the 1936 and 1937 Cords.

In the midst of all this activity Mr. Cord continued his activities in building his transportation empire in other fields. Having previously sold Century Airlines and American Airways to Aviation Corporation (Avco), he now, in 1933, succeeded in taking over Avco itself and he bought New York Shipbuilding, a leader in its field. This last firm had recently finished building two major ocean liners and had, immediately prior to Cord's purchase, received the first major New Deal naval procurement order covering two cruisers and four destroyers. Cord also found time to buy himself a 184-foot seagoing yacht requiring a crew of 30.

In March of 1934 Mr. Cord, taking his wife, four children, sister and mother with him, established residence in England leaving Manning in particular, as well as Pruitt, Ames, Beal and others to run things in the U.S. During his absence Roy Faulkner was brought back from Pierce-Arrow to relieve Beal who was dispatched to become president of New York Shipbuilding. The young Mr. Beal seems to have been a Cord "wunderkind." The Cord family crossed the Atlantic on an ocean liner sending the yacht *Virginia*, named for Mrs. Cord, across to join them in Great Britain. Ironically, six weeks after leaving the U.S., on April 23, 1934, E. L. Cord appeared for a second time on the cover of *Time*.

After completing the above described face-lift, Gordon Buehrig was called upon to come up with something really exciting for the January 1935 New York show while Augie Duesenberg was asked to adapt a supercharger and external exhaust header pipes, ala Duesenberg, as an option for the eight-cylinder cars. These efforts came together in the 1935 Auburn Speedster introduced as planned in January and continued into 1936. Between 500 and 600 of these speedsters were produced. Also at some point in the 1935 model run the cabriolet body became available as a coupe with fixed soft top.

In the summer of 1935 Ab Jenkins set 70 speed records, for an unmodified American stock car, on the Bonneville salt flats with a supercharged speedster. Among these were : 104.17 MPH for one mile, 102.77 MPH for 1,000 miles and first stock car to average over 100 MPH for 12 hours. These feats were accomplished in spite of extreme daytime temperatures which

reached as high as 108 degrees F.

Despite these efforts 1935 saw Auburn stock fall to a new low of \$15/share while the company started to make a profit selling stampings to other manufacturers and began developing the 1936 Cord. With the stock so cheap Mr. Cord had the Cord Corporation buy back into Auburn increasing its holding ten-fold to over 40,000 shares.

The 1936 models were introduced in September 1935; the only changes were the model numbers on the grill and, strangely, a newer design of shock absorber on the eight-cylinder cars. In fact, six-cylinder production was stopped entirely at this time indicating that all 1936 model 654 cars were renumbered '35s. Unsold '35 eight-cylinder cars were no doubt also renumbered as '36s. The factory sales and production numbers I have found are mostly for calendar years and I can only speculate that about 7,500 cars were sold as '35s and 4,000 as '36s. In June of 1936 Errett Cord, after having been home from England for more than a year, resumed direct management of Cord Corporation and its subsidiaries as Auburn production came to a final halt. Ironically the man who had saved Auburn in 1924 left the scene soon after the last Auburn models were introduced, returning only at their demise.

The 1935 and 1936 Auburns, both sixes and eights, in all trim levels were offered in all five body styles described above and listed here in order of increasing price: brougham, sedan, coupe, cabriolet, and phaeton. The speedster was available in one model and trim level only. Curiously, no emblems or nameplates were applied to the cars to identify the model trim level. (Not all '34 models were available in every body style.)

A breakdown of model designations and pricing of these last Auburns is as follows:

| Year   | Model # | Model Name         | Price range \$ |
|--------|---------|--------------------|----------------|
| 1934   | 652X    | Standard Six       | 695-795        |
| 1934   | 652Y    | Custom Six         | 795-945        |
| 1934   | 850X    | Standard Eight     | 945-1045       |
| 1934   | 850Y    | Custom Eight       | 1075-1225      |
| 1935-6 | 653     | Standard Six       | 745-995        |
| 1935-6 | 653     | Custom Six         | 852-1102       |
| 1935-6 | 653     | Salon Six          | 932-1182       |
| 1935-6 | 852     | Standard Eight     | 995-1275       |
| 1935-6 | 852     | Custom Eight       | 1088-1368      |
| 1935-6 | 852     | Salon Eight        | 1168-1448      |
| 1935-6 | 852     | Supercharged Eight | 1445-1725      |
| 1935-6 | 852     | Speedster          | 2245           |

According to one source some of the features added as the models progressed upward in price were as follows: Custom models came with "Dual Ratio" rear axles, dual tail lights, dual windshield wipers, better horns, front door arm rests and safety glass. To these items the Salon models added chrome headlights, dual side-mounted spare tires and, on sedan models, an attached trunk. Supercharged cars carried all the Salon features, but with only one spare tire because of the external exhaust pipes on the

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# Fall Garage Tour

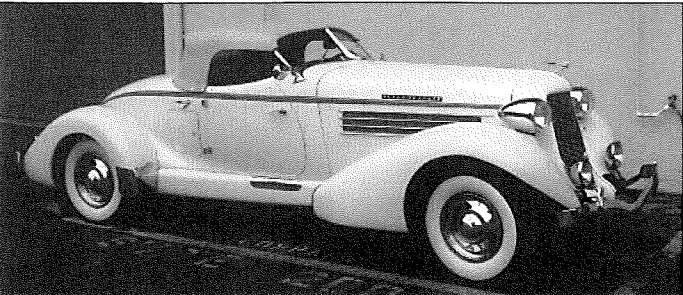
BY ROY MAGNUSON

We had been warned by Harry Wappler that the weather would not be favorable for a driving event. Harry is not often wrong. I had opted to leave my open 3 litre Bentley in the garage in favor of the closed postwar Bentley.

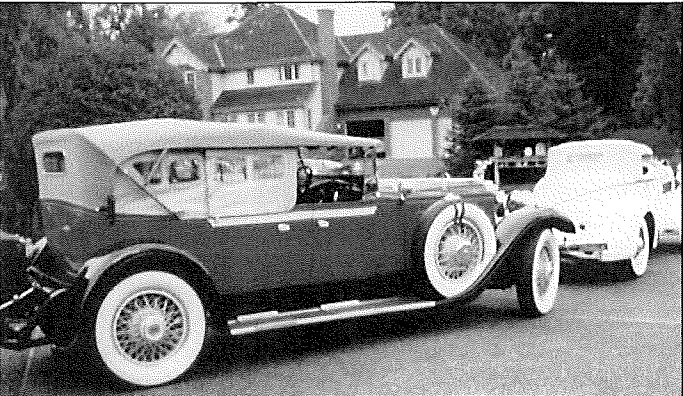
About 52 members met at Suite 200 for coffee and cookies. As we were driving to our next stop at Ron and Gayle Doss's I had rolled my window down. Soon the sun roof was opened. What a great day this would have been to enjoy the fall colors in an open car! Gayle greeted us with the smell of hot spiced cider and, of course, her smile.

After an hour or so we finished looking at Ron's cars and collectibles and moved on. The drive through the Snoqualmie Valley on the way to Monroe would have been even more spectacular in an open car. Our next stop was Clyde Mosslander's. Clyde and his crew usually work on street rods but had several '50s and '60s cars in the shop and in the past had done Lee Zuker's Rolls-Royce P-I. We next moved two blocks away to Al Murray's. Al gave us the lowdown on what was going on with all the cars in his shop. We were beginning to anticiapte the meal Pam Wouters had waiting for us at our next stop. The juice and cookies Al served helped.

After a drive past the prison farm and along rhe Snoqualmie River we ended up at Pam's and Conrad's Ranch where we devoured six gallons of Pam's chili and 47 baked potatoes. It was such a wonderful day that a bunch of us ate our meal on the back deck.



Tom Crook's 1935 Auburn 851 Supercharged Speedster.



Ernie Crutcher's 1928 Packard 443 Phaeton.

# PNWR Annual Meeting Museum of Flight

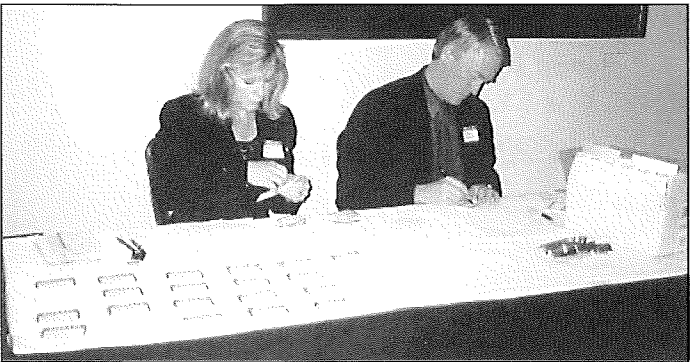
NOTES AND PHOTOS BY TED BARBER, SECRETARY

Meeting opened at 6 PM by Director Deibel. Prior year minutes approved. Officer reports made. Election results for new board managers announced: elected for the period 2000-2002 were John Campbell, Darlene Kohlwes and Stephen Norman. Results of Board of Managers election of officers for 2000 announced: Gary Johnson-Director, Hal Medén-Assistant Director, Ted Barber-Secretary, Roy Magnuson-Treasurer. Anne Long will continue as Membership Chair and Bill Deibel will officially become Editor. It is assumed John Carlson will remain British Columbia Liaison. Deibel thanked retiring managers Brian Pollock, Ed Rittenhouse and Rick Turner for their past work on behalf of the region. He also thanked the remaining managers and the 1999 officers for all the help they provided him throughout the year. Deibel reminded those present that Phil Grisham was running for election to the national board and urged all members to be sure to vote for Phil. Deibel noted that board member Jim Milligan and member Don Reddaway were absent due to illness. Bill Deibel removed his Director's pin, pinned it on Gary Johnson and turned the meeting over to Gary who then called for applause for Brian Pollock, manager of the meeting, and for outgoing Director Deibel. Car of the Day Awards were presented by the event managers as shown below. Johnson called upon Ron Doss to make the Participation Award which went to Dan and Gracie Dinsmore. Bill and Karel Deibel placed second, and Tom Crook and Randy Small placed third in the scoring for this new award. Following adjournment of the formal meeting Al McEwan introduced Jules Hueman as guest speaker who gave an excellent presentation on Hispano-Suiza with numerous interesting slides of marque examples. Ted Barber and Ron Doss drove their Full Classics™ to the meeting in pouring rain-1940 Cadillac 72 Sedan and 1937 Packard 1507 Coupe Roadster, respectively.

## Car of the Day Awards

| Car                            | Recipient      | Event                | Event Mgr.       |
|--------------------------------|----------------|----------------------|------------------|
| '42 Cadillac 60S Town Car      | Karel Deibel   | '98 Annual Meeting   | Brian Pollock    |
| '29 Rolls-Royce Doctor's Coupe | Pat Goffette   | Kris Kringle Kaper   | Hal Medén        |
| '30 Studebaker President Sedan | Dan Dinsmore   | LeMay Tour           | Gary Johnson     |
| '47 Cadillac 62 Sedan          | Jerry Schimke* | Garden Tour          | Phil Grisham     |
| '33 Chrysler Imperial Roadster | Ed Rittenhouse | HCCA Brunch Tour     | Jerry Greenfield |
| '41 Packard 1903 Coupe         | Virgil Parker* | McKinley Picnic      | Gary Johnson     |
| '35 Bugatti Drophead Coupe     | Brian Pollock  | 4th of July Parade   | Al McEwan        |
| '36 Auburn S/C 852 Cabriolet   | Jim Milligan*  | Pt. Gardner Concours | Roy Magnuson     |
| '47 Cadillac 62 Conv. Coupe    | Ron Harmon     | BC Tour              | Ron Doss         |
| '35 Auburn S/C 851 Speedster   | John Dennis    | Rainbow Falls Tour   | Dave Ellis       |
| '29 Franklin 130 Cabriolet     | Arnie Barer*   | Fall Garage Tour     | Roy Magnuson     |

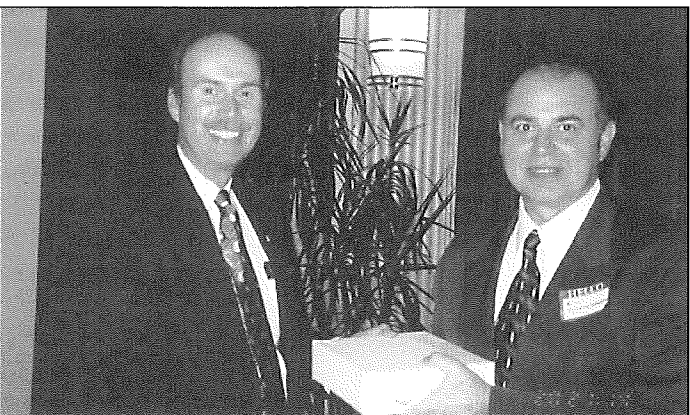
\* not present to receive the award



Workers! Pam and Conrad Wouters.



Pat and John Dennis.



Gerry Greenfield presenting Car of the Day award to Ed Rittenhouse.



Al McEwan presenting Phil Schwartz Award to Ron Doss.



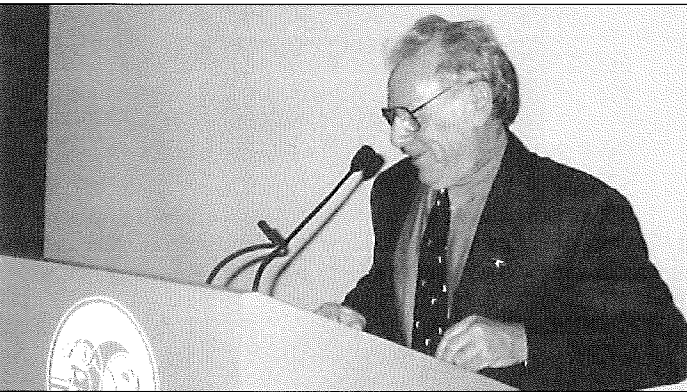
Dan and Gracie Dinsmore with Best Particiapation Award trophy.



Me? Really? Karel Deibel receiving Car of the Day award from Brian Pollock.

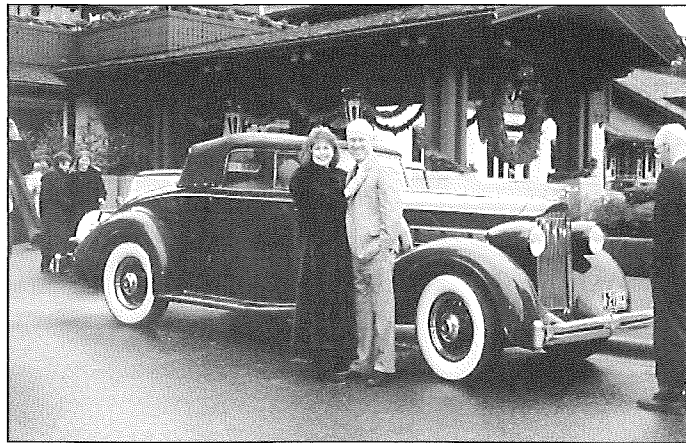


Getting pinned-Bill Deibel tranfers Director's pin to Gary Johnson.

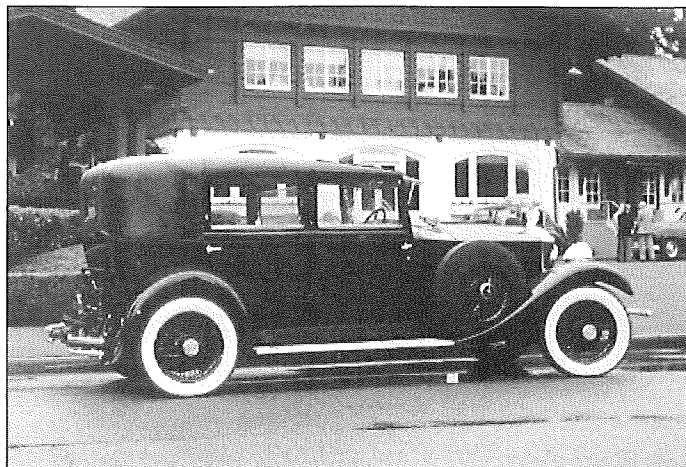


Guest speaker Jules Hueman discussing his topic, Hispano-Suiza.

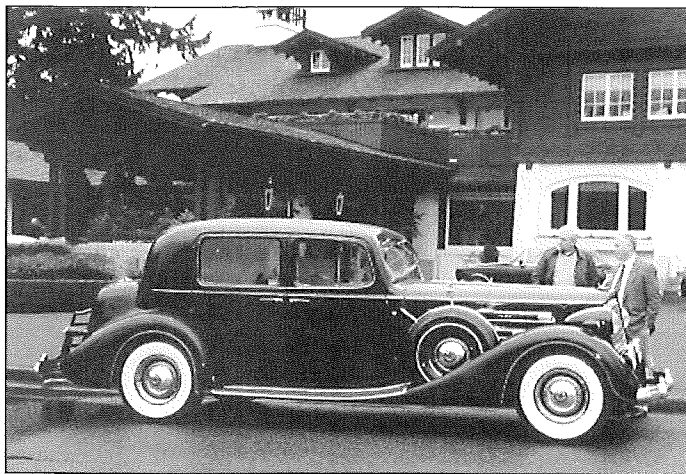




Gayle and Ron Harmon with their 1935 Packard 1201 Coupe Roadster.



Rolls-Royce Owner's Club member Carol Storey-Larson's 1930 Rolls-Royce 20/25 Sedan deVille in front of the attractive Swiss chalet style Seattle Golf Club.



Gary Johnson's 1937 Packard 1507 Club Sedan.

## Holiday Party

BY ROY MAGNUSON

Sunday morning, December 12, was cold, windy and drizzly. A great day for a Club event...indoors. And what better place than the clubhouse at the Seattle Golf Club.

When construction began on the clubhouse just after the turn of the century the area was so isolated that lumber and supplies had to be barged in from Seattle and brought up the hill by horse and wagon. The commute was so arduous that the construction workers only went home to the city on weekends. By the time President Harding visited in 1923 the Pacific Highway north out of Seattle was 20 feet wide and paved with concrete. The surface changed to brick just past Greenlake and continued on past the National Auto Village Camp where a left turn was made onto a gravel road for the remaining mile and-a-half.

142 people came from all directions for the joint-event with the Rolls-Royce Owners' Club. After we depleted the more than adequate buffet, a break in the weather allowed us time to view the six Full Classics™ and the five postwar Rolls-Royces and Bentleys in the circular drive.

|                  |                                   |
|------------------|-----------------------------------|
| 1937 Packard     | Gary Johnson                      |
| 1935 Packard     | Ron Harmon                        |
| 1937 Cord        | Rick Turner                       |
| 1937 Bentley     | Wade Carter                       |
| 1927 Bentley     | Peter Hageman                     |
| 1930 Rolls-Royce | Carol Storey-Larson (RROC member) |

All these cars had roll-up windows...except Peter's Bentley.



Another view of the Storey-Larson Rolls-Royce.

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JANUARY 5-9, 2000

## National Annual Meeting Indianapolis, Indiana

BY GARY JOHNSON

PHOTOS BY BOBBIE'DINE RODDA EXCEPT AS NOTED

Who wants to go to Indianapolis in January?"

That's the question I received from Joyce when I asked her if she would accompany me to the National Annual Meeting. The last time we'd been to Indianapolis we arrived in February in a freezing snowstorm. We'd traveled over 1000 miles by train in day coach as "starving students" about to graduate from college. Joyce had "food poisoning" during the whole trip which nine months later turned out to be our first child. We'd been hosted by Eli Lilly who put us up in an old hotel across from the train station, now the remodeled and updated Omni, headquarters for the CCCA Annual Meeting.

After much coercion and bribery she agreed to go. Her response after the meeting: "I'm sure glad I went. It was a great experience and a lot of fun!" I'll echo that.

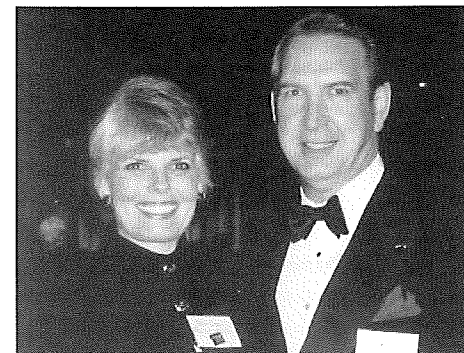
Other Pacific Northwest Region members attending were: Joe Carman, retiring National Director Ron Doss and Gayle, newly elected National Director Phil Grisham and Patti, Oregon Region Director Jerry Hanauska and June Fezler, Al McEwan, Glenn Mounger, Tenny and Toby Natkin from Illinois and Bobbie'dine Rodda from California. Indiana Region members greeted everyone at the airport and shuttled us to the hotel.

On Wednesday we had lunch in the Omni Hotel's Severin Ballroom. Donald Davidson, historian for the Indianapolis Motor Speedway, gave a very interesting talk, displaying a fantastic knowledge of every race car and racing event in an impromptu "stump-the-expert" session. After lunch, some went to the Museum where we were given a tour of the basement "inner sanctum" where few visitors are allowed. Not only were there examples of almost every Indy Pace Car and many winners of past races, there also were several Full Classics™ and collectibles displayed.

We were then bussed to the newly completed garage of Gene and Sally Perkins where we saw an incredible collection of Packards including a 1930 8, 745 Roadster, 1932 12, 905 Coupe Roadster (both received 100 points in later judging), 1939 12, 1708 Sport Sedan, Bohman & Schwartz, and a 1936 12, 1407 Sport Phaeton, among others.

Dinner at the home of John and Elaine Klein topped off Wednesday evening. Their home is a former Governor's Mansion built in 1920 by William H. Thompson, the President of Stutz. The Klein's had added on to the carriage house to make room for their Full Classics™ which included a 1931

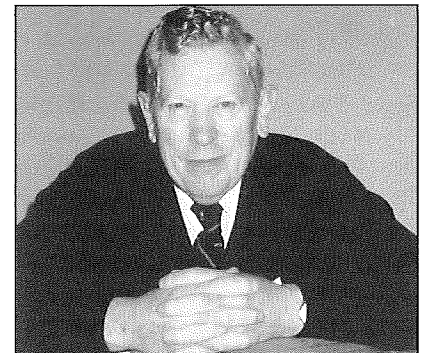
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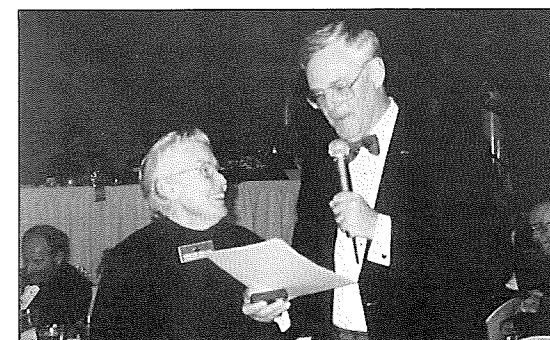
Gayle and Ron Doss.



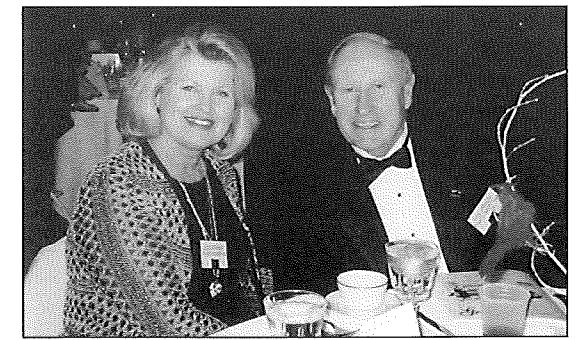
Phil Grisham and New England Region member Joe Lee learning they have been elected to the National Board.



Joe "The Sphinx" Carman.



California PNWR member Bobbie'dine Rodda receiving a special award for her photography for the Club.



Joyce and Gary Johnson.

# Al McEwan...The Classic Spirit Personified

BY HAL MEDÉN

As many of you know, Al McEwan was awarded the CCCA Classic Spirit Award at the 2000 National Annual Meeting held in January in Indianapolis. Al was nominated for the award on a unanimous vote of the Pacific Northwest Region Board of Managers. Following is a copy of the nomination document, prepared and submitted by Hal Medén at the request of the Board. (Input sources for Hal included the National CCCA office, Gary Johnson, Peter Hageman and Tracy McEwan Gibbons.) For background information on the award, its origin and significance, see the Classic Spirit Award sidebar to this story.

The Pacific Northwest Region of the Classic Car Club of America respectfully nominates a highly deserving member for the 2000 Classic Spirit Award.

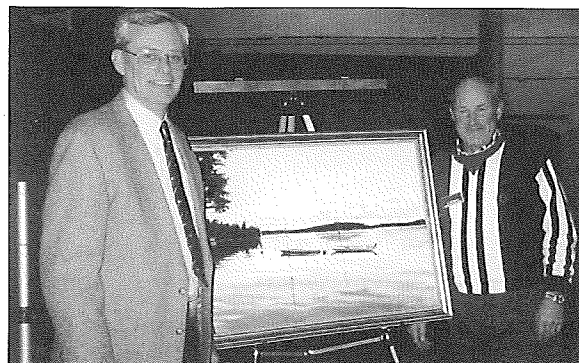
The nominee is Alan McEwan, a member of the CCCA for 37 years. He was a founder of the Pacific Northwest Region in 1963 and served as Regional Director from 1964 through 1966.

Al was raised in Agawan, MA (next door to Springfield) and graduated with an Aeronautical Engineering degree from Rensselaer Polytechnic Institute in 1958. Following graduation he moved to Seattle and joined Boeing as an engineer, remaining with the company until his retirement in 1995.

Al was bitten by the collector car bug at an early age when he devoted hours to reading the early issues of *Road and Track* and *Motor Trend*. Reading Ken Purdy's *Kings of the Road* in the early '50s further stimulated his interest. In very short order Al was starting down the road to a highly active, lifelong involvement in the classic car hobby.

Love of classic cars is a well-known Al McEwan characteristic...and so is his love of people, always first and foremost with him. A psychologist might say the classic car hobby is Al's vehicle for expression of the warmth, caring spirit, helpfulness, enthusiasm and infectious congeniality he brings to the lives of his legion of friends.

These characteristics are amplified with Al's quick and keen wit. His sense of humor is ever-present and has brought unbridled laughter—often hilarity—to literally scores of CCCA events and



Classic Spirit Award winner Al McEwan (right) with the 2000 award, "Clouds Over Saranac," an oil-on-canvas painting presented by CCCA president George Holman (left) at the Club's Annual Meeting in Indianapolis in January. The Classic Spirit Award was established by the New England Region to celebrate the life of the late Mary Jean Holman, who so consistently personified the spirit and essence of the Classic Car Club of America. The award takes the form of original artwork by a New England artist in recognition of Mary Jean's love of art and beauty. Peter Barnett, noted portrait and landscape artist, captured the scene at Lower Saranac Lake in the Adirondack mountains. Barnett's landscapes are noted for their dramatic treatment of skies and clouds.



Pacific Northwest Region members join 2000 Classic Spirit Award winner Al McEwan at the club's Annual Meeting awards ceremony. They are (left to right), Glenn Mounger, Patti and Phil Grisham, Al, (next to the award painting), Ron and Gayle Doss, Joyce and Regional Director Gary Johnson. PNWR members Joe Carman, Bobbie'dine Rodda from California, and Tenny and Toby Natkin from Illinois also attended. Photos by Bobbie'dine Rodda.

situations. The fact is, Al is inherently a funny man, but also a sensitive one. He doesn't use humor at another person's expense.

Al is a constant uplifting presence in the club. He has a long-standing reputation for readiness to assist members in every way possible. Often, if he hears of someone with a problem and believes he might have a solution, Al takes the personal initiative and time to contact the person and offer his input. At regional and national events he is quick to go out of his way to greet new members, or new participants in an event, with a sincere interest in the people personally and equally sincere offers to help. His attitude is contagious and helps build an ever-stronger classic spirit throughout the club.

With an encyclopedic knowledge of classics, both American and foreign, Al is a virtual font of information and insights which he shares openly with other hobbyists. Through the years, phone calls and in-person discussions with Al have provided literally scores of members with invaluable guidance. This help covers a wide variety of subject areas, ranging from research on specific cars to solutions for mechanical problems to tips on how to plan CARavans to maximize the fun for all participants.

Al also has been the matchmaker between many members and their special automobiles. In this area he and the members have benefited from his incredible memory of specific cars and their histories. It's really something to be pondering the purchase of some early '30s classic and have Al recall, at the drop of a hat, where he first saw the car in the late '50s, who the owner was at

## Al McEwan...The Classic Spirit

Continued from page 12

that time, who subsequently owned it, who did the restoration, and perhaps even some unique aspect of the car.

For Al the classic spirit is indomitable. No matter what problems arise he maintains a positive, upbeat attitude and a can-do approach to finding solutions. So the weather is hovering at 100 degrees on a CARavan, the road shoulders are populated with overheated classics, one car has a flat tire and a four-year-old occupant is very thirsty. Al the Unflappable brings his good-humored assistance to bear and, almost miraculously, the world comes right for 100 members, their spouses, children, guests and cars. Speaking of children, Al for years had been active in helping to make events affordable for those with children, pioneering special events and rates.

With a generosity that is legendary, Al sometimes carries it to unbelievable heights. One club member had his Bentley in restoration and it was not going to be completed in time for the 1970 CARavan. Al solved the problem by loaning the engine from his Bentley to the member. The loan was to be for six months. However, for a variety of reasons, 18 years passed, the car was sold to another member...and Al then got his engine back!

Al is highly successful in coupling his spirit with a strong organizational capability. He has used this combination effectively to plan and lead a hallmark series of nine Pacific Northwest CARavans that have gained an enviable reputation for enjoyment, good fellowship and, above all, sheer fun. The word has spread and the most recent one, in 1998, was over-subscribed

to the point it was decided to conduct the CARavan twice. The first was for classics through 1937 and the second, four weeks later, was for all classics. Al led each 10-day, 1100-mile tour with his traditional enthusiasm, helpful problem-solving and a classic spirit that never dimmed.

An infectious good will also has been endemic to Al's participations as both an award-winning entrant and judge at numerous concours events, including the ultimate—the annual Pebble Beach Concours d'Elegance. He is one of nine people appointed to the newly formed Advisory Board for the event. Al also is the Chief Class Judge for foreign classics at the Pebble Beach concours. His personal experience with foreign classic marques ranges from Hispano-Suiza, Isotta Fraschini, Minerva, Delahaye and Mercedes-Benz to Rolls-Royce. He has shown successfully many of these cars at Pebble Beach.

Within the CCCA, Al's contributions are mirrored in the National recognition awards he has received. These include the club's prestigious Citation for Distinguished Service in 1982 and, in the same year, the Jack Gehrt Memorial Award. These were followed by the Fahnestock Award in 1986, 1990 and 1994.

In summary, it is the unanimous opinion of the Pacific Northwest Region Board of Managers, acting on behalf of the full regional membership, that Al is an outstanding candidate uniquely qualified to receive the 2000 Classic Spirit Award. The Region respectfully seeks the Award Committee's concurrence and its designation of Alan McEwan as recipient of the award.

## Classic Spirit Award

Given by the New England Region to Celebrate the Life of Mary Jean Holman

This Award is presented to a member who, as Mary Jean Holman, reaches beyond our magnificent automobiles and personifies the spirit and essence of the Classic Car Club of America. Mary Jean was a very special person who went out of her way to make people feel welcome at CCCA activities. Her Classic Spirit enriched every CCCA event that she attended. Mary Jean was friendly, welcoming, helpful, outgoing, sincere, congenial, cheerful, enthusiastic, and selfless. The Classic Spirit Award is a special recognition of a CCCA member who exhibits this unique spirit for which Mary Jean was so well liked.

Because Mary Jean loved the arts, and indeed because she thought of Full Classics™ as art, each Classic Spirit Award is an original work of art by a New England artist selected by the Springfield, Massachusetts, Art Museum and presented by a representative of the New England Region at the National Annual Meeting. The recipient is selected by a committee of three National Awards Committee members and three members of the New England Region, with the National Awards Committee Chairman as the tie breaker. The award is endowed in full by a fund consisting of donations from the New England Region, New England Region members, and the Holman family. Awards have been made at Annual Meetings as follows:

|      |                       |
|------|-----------------------|
| 1997 | Bea Jepson            |
| 1998 | Lee and Ann Davenport |
| 1999 | Bill Burchett         |
| 2000 | Alan McEwan           |

Continued on Page 13...



Duesenberg 8, J Convertible Victoria, Rollston completely restored by John whose "other" full-time job is as a hand surgeon.

Thursday began early with buses leaving for McCaw's Pac West Racing where everyone gained an appreciation for the commitment and cost of competitive racing. Seventy-two full-time employees man a sparkling facility which assembles, tests and maintains the race cars and tractor-trailer rigs which serve as mobile shops and targets.

After lunch, we took a tour of "Indianapolis' Grand Automotive Past." We traveled by the mostly dilapidated former factories of American Underslung, Cole, Duesenberg, H.C.S. (the company formed by Harry C. Stutz after leaving Stutz), Marion/Overland/Empire, Marmon, Pathfinder/Robbins Body, Weyman Body and Wheeler & Schebler Carburetor Company. The highlight was the majestic Stutz plant complex where the racy, sporty cars were manufactured from 1912 to 1935. Developer and CCCA member Turner Woodard had returned the factory to its original condition. We toured the building which is occupied by various advertising and professional businesses as well as Turner's personal collections. Turner brought his 1929 Stutz 8, M Dual Cowl Phaeton and 1929 Auburn 8, 8-90 Speedster to the show.

Back at the hotel we enjoyed a technical seminar on buffing, polishing and refinishing by Eric LaVine, owner of a well-known restoration business. Al McEwan gave the hands-on demonstration, so if you want a professional job call Al. I think he said he made house calls. That night we were treated to dinner at the Indiana Roof, a 1927 ballroom where we enjoyed dancing and an era floor show.

Friday was primarily a business day with the Annual Membership Meeting beginning at 8:00 AM. Besides the normal business items, the results of the national election of Board Members were announced. We were pleased to hear that long-time PNWR member Phil Grisham was elected. Congratulations Phil! The club has made an excellent choice. It must have been his campaign motto: "Vote early and vote often!"

We had lunch at the Mason's Scottish Rite Cathedral. This imposing structure is of Tudor Gothic-style built in 1929 of limestone, marble and Russian white oak. It has a 54-bell carillon and a 7000-pipe organ. We toured the building and were given an organ recital in the fantastic wood-paneled auditorium.

In the afternoon, I attended the National Board of Directors and Regional Relations Meetings. The main topics of discussion revolved around attracting new members and building the

strength of the regions. We were given our "Report Cards" in the form of Regional standings. Congratulations to all the PNWR Members who make this one of the outstanding regions in the country!

Friday evening we dined with the Full Classics™ at the Fairgrounds. There were 50 cars displayed including six scoring 100 points on Saturday. Besides the Perkins' two Packards, there were a 1938 Packard 12, 1608 Touring, Derham; 1934 Packard 8, 1101 Convertible Coupe; 1931 Marmon 16, Convertible Coupe; 1933 Lincoln 12, KB Convertible Victoria, Brunn. After dinner, regional awards were given out with the Pacific Northwest Region receiving second place for attendance at the 1999 Annual Meeting in Ohio. But the highlight was the presentation to Al McEwan of the Classic Spirit Award, a beautiful original oil painting. (See related story on page 12) Congratulations Al! There is no one more deserving.

Saturday was judging and awards day. As mentioned, there were some beautiful and interesting cars on display. I had the opportunity of being on the team judging the 1933 Lincoln 12, KB Convertible Victoria, Brunn owned by Piers MacDonald of Bedford, New York. This car is one of only two manufactured and deservedly received the Warsharsky Award as Best of Show. Another very interesting car was Robert Supins's 1937 Packard 8, 1500 Sedan, an original car he brought from Richmond, Texas. This car had been shipped to England when new and fitted with a sunroof, trafficators and British lights. It had been given a "broom paint job" somewhere along the line, but the interior was in near-perfect condition. It tied as Best Original.

The Award Ceremony in the Artsgarden Saturday evening was conducted by Ron Doss who did his usual terrific job as master of ceremonies. President George Holman commended Ron for his outstanding service to the Club upon retirement from the National Board. Al McEwan and Bobbie'dine Rodda received Distinguished Service Pins from President Holman, and Bobbie'dine Rodda received a special award for her photography for the Club. (Bobbie'dine, official photographer for this Annual Meeting, supplied the photos accompanying this article.) Distinguished Service Pins were given retroactively to those who had previously received Distinguished Service Awards (DSA) for their continued service to the Club. Future DSA recipients will receive pins coincidentally with the Award. Thanks Ron, Al and Bobbie'dine! We all appreciate what you have done and continue to do for all of us.

Next year's National Annual Meeting will be held on January 4-6, 2001 at the historic Hotel del Coronado in San Diego. It promises to be as good as this one—plus sun. We'll be there.

More photos on Page 19...

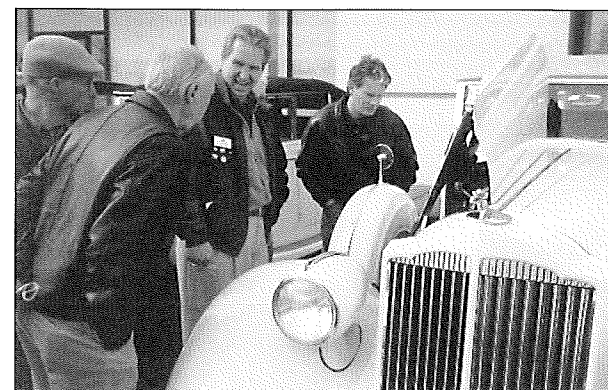
## Midwinter Excursion to Griot's Garage

BY JOHN CAMPBELL

The day started out in sparkling sunshine, so clear that we could see the top of Mt. Rainier and all of its foothills as we motored South to the Griot's Garage Test Center in Fife (just outside Tacoma, WA). Unfortunately, the forecast was for heavy winds and rain later in the day which kept down the number of collector cars.

About 70 people and 10 Full Classics™ turned out for this event hosted by Richard Griot, Mark Greene and Kristina Wright. In addition to some special discounts on selected overstock and discontinued items, Griot's got us off to a good start with coffee, donuts and a look at several interesting vintage race cars including a 1960 Lotus 18 Formula Jr., a 1968 Lola T160 CanAm and a 1972 Lola T212 Sport Racer. The background music at Griot's was *The Open Pipe Symphony*, a tape recording of race cars driven at speed at Nuremberg and other famous tracks around the world (\$19.95 through the catalog). Following an introductory overview of Griot's operations by Mark, Richard demonstrated scratch removal, buffing and polishing techniques on Arnie Barer's 1929 Franklin 130 convertible. Arnie did not appear to be at all nervous while Richard proved that even when weighting up heavily on the random orbital polisher he couldn't burn the paint...because he was using the proper pads and compounds available through Griot's.

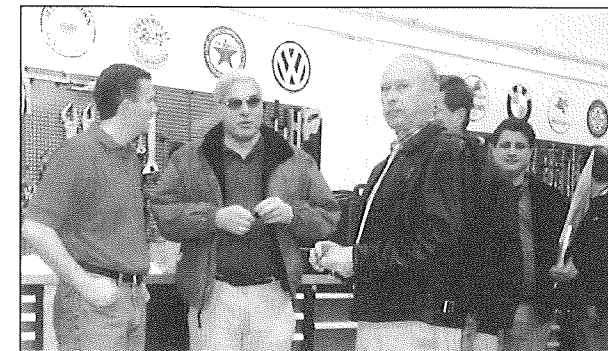
Leaving Griot's and winding north along Marine View Drive (SR509), almost 70 members and guests enjoyed a leisurely lunch at Tacoma's Cliff House Restaurant, circa 1958, overlooking Commencement Bay. By that time Mt. Rainier was hidden in high clouds, but the view of the waterfront action was still spectacular, including Ospreys gliding below us along the cliffs and the arrival of a huge orange slab-sided auto carrier, one of the strangest looking vessels I've ever seen. Hats off to the staff of the Cliff House who stepped up to serve the double-sized group without a hitch.



Meeting at Griot's Garage—Ron Doss has a laugh with Loren Knutson as Fred Bonin examines the engine room on Ron's 1937 Packard 1507 Coupe Roadster.



Richard Griot shows how it's done on the hood of Arnie Barer's 1929 Franklin 130 Cabriolet.



Richard Griot looks on as Arnie Barer and Loren Knutson size up the results.



Ron Doss explains some finer points on one of Tom Crook's Packards.

The day was topped off with coffee and cookies at Tom Crook Classic Cars in Federal Way, where over 25 wonderful collector cars were available for viewing and/or purchase. Ron Doss and Ernie Crutcher provided an informative walking-around lecture on the fine points of Full Classic™ Packard automobiles, of which there were many on hand. By that time the rain had begun, but who cared with all of that wonderful machinery to enjoy. All in all it was quite an enjoyable outing with plenty of good conversation, great cars and the opportunity to learn something new. Full Classics™ in attendance:

Cadillac 1940 8 7219 Touring Sedan Fleetwood (Barber)  
Franklin 1929 6 130 Convertible Coupe (Barer)  
Bentley 1939 6 4-1/4 All Weather Vanden Plas (Carmen)  
Packard 1941 8 1908 Formal Sedan (Clemo)  
Packard 1937 12 1508 Convertible Sedan (Crook)  
Packard 1937 12 1507 Coupe Roadster (Doss)  
Cadillac 1947 8 62 Convertible Coupe (Harmon)  
Bentley 1936 6 4-1/4 Sport Saloon 4 Dr. Freestone & Webb (Mote)  
Lincoln Continental 1940 12 Cabriolet (Raisbeck)  
Cord 1936 8 810 Convertible Coupe RHD (Turner)

A list of attendees will appear in the next issue of the *Bumper Guardian*.

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4. Name of antique or car club to which you belong \_\_\_\_\_

5. List modern cars used for daily transportation (owned) \_\_\_\_\_ (or company cars) \_\_\_\_\_

6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive \_\_\_\_\_

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☐ (Note—Collision is not written as a singular coverage but is available with Comprehensive.)

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☐ Physical Damage (Collision)—Annual Rate—\$0.70 per \$100 of amount of insurance for each vehicle. NO DEDUCTIBLE. Vehicles less than 25 yrs.

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# Flashback...Pebble Beach 1999

BY RON DOSS

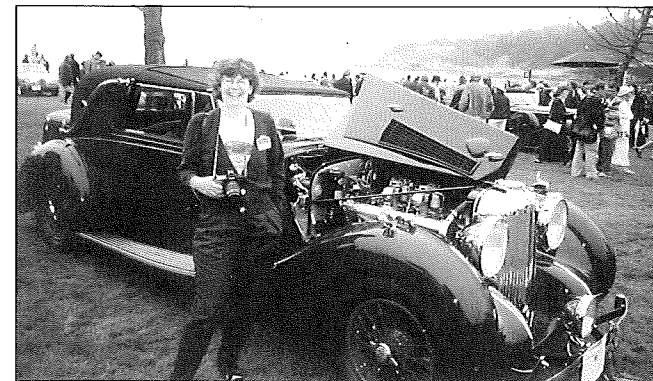
See what do you say about a Pebble Beach Concours seven months after the event? Surely everyone is tired of reading about Pebble by now, but the point is Conrad Wouters counted 53 PNWR members at the 1999 event and this seems worthy of mention even belatedly.

Ten of our members have been judging in recent years and seven members entered cars in '99. Showing Full Classics™ were Gordon Apker, Tom Armstrong, Fritz Gechter, Ed Rittenhouse, and Tom Crook who showed two! Jack Goffette and Ken McBride showed non-classics.

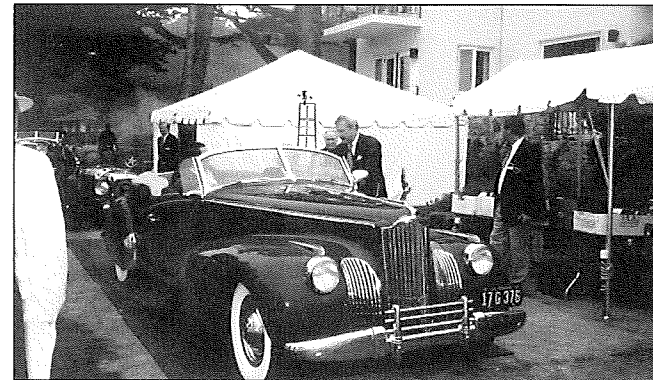
Glenn Mounger, Chairman of Pebble Beach Concours d'Elegance 2000 and major player in past years is to be congratulated for how the show treats exhibitors. It's really over the top.



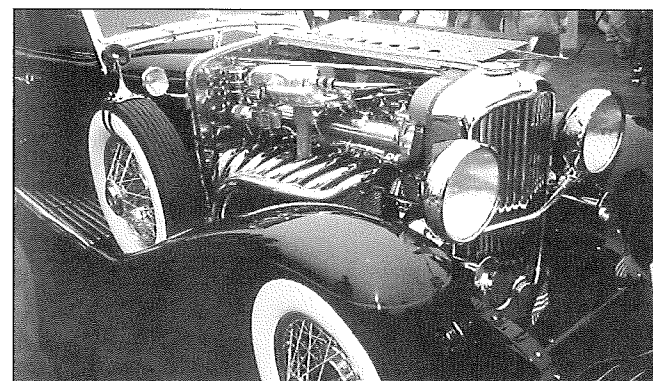
Gayle.



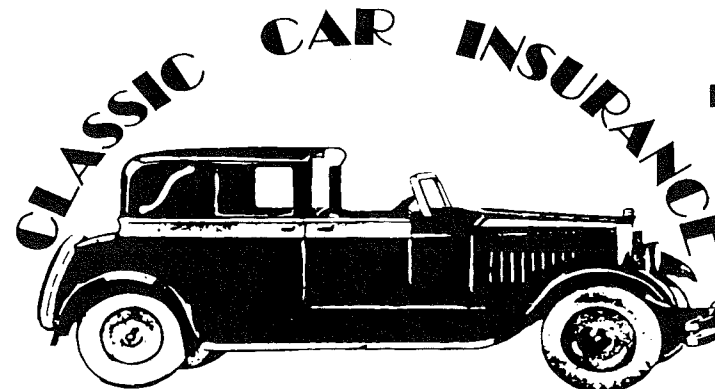
Liz Holt with husband Bill Holt's 1939 Lagonda 12 Sedan Coupe by James Young. First in class winner.



Glenn Mounger presenting award to Gordon Apker in his 1941 Packard 1906 Bohman and Schwartz Convertible Victoria.



The Engine Room. Tom Armstrong's 1931 Duesenberg SJ Derham Convertible Sedan.



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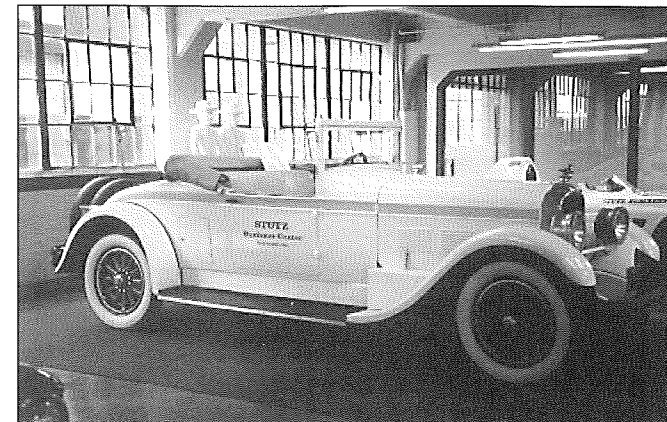
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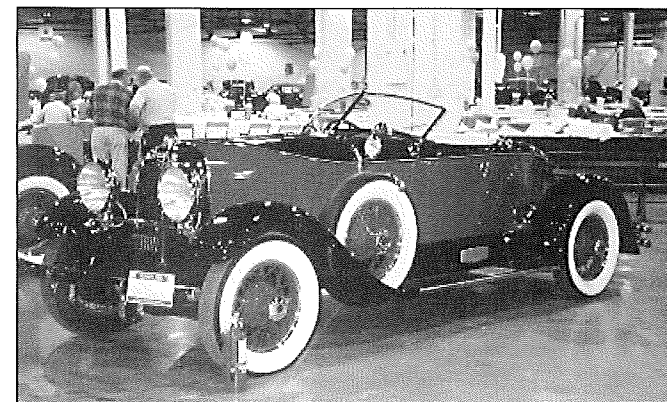
BILL MOTE

## National Annual Meeting

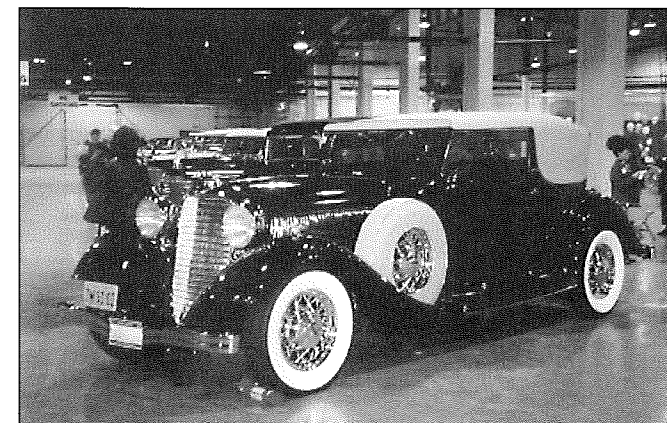
Continued from page 14



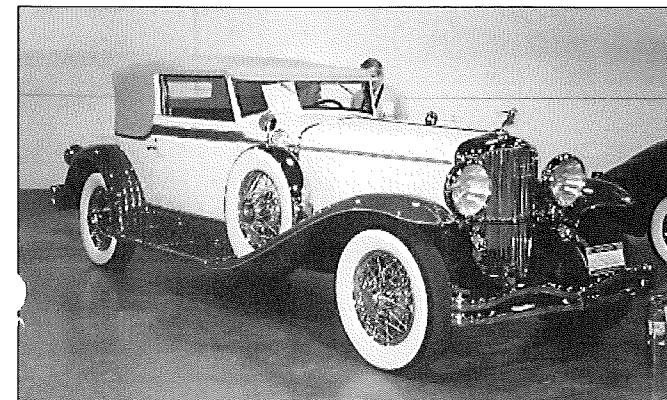
Turner Woodard's Indianapolis-built 1926 Stutz AA Cabriolet at the "Stutz Business Center" (See article.)



Turner Woodard's Indiana-built 1929 Auburn 8-90 Speedster.



Piers MacDonald's 100 point 1933 Lincoln KB Brunn Convertible Victoria, one of two built.



John Klein's Indianapolis-built Duesenberg J Rollston Convertible Victoria.



## The Classic Car Club of America SCORES AND STANDINGS OF REGIONAL TROPHIES 1999

### THE BIGELOW TROPHY Overall Regional Performance

| REGION                 | SCORE | STANDING |
|------------------------|-------|----------|
| MICHIGAN               | 167.7 | 1        |
| OHIO                   | 165.0 | 2        |
| UPPER MIDWEST          | 144.5 | 3        |
| NEW ENGLAND            | 133.5 | 4        |
| SOUTHERN CALIFORNIA    | 131.0 | 5        |
| INDIANA                | 129.0 | 6        |
| ARIZONA                | 125.5 | 7        |
| PACIFIC NORTHWEST      | 125.0 | 8        |
| SPIRIT OF ST. LOUIS    | 123.1 | 9        |
| GREATER ILLINOIS       | 105.2 | 10       |
| SAN DIEGO/PALM SPRINGS | 99.0  | 11       |
| CHESAPEAKE BAY         | 98.5  | 12       |
| DELAWARE VALLEY        | 91.5  | 13       |
| GOLD COAST             | 91.5  | 13       |
| FLORIDA                | 90.0  | 14       |
| METROPOLITAN           | 87.5  | 15       |
| NORTH TEXAS            | 85.6  | 16       |
| WESTERN PENNSYLVANIA   | 85.0  | 17       |
| NORTHERN CALIFORNIA    | 83.0  | 18       |
| OIL BELT               | 80.0  | 19       |
| OREGON                 | 79.0  | 20       |
| WISCONSIN              | 75.0  | 21       |
| LONE STAR              | 60.5  | 22       |
| COLORADO               | 45.5  | 23       |
| DIXIE                  | 0.0   | 0        |
| RIO GRANDE             | 0.0   | 0        |

### THE TURNQUIST TROPHY Regional Publications

| REGION              | SCORE | STANDING |
|---------------------|-------|----------|
| Senior Division     |       |          |
| MICHIGAN            | 93.0  | 1        |
| SOUTHERN CALIFORNIA | 92.0  | 2        |
| Primary Division    |       |          |
| UPPER MIDWEST       | 83.0  | 1        |
| GOLD COAST          | 82.0  | 2        |
| NEW ENGLAND         | 82.0  | 2        |
| OHIO                | 81.0  | 3        |
| INDIANA             | 69.0  | 4        |
| PACIFIC NORTHWEST   | 65.0  | 5        |
| NORTHERN CALIFORNIA | 61.0  | 6        |
| COLORADO            | 48.0  | 7        |
| DELAWARE VALLEY     | 48.0  | 7        |
| METROPOLITAN        | 32.0  | 8        |
| GREATER ILLINOIS    | 22.0  | 9        |

### THE PUBLICATIONS INCENTIVE TROPHY Small Region Publications

| REGION                 | SCORE | STANDING |
|------------------------|-------|----------|
| SPIRIT OF ST. LOUIS    | 75.0  | 1        |
| WESTERN PENNSYLVANIA   | 72.0  | 2        |
| ARIZONA                | 71.0  | 3        |
| OIL BELT               | 69.0  | 4        |
| CHESAPEAKE BAY         | 66.0  | 5        |
| OREGON                 | 59.0  | 6        |
| WISCONSIN              | 54.0  | 7        |
| SAN DIEGO/PALM SPRINGS | 48.0  | 8        |
| RIO GRANDE             | 28.0  | 9        |
| LONE STAR              | 27.0  | 10       |
| NORTH TEXAS            | 26.0  | 11       |
| FLORIDA                | 8.0   | 12       |
| DIXIE                  | 0.0   | 0        |



## The Last Auburns

Continued from page 7

left hand side. Not exactly the same equipment was shown as being added in the six line as in the eight line. Despite my source, this writer has yet to see an 851-852 with single tail lights, single wipers or painted head lights. (But maybe I ain't seen everything yet!)

Prices and specifications were subject to change without notice and were not constant.

Lycoming engine specifications were as follows:

| Model | Cyl. | Bore   | Stroke | Displacement | Horsepower@RPM |
|-------|------|--------|--------|--------------|----------------|
| WF    | 6    | 3-1/16 | 4-3/4  | 210 c.i.     | 85 @ 3,500     |
| GG    | 8    | 3-1/16 | 4-3/4  | 280 c.i.     | 115 @ 3,600    |
| GH    | 8    | 3-1/16 | 4-3/4  | 280 c.i.     | 150 @ 4,000*   |

\*Supercharged engine with counterbalanced crankshaft and heavier connecting rods.

### References:

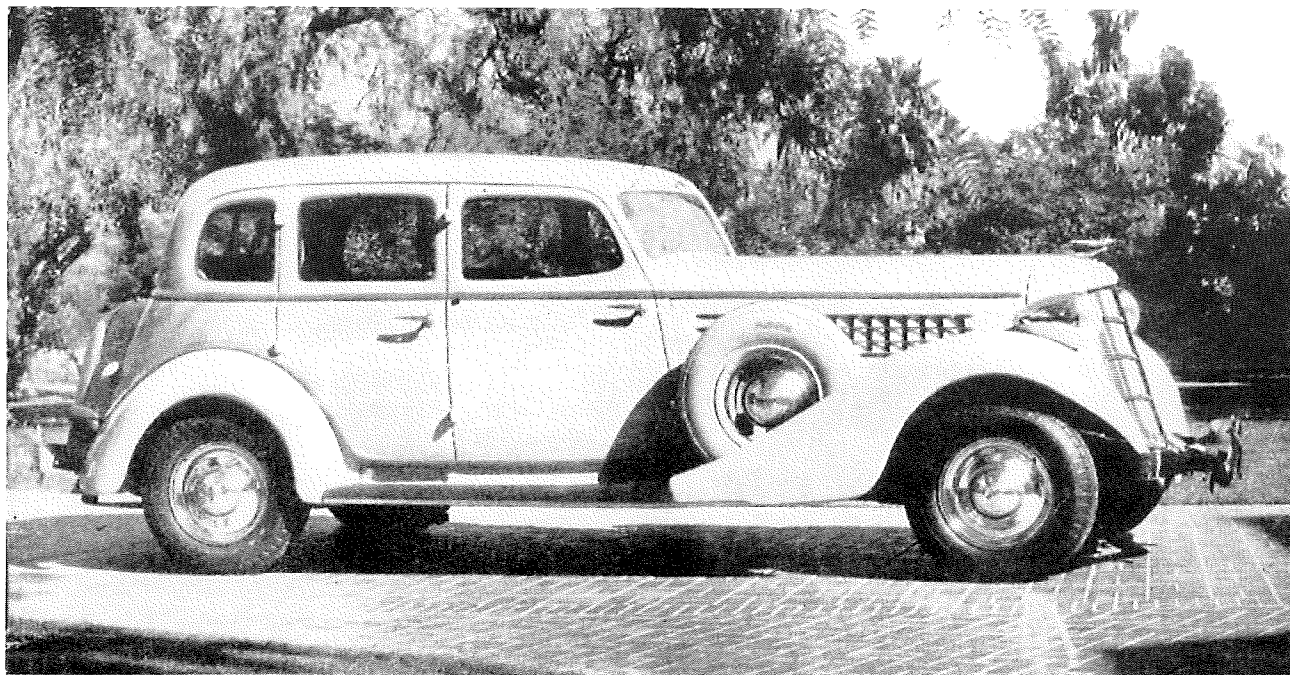
*Ervett Lobban Cord/His Empire, His MotorCars: Auburn - Cord - Duesenberg* Griffith Borgeson

*Auburn Cord Duesenberg* Don Butler

*Standard Catalog of American Cars 1805-1942, third edition* Beverly Rae Kimes and Henry Austin Clark, Jr.

*Early Car Serial Numbers 1910-1942* Grace Brigham

(This month's cover car, Jim Milligan's meticulously restored 1936 Auburn Supercharged Eight, Model 852 Cabriolet, is truly *one of the last of the last!!* Ed.)



Above - The "Eight" Sedan

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## Calendar of Upcoming Events

| Date       | Event                           | Manager       |
|------------|---------------------------------|---------------|
| April 29   | Garden Tour w/ Cad-LaSalle Club | Grisham       |
| May 7      | Joint Brunch Tour with HCCA     | Greenfield    |
| May 13     | Young Drivers Kite Fly          | Hageman/Long  |
| June       | (open)                          |               |
| July       | Four-day Mini CARavan           | McEwan        |
| Aug. 13    | All Clubs Friendship Meet       | Committee     |
| Sept.      | (open)                          |               |
| Oct. 21-22 | Fall Leaf Tour                  | Mote/Barer    |
| Nov. 11    | PNWR Annual Meeting             | Medén/Kohlwes |
| Dec. 10    | Holiday Party                   | Kohlwes       |

## Classic Car Club of America - Pacific Northwest Region Board of Managers Meetings

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

### DECEMBER 7TH, 1999

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Attending were managers Bomstead, Campbell, Deibel, Kohlwes, Milligan, and Norman; Secretary Barber; Treasurer Magnuson; Membership Chr. Long; National Director Doss; and members Barer, Crook, Hageman, Kane, Linke Pollock, Rittenhouse, Turner, and Wouters. (Absent Board members: Medén, McEwan, Mote.) The minutes of the November 3, 1999 Board Meeting were approved as corrected. Treasurer Magnuson reported a balance of \$39,659. The membership chairman, Anne Long, reports 122 renewals so far and will start calling the remainder. She is making an application for new members and will add a box for members who recruit new members. Name badges (prepared by Don Klusman) will be available. Bill Deibel reported that the next BG will be 24 pages and should be in the mail by the end of the year. The next deadline is March 1. Deibel and Doss will prepare an article on Pebble Beach for that issue. National Director Doss reported that a host region is still needed for the 2002 Annual Meeting. The San Jose proposal is now favored. Proposed bylaw changes cover judging rules, GC dates and installation of turn signals. The Classic Spirit Award is in the works and a recipient will be determined shortly before the Annual Meeting. Doss urged our members to vote for Phil Grisham who is running for a seat on the National Board. Bill Deibel reported on the WCCC. He will continue to attend their meetings except as dates conflict with our Board Meetings. J. Carman will attend meetings in the Tacoma area. Deibel is studying collector car insurance policies.

B. Pollock reported that 92 people attended the regional Annual Meeting. Two Classics were driven there despite the weather and the Club lost \$932 on the event. T. Barber showed a revised working copy of the survey to be sent to regional members and several additional suggestions were made to improve it.

A discussion of upcoming events for 2000 as follows. (Regional events shown in **bold-face**):

**December 12 (Sun.) Holiday Party.** Seattle Golf Club. Joint w. RROC. Mgr R. Magnuson. All set. Flier has been sent. About 116 have signed up so far.

Jan 5-8, 2000. National Annual Meeting, Indianapolis. BG had centerfold for registration for this event.

**Feb 2000. Bellevue Place** (Cancelled) P. Hageman reports that the sponsoring organization has been changed.

**Feb 5, 2000. (Sat.) Garage Tour.** Mgr. G. Johnson. Will include some stops not used on the last tour.

**March 25, 2000 (Sat.) Coming Out Party.** Atrium. Mgr. G. Apker. Need \$500 deposit, approved by Board. Arrangements all set. Gordon still needs two cars. S. Linke and D. Kohlwes will assist with this. Several possibilities were suggested: Hageman's Bentley, Harmon's Packard and Mounger's Bugatti (from Greece).

Director Johnson discussed Regional goals for 2000 and Manager responsibilities. He handed out a sheet which gave "Thought Starters", which the group brainstormed, making a number of suggestions. Gary suggested involving the membership more in assisting Managers with event preparation and requested faxing calendar inputs to him.

The meeting was adjourned at 9 pm. The next meeting will be January 12 at Rock Salt Steak House.



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## Classic Car Club of America - Pacific Northwest Region Board of Managers Meetings

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

### JANUARY 12, 2000

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Attending were managers Deibel, Kohlwes, McEwan, Medén, and Mote; Secretary Barber; Treasurer Magnuson; Membership Chr. Long; National Director Grisham (his recent election announced by Director Johnson to this meeting); and members Barer, Hageman, Linke, Mounger, Murray, Pollock, Turner, and Wouters. (Absent Board members: Bomstead, Campbell, Milligan, Norman.) The minutes of the December 7, 1999 Board Meeting were approved. Treasurer Magnuson reported a balance of \$40,226 including dues recently received. Membership Chairman Anne Long reported that those who have not renewed will be sent notices in the forthcoming BG. She will prepare a Membership List to be sent to National prior to Feb 15 and check on name badges (prepared by Don Klusman) hopefully to be sent to members with the new roster. At Director Johnson's suggestion (approved by the Board), new members will receive a \$5 discount on Regional dues. Editor Bill Deibel reported that the next BG will be in the mail by next week. 100 copies will be sent to National club members who live in this region but are not Regional members. The next deadline is March 1. Still needed is an article on the garage tour and some pictures (including June cover picture). Magnuson turned in text on Holiday Party. A sheet on editorial style was handed out.

National Director Grisham reported on the recent National Annual Meeting, attended by 275 people including several from this region, with 52 Classics showed, 30 judged. Next year's meeting will be in San Diego and 2002 in San Jose. The Classic Spirit (national) Award was presented to PNR founding member Al McEwan. The Region received 2nd place for the Dietrich Award (certificate to be displayed at Suite 200) and placed 5th (publications - a big hand for Bill Deibel) to 11th out of 26 in other categories. The Past-President award was presented to Deibel by the Director.

T. Barber showed a final copy of the survey "Questionnaire 2000" to be sent to regional members in the next 10 days. A Steering Committee consisting of Doss (Chr.), Deibel, Bomstead, Magnuson, Kohlwes, and Linke will decide venue for upcoming Friendship Meet. Director Johnson also outlined eight measurable goals to be achieved during the year. He then asked each manager to select events to be their responsibilities, from a set of calendar sheets provided for the purpose. These sheets are also to include other events sponsored by other car organizations that are usually attended by Club members.

A discussion of upcoming events for 2000 as follows. (Regional events shown in bold-face):

**Feb 2000. Bellevue Place** (Cancelled). P. Hageman reports that the sponsoring organization has been changed.

**Feb 2000. Garage Tour.** Mgr. R. Magnuson/G. Johnson. Probably later in month.

**March 25, 2000. (Sat.) Coming Out Party.** Atrium. Mgr. G. Apker. Arrangements all set.

Anne Long gave information about the Great Race to be held Sept 16-17, with Gig Harbor and Mt. Rainier as locations. The meeting concluded with the selection, scheduling and assignment of managers for 2000 events, using the above mentioned calendar sheets.

The meeting was adjourned at 8:15pm. The next meeting will be February 3 at Rock Salt Steak House.



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### FEBRUARY 2, 2000

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Attending were managers Bomstead, Campbell, Deibel, Kohlwes, Milligan, Medén, Mote and Norman; Secretary Barber; Membership Chr. Long; National Director Grisham (his recent election announced by Director Johnson); and members Barer, Crook, Doss, Greenfield, Grisham, A. Norman, McGary, Pollock, Turner, and Wouters. (Absent Board members: McEwan, Treasurer Magnuson.) The minutes of the January 12, 2000 Board Meeting were approved. Membership Chairman Anne Long reported 144 renewed so far and more coming in. She will prepare a Membership List to be sent to National prior to Feb 15 and check on name badges (prepared by Don Klusman) hopefully to be sent to members with the new Directory, with a target date of March 10. The Board decided to keep the Directory the same size and list current advertisers. Editor Bill Deibel reported that the next BG deadline is March 1. Bill presented a schedule of advertising rates and started a discussion on the use of a color cover. The Board decided to pursue a better way to get good color and proceed with the next issue of up to 20 pages. H. Medén will assist Bill with this. Needed material will be provided by Medén, Doss, Pollock, & Johnson. A new printer will be considered. Director Johnson stressed the need to get more ads and formed an ad committee consisting of J. Kane (previously on this committee), Doss, Bomstead, and Johnson. T. Barber reported that the survey "Questionnaire 2000" had received over 70 returns so far.

Director Johnson called some National members who are not now PNR members and urged them to join. Several have agreed. Member Holt will call some in Canada; Deibel, Doss, Kohlwes, Mote and Milligan will call others. Deibel reported on the WCCC, covering recent bills to allow up to three outside-storage collector cars, showing proof of insurance before registration, limiting 3-day permits to commercial users only, and eliminating taking cars over 30 years old to the WSP for VIN verification.

A discussion of upcoming events for 2000 as follows. (Regional events shown in bold-face):

**Feb 26, 2000 (Sat.) Tech Seminar/Garage Tour.** Mgr. Campbell. All set at Griot's. 25 sign-ups so far.

**March 25, 2000. (Sat.) Coming Out Party.** Atrium. Mgr. G. Apker. Arrangements all set. Nine cars so far, one more covered if necessary. Flier out soon. Cost increased by about \$3.50/person.

**April 29 (Sat.) Garden Tour.** Mgr. Grisham. Two options so far. Probably joint with Cadillac-LaSalle Club.

May 7 (Sun.) HCCA Tour to Antoine's. Mgr. Greenfield. Starts at Apker's.

**May 13 (Sat.) Kite Fly Tour to Whidbey Island.** Mgr. Hageman/Long. Maybe change to June?

**July 28-31. PNWR Mini CARavan.** Mgr. McEwan.

**August 13 (Sun.) Carnival of Cars? Friendship Meet? Concours?** Steering Committee is considering Nile CC, inviting Clubs all over the state.

**September??**

**October 21-22. Fall Leaf Tour.** Mgr. Mote/Barer.

**Nov 11 (Sat.) PNWR/CCCA Annual Meeting.** Mgr. Medén/Kohlwes. About \$35/person.

**Dec 10 (Sun.) PNWR/CCCA Holiday Party.** Mgr. Kohlwes. Broadmoor cost about \$29/person. Set fee @ \$35 to cover flyer, postage etc.

Sept??? Land-Sea-Air. Deibel checking on this.

The meeting adjourned at 8:15 pm. The next meeting will be March 8 at the Rock Salt Steak House.

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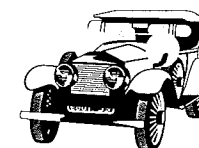
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