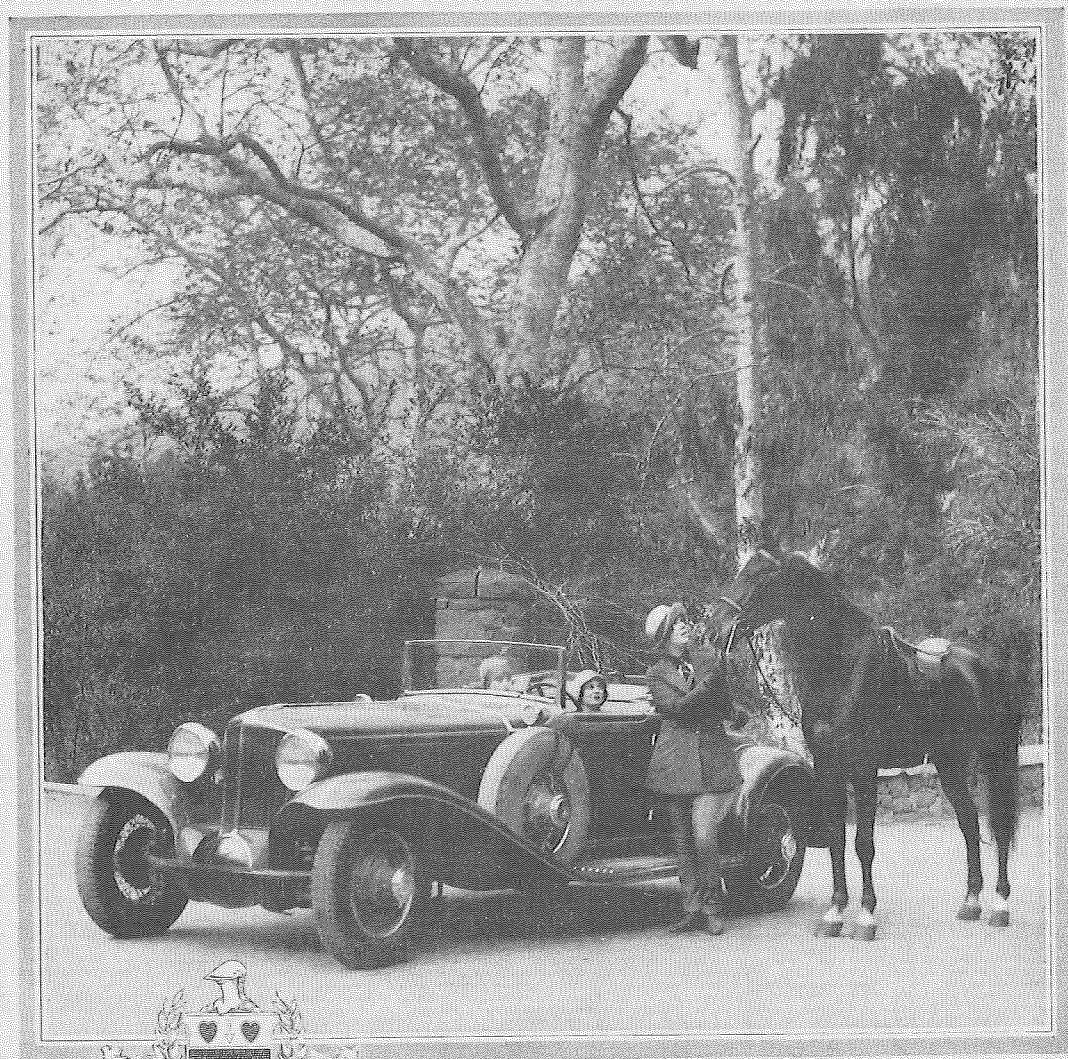


THE BUMPER GUARDIAN

SPRING—SUMMER 1973



Powered by Lycoming

The Cord car creates a place for itself
no other car has ever occupied

CORD FRONT DRIVE

THE BUMPER GUARDIAN

Official Publication of the Pacific Northwest Region of the CLASSIC CAR CLUB OF AMERICA. Published quarterly at 1411 - 4th Avenue Building, No. 801, Seattle, Washington 98101, (206) MA 3-7221. Permission to reproduce material contained herein is granted provided proper credit is given THE BUMPER GUARDIAN.

EDITOR Anita M. Carmin

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The Pacific Northwest Region was chartered by the Classic Car Club of America in 1963. It is composed of Washington, Oregon, Idaho and British Columbia, Canada.

The Classic Car Club of America is a non-profit organization incorporated under the laws of the State of New York. The Club seeks to further the restoration and preservation of distinctive motor cars produced in the period from 1925 through 1942, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these finest examples of automotive craftsmanship. The sole requirement for membership is a demonstrable interest in a Classic Car or Cars. Application for membership should be sent to John C. Dennis, Membership Chairman, Pacific Northwest Region, P. O. Box 171 Mercer Island, Washington 98040. National dues are \$13 for Active Members and \$15 for Affiliate Members, Associate Membership dues, limited to the spouse of an Active Member, are \$2. Regional dues are \$7.50 annually.

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SEPT. 1, 1973

FRIENDSHIP: KEY TO CAR MEET

by Frank Starr

The Classic Car Club of America, Pacific Northwest Region, has set Saturday, September 1st as the date for its first Friendship Day Meet. The setting will be the lovely campus of Providence Heights, formerly a private college and now used as a conference center. North of Issaquah, the campus is easily reached from Interstate 90. Hours will be from 10:00 A.M. to 5:00 P.M.

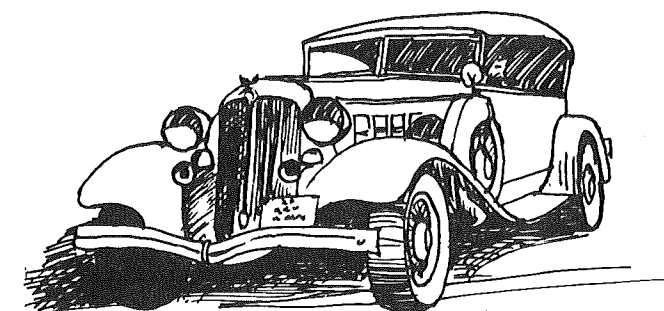
Patterned after the successful Hillsborough, California Friendship Day Meet, this meet will be for the family whose hobby is old cars. Anyone who has an interest in old cars is encouraged to attend. It is not necessary to own an old car or belong to an old car club. The meet will be closed to the general public as a whole.

The theme for the day will be "fun with your old car", and the mood will be strictly informal. A special effort is being made by the sponsors to attract all old car hobbyists from horseless carriage machinery to modern "special interest" cars. Even the vintage fire engine buffs are expected. Everyone is urged to bring their old car, regardless of condition.

A trunk meet will be held as part of the meet. Hobbyists are urged to load the trunk of their car with items for swap or sale.

Frank Starr, chairman of the event, has contacted most of the old car clubs in the Seattle area. The reaction has been extremely favorable. Several clubs have decided to make it their monthly activity. Many hobbyists have been looking for just this kind of event. There seems to be a general desire in the old car community to get things together; to enjoy the hobby as one community rather than as many isolated groups.

September 1st is the date. Bring your old car, or modern iron if necessary. And bring the family for this is a family event. There is no reason why this event can not grow into the biggest meet in the northwest. It's your hobby.



EDITOR'S NOTE: The ad featured on the cover is from the collection of George W. Boucher, Seattle. The Auburn Automobile Company of Auburn, Indiana advertised their Cord in the National Geographic - Sedan and Brougham at \$3095; Cabriolet and Phaeton at \$3295.

buck hill falls '73

by Ron Bloom

As your director for 1973, I considered it my pleasure to represent the Pacific Northwest Region of the Classic Car Club of America at this annual meeting of the Board of Directors.

I left on Wednesday morning, January 10th on Eastern Airlines and traveled through St. Louis and Atlanta to arrive in Newark, New Jersey on time. I was met at the airport by two of the finest, most gracious members of the Classic Car Club, Ken and Jane Fahnestock of Summit, New Jersey. They were my host and hostess for the entire trip for which I am most grateful.

My wife, Mary, and I met the Fahnestocks on the Caravan in '72 in New York State and found them to be real enthusiasts, both for cars and people.

At Newark I had no sooner said hello and how happy I was to be there when Jane announced we were going to Bill Smith's house to stuff envelopes for the Buck Hill Falls Meet. We arrived at the Smiths' house and I met two more friendly easterners, Bill and Barbara Smith.

Bill had arranged piles of forms on his dining room table and by playing a "ring-around-the-rosie" type of operation, we each took large manila envelopes and placed one item from each pile in the envelope to make up the package that each enterant received when he arrived at Buck Hill Falls. In a couple of hours we had them filled notwithstanding a couple of trips to the National Headquarters in Madison, New Jersey for more forms of one type or another.

Believe me, your dues are not spent for lavish furnishings of the National Headquarters. The offices are on the second floor of an older building and the furnishings are austere. However, I considered it an honor to be in the "Hallowed Halls" of the National Headquarters of the Classic Car Club of America.

After a double check of all the envelopes to make sure they had been filled properly, the Fahnestocks and I then proceeded to their very beautiful classic era home in Summit, N. J. We retired rather late after a most enjoyable evening.

Thursday morning, after a good night's sleep and an excellent breakfast, Ken, Jane, and I left to go back to the Smiths' house. It had been decided to go together in modern iron, Smiths' '71 Chrysler wagon pulling a trailer with two snow-mobiles, in case it might snow.

We saw Bill and Barbara's collection of Classic Rolls Royces, one of which is the Brewster Bodied Convertible sedan which appeared in the Hiram Walker Whiskey advertisements a few years ago. All were lovely cars to be sure.

Bill Smith had some errands to do before leaving for Buck Hill Falls and Ken Fahnestock and I began a running joke about "lunch". I'll have to admit that breakfast was a little late, but not to stop at all between Summit, N. J. and Buck Hill Falls left us kind of hungry. In fact, each place that featured food was mentioned by either Ken or myself as a nice place to stop for "lunch", much to the amusement of all.

The hunger was forgotten for awhile when we visited Hibernia Restorations and had a tour of their facilities. Bill Smith is a partner and does the foreign engine restoration and upholstery work. After seeing some of his work, one can only say that he is an artisan.

From Hibernia we went nonstop to Buck Hill Falls to arrive in time for cocktails and dinner. The Falls is on the American plan where the meals are included with the room price. The meals were uniformly very good for all three meals a day for the entire stay.

The reason for arriving Thursday was to see Dr. Earle Heath's movies of the '72 Caravan Thursday night. It was well worth it, as the film brought back many fond memories of an all too fast week of Caravaning.

After the movies some time was spent in the bar renewing acquaintances from our Caravan in '70 and the Empire State Region Caravan of '72. Before we knew it the time was late and Friday was to be a busy day and so off to bed.

Friday morning arrived abruptly at 7:30 a.m. when John Wemple, my "roomie" for the four days of the meeting said "rise and shine" and shine it did! The sun shone on the entire Meet at Buck Hill Falls. The temperatures were cold (20's to 30's) but the Meet was blessed with cold clear weather.

Friday at 10 a.m. the general membership meeting discussed in depth a proposal by Bob Turnquist to change the dues structure of the club. Basically the proposal was to change the annual dues to \$30, \$10 of which was to go back to the

region in which the member lived. Also, any member of the National C.C.C.A. would be required to be a member of the region in which he lived.

Needless to say, a lively spirited discussion followed, and the members agreed to have the proposal brought before the Board of Directors' meeting.

The 2 p.m. Board of Directors' meeting hashed over this proposal and after much constructive discussion between National and Regional Directors, it was decided to raise the National dues for 1974 from \$2 to \$5 to meet increasing costs of mailing, printing, and operating expenses.

I sincerely believe as your Director that these increases are justified to keep up the high and uncompromising quality of your C.C.C.A. magazines and related services. Believe me, not a nickle of your money is wasted on frivolities by the National Board of Directors.

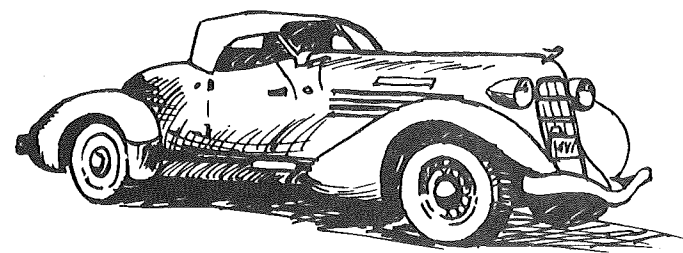
The proposal to force national members to be regional members was defeated.

The regional directors majority agreed that it is the job of the regions to make regional membership attractive enough to national members in their area to join.

Let's get out and hustle those national members and convince them that they are missing what the Classic Car Club is all about. Fun, Friendship, and activities with the classic cars that can only come with membership in a region of the C.C.C.A.

By the way, 60% of the national membership of the C.C.C.A. do not belong to a region.

As your director of the Pacific Northwest Region, I want all of us to personally contact those people in our area and let them know about the fun we have in the Pacific Northwest Region. Especially now that we have another caravan slated in the Northwest starting July 20, 1974!!



John Wemple retired as National president and was succeeded by Don Klusman. Don outlined his program for his tenure in office. The club will be moving forward with definite objectives to be accomplished. They are: 1) Early publication of the Directory with many changes to bring it up to date. 2) A study to see if an executive secretary can be hired to devote full time to promoting and developing more functions and services of your C.C.C.A. 3) To decide whether or not to keep the Bulletin. It costs \$8,000 per year and is it worth the expense?

After being at the meeting, I think the money could be spent more productively. The last Bulletin carried only a handful of advertisements for cars and the rest were for services.

The furor of reclassification turned out to be a tempest in a teapot. When the Board members were balloted, they split 50-50 on what should be done. There may be some cars re-evaluated within '25 to '42 but no vast changes.

There will be better communication between the national and regions, and national directors will get out to more regional and national functions.

If you people are anything like me, it must have crossed your mind in years passed as to why the annual meetings always end up in Buck Hill Falls?? All it takes is a trip back there and you would see that it is the only place that can handle a group like the Classic Car Club in style, comfort and class. The Inn was built in the early 1900's of very substantial materials with large comfortable rooms and meeting rooms of vast proportions. A huge dining room can handle several hundred people comfortably and gives fast service.

They also have a theater that will hold several hundred people. There is no place I have ever been that has all these facilities in one place.

I am satisfied that Buck Hill Falls is the only logical place to hold the Annual meeting.

At 9 p.m. Friday Mr. Herbert Newport gave a most interesting talk and slide show about his days as an auto designer. Some of his more notable works were some exotic bodies for Duesenberg, the design of the Pierce Silver Arrow and the Packard Clipper. It was an hour and a half that went all too quickly. Mr. Newport is on a par with the other greats of the classic era. It was an honor to meet him and hear him.

Saturday morning saw the regional relations meeting in the South Lounge. It is here that the regions got to vent their beefs and hash out problems with the National Board. The air was cleared on many items, and a better atmosphere prevailed afterwards.

At 1 p.m. those cars present were judged and some fine machines there were. From perfect trailered show only cars to everyday transportation machines (a Lincoln Continental) what else?

The cars were very fairly judged and later that night the treasured classic car trophies (value \$10.50) were passed out to the lucky winners.

Also, the awards of the national trophies for regional participation in classic events were given out. Although Pacific Northwest Region did not receive any of these service awards, we did receive a ten-year award for being an active region for that long. All I can say is, my, how time flies!

Sunday morning saw the Concours D'Elegance parade at 10:30 a.m. with all the cars that were judged parading under the porch of the Inn. Yours Truly and Bill Deutsch did the commentary on each car as it came up the drive. Again, a rare treat and pleasure to introduce the finest cars built during that fabulous era of the Classics.

Thus ended the official Meet at Buck Hill Falls till next year. Four days have not gone so fast since the caravan in 1970. It is really amazing how time flies when you are having fun at a Classic Car Club of America Meet.

I received an unexpected thrill and surprise when Bill Smith asked me

if I would like to ride back to New Jersey in the Noel Thompson's 1940 Brewster Town car. All I could say was, "Would I!" Again, another privilege few people have had. A ride in a one off Buick Limited chassis, Brewster Bodied Town Car.

The Town Car ran as nice as it looked and in no time we were back at Smiths' house. We unloaded the Smiths' modern station wagon and his snowmobiles. At this time Graham and Charlotte Nielson joined us and we were off to deliver the Brewster to the Thompsons. Barbara Smith followed us in the modern iron.

I don't want to say that we were lost, but several drives in various directions finally did get us to the Thompsons' house. Again, we could have shot the breeze for several more hours, but the Nielsons wanted to get to Don and Marion Klusman's house to see their magnificent V16 Cadillac Limo. It seems Graham is doing one like it and had a thousand questions to ask Don. Time flew by again for us but it was late and I had a plane to catch the next day.

Bill and Graham dropped me off at the Fahnestocks about 1:00 a.m. and we had to show Graham Ken's cars: a 1931 Cunningham V8 Limousine and a 1931 Marman V16 Limousine. Also Janes's 1938 Packard super 8 Mayfair R.H.D. Victoria coupe. Three lovely cars that belong to some very nice people.

Bill and Graham left after about half an hour and it was off to bed.

The Fahnestocks fed me brunch and after much too short a time, I was back on the plane heading home to Seattle.

What did the national meet do for me? Well, I learned we have a strong dynamic national organization of devoted classic car hobbyists. There are no cliques. This club is run for you people out there. The name of the game is participation. That is the fun of this hobby. The cars are a catalyst to get people together to have a good time. So let's see more of you at

the club functions. That's where the fun is. After all, you can't talk to your car, but you can talk to people with the same interest as yours.

We will work hard to put on good functions but they are only as good as you make them. So come on! Have a real ball with your PNWR CCCA.

Northwest Region Stages Stag

by John McDermott

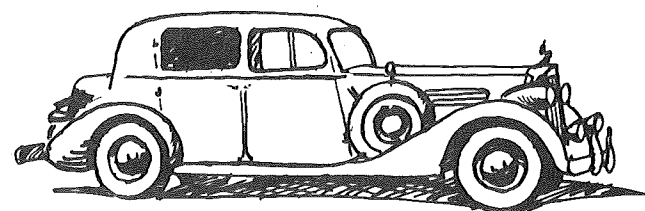
The traditional "stag" party for all car hobbyists in the Northwest area was held March 16, 1973 at the Royal Fork Restaurant on Mercer Island. As in past years, the Northwest Region Classic Car Club was the host.

A record crowd heard Richard Hooper, Seattle attorney, caution the hobbyist on restrictive legislation. Mr. Hooper's remarks concerning expansion of tax base by inclusion of hobbies passed like a dark cloud over the gathering. Rays of brightness shone through in his suggestions as to mutual approach and understanding in forwarding the hobby without endangering financial restrictions.

On the lighter side, Mr. Hooper and President Ron Bloom exchanged Rolls Royce greetings and entertained with "typical British attitude". Event Chairman John McDermott, with the help of one of the area's true car hobbyists, Eugene Klineburger, entertained the gathering with movies of one of the earliest Indianapolis

500 races and contrasted this with the film of a recent Indianapolis 500. The "stag" evening also featured a swap board and recognition of the various other car clubs that participate in this area.

It was the decision of the members of the various car clubs attending the dinner that further cooperation between local car hobbyists was not only beneficial in preservation of our automobiles, but would be of critical need in facing future challenges. It is to this end that a decision has been made to organize a Seattle swap meet and Hobbyist day as a family outing in the fall, as well as maintaining the annual "stag" dinner.



voiture de grande luxe

FRENCH COACHWORK

Just as the memory of American coachbuilders such as LeBaron, Murphy, and others has faded, so also the great French coachbuilders are all but forgotten.

Judged by contemporary small French cars, it is difficult to imagine that during the Classic era, Bugatti, Hispano-Suiza and Renault competed with Rolls Royce for the carriage trade. In fact, during this period custom coachwork was probably more prevalent in France than in any other country. About twenty major firms created elegant styling for such diverse cars as the Hispano-Suiza and the Hotchkiss.

This tradition of elegance is part of Gallic character and pervades everything from architecture to haute couture. Perhaps their Classic coachwork can be traced directly to the previous era of horse-drawn carriages. For example, the Napoleonic coach epitomizes the French spirit with its ornate design and sweeping curves. Flamboyant and voluptuous are typical words used to describe such bodies. I believe some of the cars pictured here also portray these characteristics, which by analogy almost appears to be feminine in line and style.

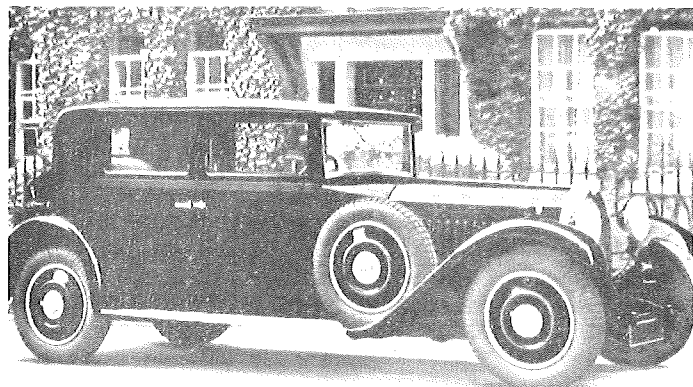
Contrary to this design tendency, all French cars have a race-bred masculine heritage. We immediately think of the Type 35 Bugatti, the most successful racing car in history. (In 1929 alone it won 806 first places.) But I'm not

speaking of such a modern car. The tradition is much older: the 1906 Vanderbilt Cup race won by a Darracq; the 1913 Indy 500 won by a Peugeot; the 1914 Indy 500 race won by a Delage; the first Grand Prix ever, won by a Renault; and the world's first race, Paris to Rouen in 1894, won by a Peugeot.

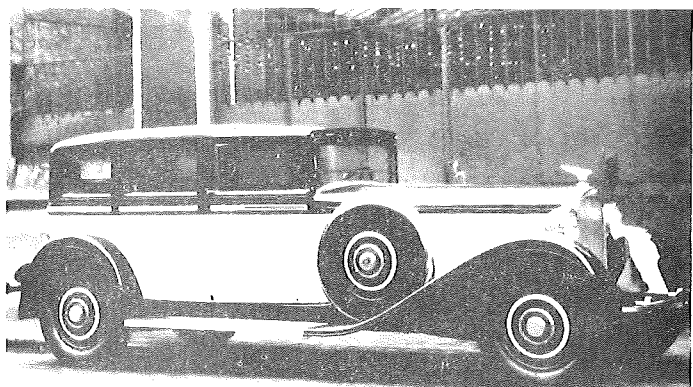
Thus with the average Frenchman being interested in racing we can translate this interest to French custom motor car design. For example, the large diameter wheel, the long low lines, the narrow width, and in the late thirties, the aerodynamic styling on coupes. In addition, the French highways with flat-out stretches, winding roads, and mountain passes dictate a "sports car" approach to gearing, suspension, and steering regardless of the body style.

This approach is easily identified in the early period of French design which is similar to our cars of the same years. The Hispano convertible by Letourner and Marchand seems to be an interim design with the narrow body of the previous period and the start of the curvy, chrome customs. By contrast, some of the designs just before the war almost seem decadent. Fortunately, there are some notable exceptions such as the Delage by DeVillars.

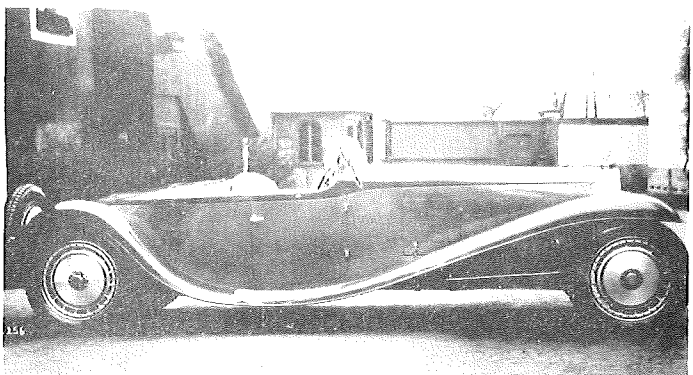
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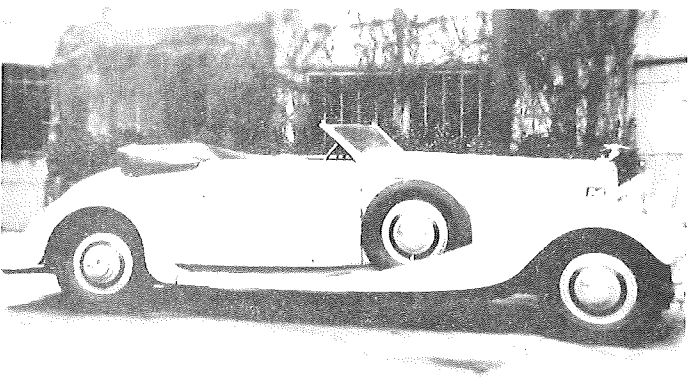
Bugatti Type 46



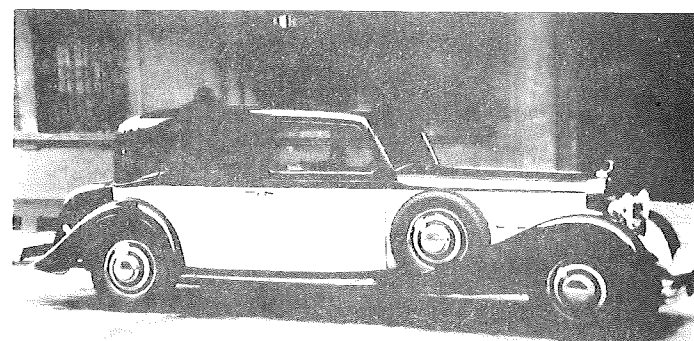
Farman by Million Guet



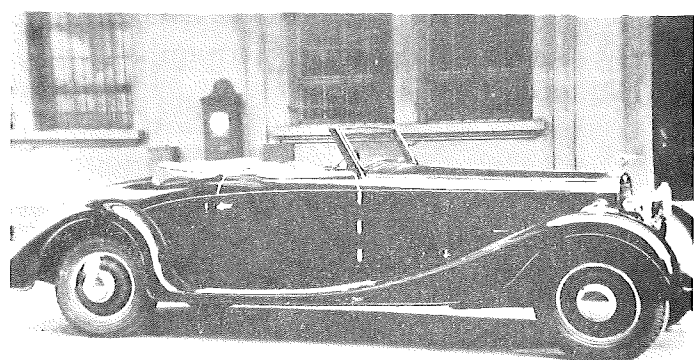
Bugatti Type 41 by Henry Binder



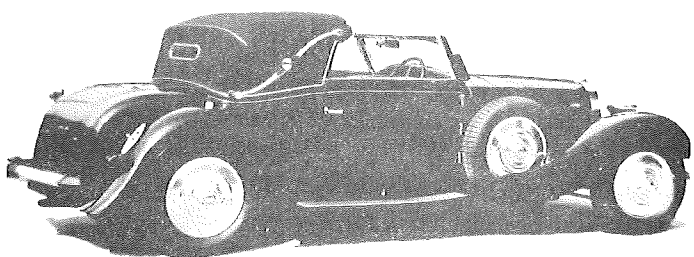
Hispano Suiza by Vanvooren



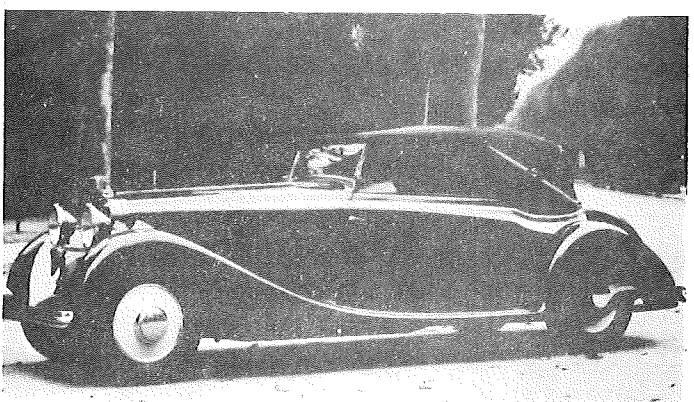
Hispano Suiza by Vanvooren



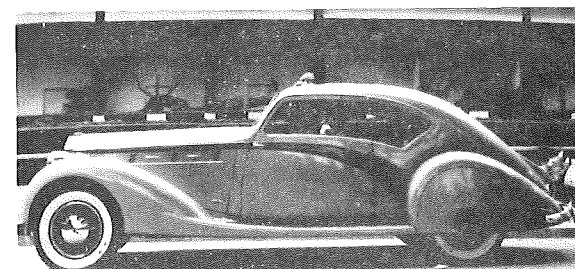
Hispano Suiza by Vanvooren



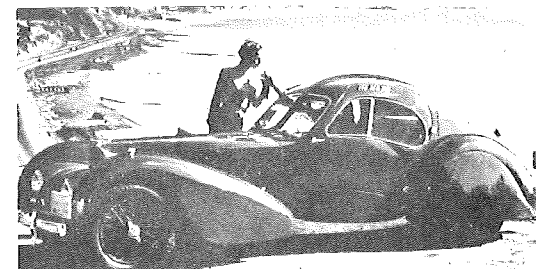
Bugatti Type 46



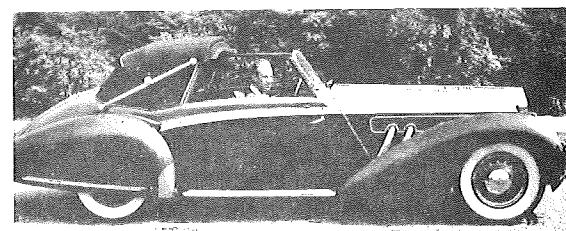
Hispano Suiza by Letourner and Marchand



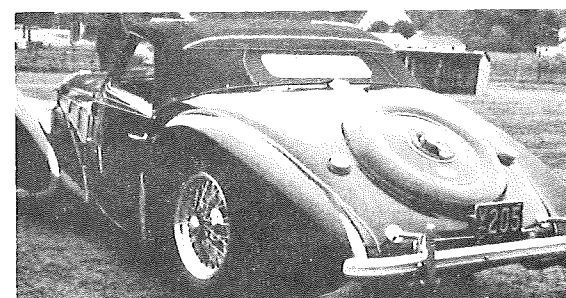
Delage D8



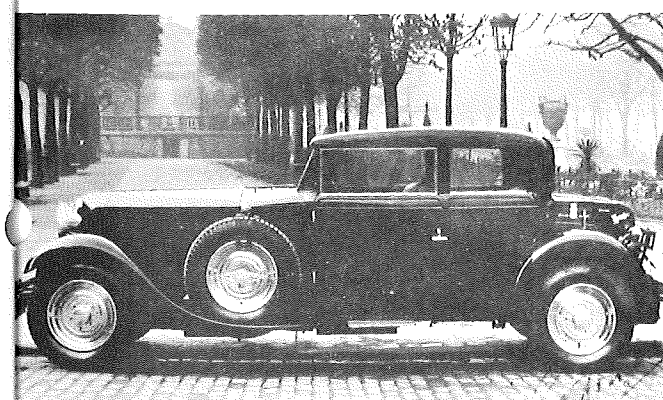
Bugatti Atlantic Type 57SC



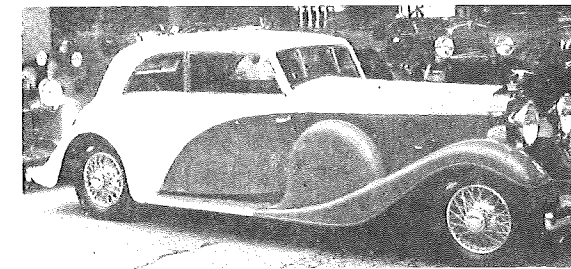
1939 Delage D8



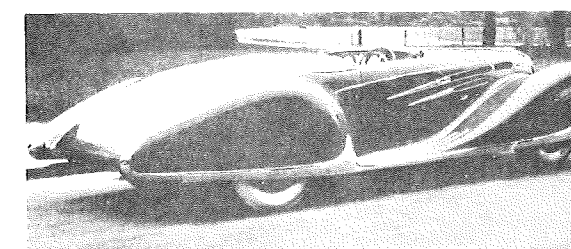
Bugatti Type 57SC by Gangloff



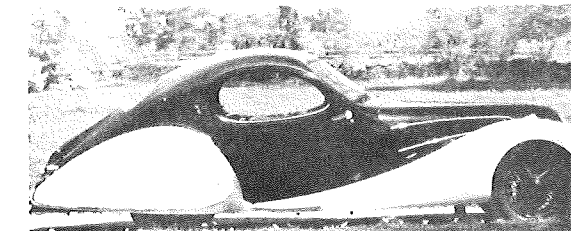
Renault Type 45



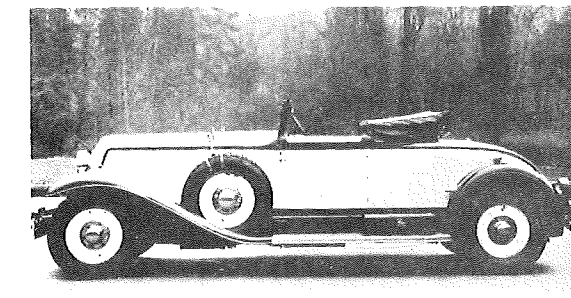
Hispano-Suiza for King Carl of Romania



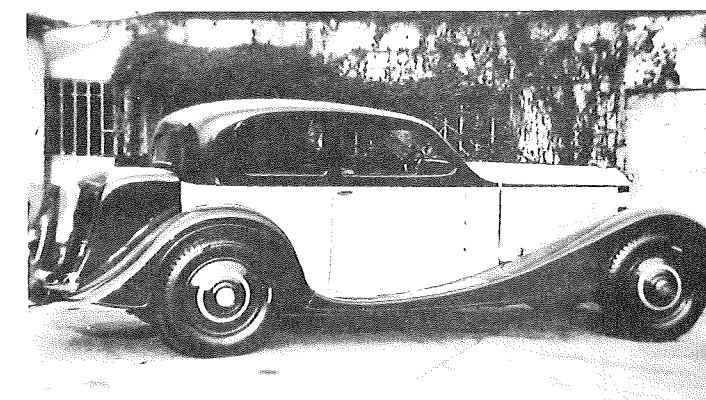
1939 Delahaye by Figoni and Falaschi



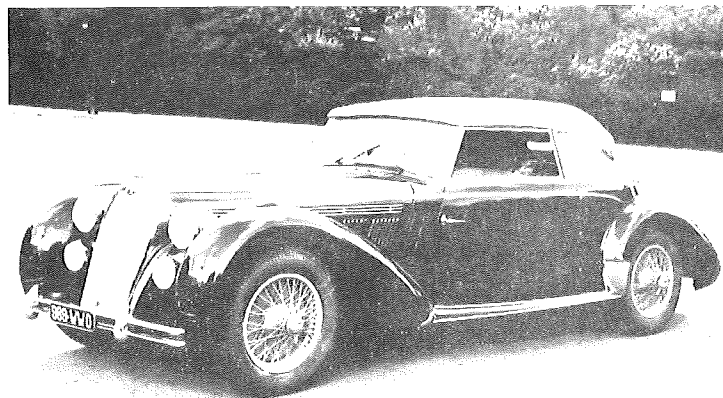
1937 Talbot-Lago by Figoni and Falaschi



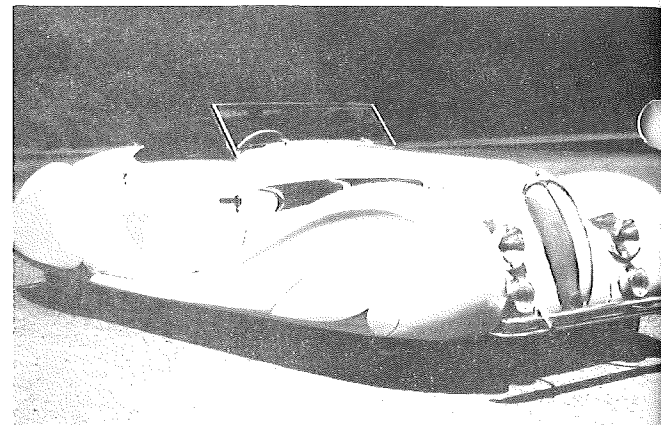
1931 Renault by Hibbard and Darrin



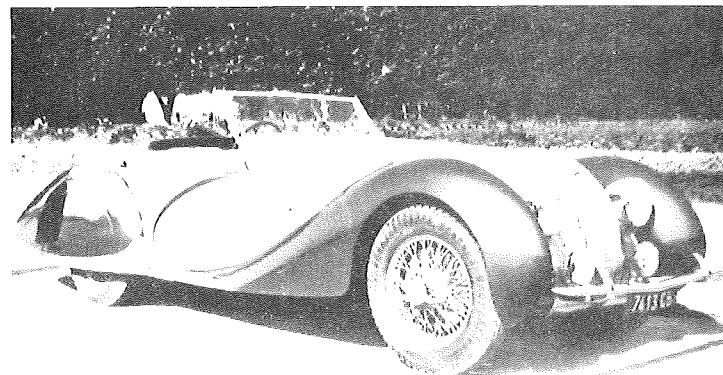
Delage D8 by Vanvooren



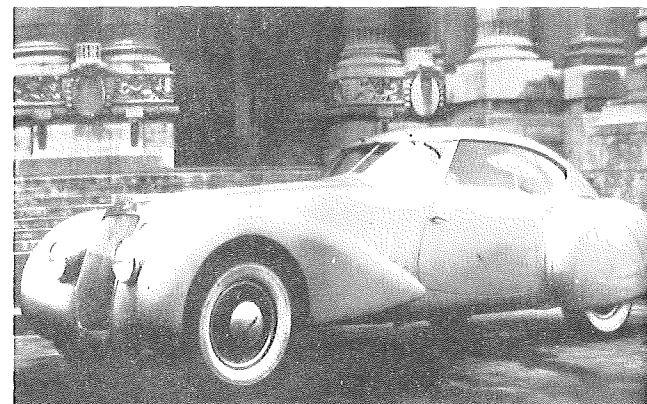
Talbot-Lago



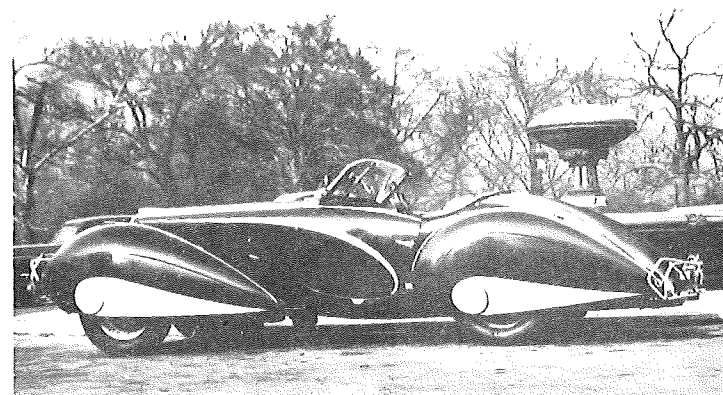
Delahaye by Figoni and Falaschi



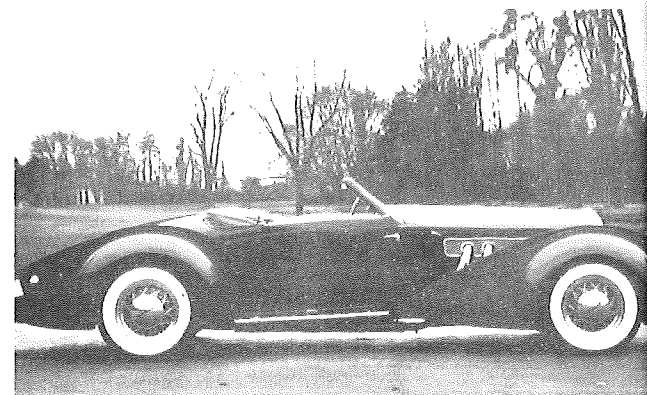
Talbot-Lago by Figoni and Falaschi



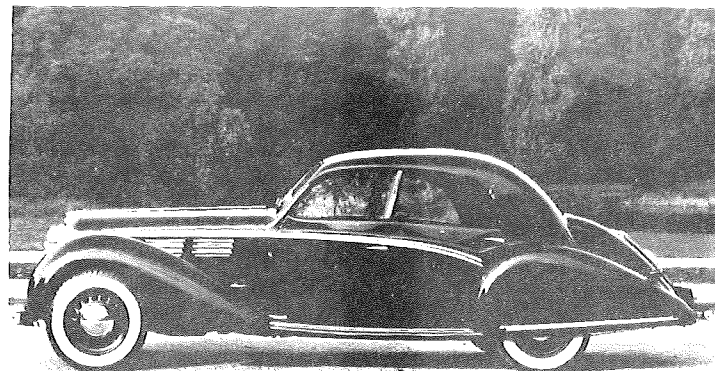
Delage D8



Delahaye M135 by Figoni and Falaschi



Delage D8/120 by DeVillars



Delahaye 135 by Letourner and Marchand

FRENCH COACHWORK - continued from page 7

Another factor in Gallic design was the Concours d'Elegance; not the white glove affair that we've become accustomed to, but a joint affair between courturier and coach-builders. You can imagine the "ohs and awes" when the latest fashions from the Paris Salons were paraded with French custom coachwork featuring sweeping curves, liberal use of chrome, and bizarre color schemes.

Yet another French contribution to automotive styling was the glass radiator mascot from the Lalique Galleries in Paris.

Thus as we remember the LeBaron Duesenbergs and the Packard

Dietrichs, the French consider the creations by Gangloff, Vanvooren, Saoutchik, Franay, Hibbard and Darrin, Kellner, Figoni and Falaschi, DeVillars, Henry Binder, Pourtout, Million Guiet, Letourner and Marchand, Henri Chapron, Labourdette and Cie, Fernandez and Darrin and others.

photos & story by Jerry McDermott

EDITOR'S NOTE: During the past few years, Jerry McDermott has prepared several interesting photo-stories of classics with rare and unusual coachwork for the Michigan Region's publication TORQUE. This article on French cars of the mid and late 30s was reprinted from the September-October 1971 issue of TORQUE.

THE DOCTOR'S COUPE

by John McDermott

Here is an automobile built with particular attention to the needs of the physician - a comfortable coupe of luxury size, designed by Frank de Causse, famous for his Rolls Royce creations. For the doctor, a special place for his medical bag; behind the coupe body is a hamper suitable for its storage. On a family outing the hamper can be opened and equipped with a rumble seat.

AIR-COOLED

The Franklin engine is air-cooled, as used on most modern airplanes. No water is needed; thus the doctor is free of both the worry of winter freezing and summer boiling as he makes his important calls.

The outward appearance is similar to any other auto but is deceiving as the front is not a radiator, but rather, a grill which allows air to pass in to help in the cooling. A blower forces air over the engine through a beautiful chrome and copper shroud about the cylinders to keep the engine cool. At 199 cc. the power output is about 35 horsepower.

WOODEN FRAME

The car is built with a white-ash frame selected for strength, resiliency, and lightness. This frame must be air-dried for two years before being glued and kiln-dried for 10 days in the proper shape. It is 65 per cent stronger than a steel frame of the same weight.

Also, much of the body is aluminum over wood which also gives strength and quality without great weight.

The famous lion hood ornament is in 18 per cent silver. The interior is hand-finished in leather and available in pigskin if desired.

The safety-conscious physician will be pleased to know that night driving is made safer with improved illumination. The Franklin is equipped with special headlamp lenses, produced by Bausch and Lomb, at a cost of \$150.

For stopping, the foot brake works directly on the drive shaft, not to the wheels. Depressing the brake pedal stops the drive shaft which, through the differential and rear axle, stops the rear wheel. The hand brake works in a more conventional manner through drums on the rear wheels. There are, then, no brakes on the front wheels.

In 1925 the Franklin ranged in price from \$2,800 to \$4,600. Surgeons in particular might muse at Rudolph Valentino's selection of this car. It is a tribute to the status of the car and also an interesting paradox. The Franklin, however, is better remembered as the choice of Col. Charles Lindberg, undoubtedly the most famous American of the late 1920s. His selection was honored when Franklin used the name Airman for its 1929 models.

What is it like to drive? Well, first of all, there is no ignition key - only a switch. However, the transmission can be locked - so a thief might have to flee in reverse. The engine starts easier and runs smoother than most 1972 models with pollution devices, etc. The Doctor's Coupe was produced from 1923 to 1926.

Newer and improved wooded framed air-cooled models were built until 1929, when Franklin was forced to change to steel frames. This was necessitated primarily because suitable white ash was no longer available. The car was not the same, as heavier bodies required more power, and thus an air-cooled V-8 engine was used in later models. Automobile production ceased in 1934; however, the company continued to produce the Franklin airplane engine.

Not to disappear quietly, the Franklin airplane engine made one final motor trip; it was used to power the infamous Tucker of 1947.

The above article, prepared for MEDICAL TRIBUNE, featured the photograph of Eugene Klineburger's 1925 Franklin, the classic which was pictured in a previous BUMPER GUARDIAN.

reno swap meet

by Frank Starr

This year the Reno Swap Meet returned to its traditional location on the grounds of Wooster High School. Overall the meet and show were probably a little smaller than last year, although there were exhibitors from all over the country, including Connecticut and Florida. As usual, Ford products dominated the swap meet, although apparently it wasn't all milk and honey for the Ford owners as I overheard several Ford freaks lamenting that certain items were not to be found even there, which was hard to believe. There was a lot of Packard stuff in evidence too, with many "Packard

only" exhibitors. Even Wayne Herstad bought some Packard parts!

My main objective at Reno was to find parts for my 1940 Cad series 72, a very rare car of which no more than one was built. At least it seems that way when scrounging for parts! I found the grand total of a set of valve springs for my efforts. Other Cad freaks were there too, but the general consensus was that while there were buyers with enthusiasm, there just weren't Cad parts around. Oh well, I got a lot of bench racing done anyway.

I didn't notice any real "exotic" items for sale. One party had a complete Pierce-Arrow V12 engine, trans, and radiator for sale. It would make one heck of an anchor! I heard rumors of someone having some new old stock (NOS) Massachusetts steam for a Stanley for sale, and I saw an ad for a good used left wheel-base for a right hand drive Metz. One thing I expected to find but didn't was humble pie for Rolls-Royce owners. However, the timbered - fascia set is not too much in evidence in Nevada anyway. It was a good year for literature though, with all kinds in evidence from cheap to reasonably priced to get-serious-fellow! I bought a 1948 Hollanders for \$10 which covers cars and trucks back to 1930 and earlier. There were also lots of factory shop manuals around.

Saturday is traditionally reserved for the car show, which is a judging meet. This show is always worth seeing because it attracts the entire cross section of the hobby from antique motorcycles through commercial vehicles to Edsels and Ruxtons. That's right, one of the star cars was a Ruxton dual-windshield phaeton from Ohio. This two tone blue car was the one featured in

Automobile Quarterly a few years ago.

Another star was a 1932 Alfa Romeo 1750 Zagato Grand Sport owned by Automotive Classics in Santa Monica. Naturally it was red - blood red. Another showey classic was a 1939 Alvis Speed 25 Charlesworth tourer done in white with red trim. There were half a dozen outstanding classic Packards as well as several Lincolns. Herb Hanson's Stutz DV32 was there. Really, you should see my slides.

Some overall impressions of the car show: The selection of classic cars was, as usual at this show, small and of very high quality. There were many quality restorations on non-classic special interest cars, like Nash, Lincoln Zephyr, Buick, Studebaker and such. This is probably one of the most encouraging trends in the hobby. While there is little promise of immediate financial profit in restoring a 1940 Nash four door sedan, there is just as much fun in it as in doing, say, an exotic Bugatti. And fun is the name of the game, isn't it? (Besides, you can drive the Nash).

Amongst the postwar cars, mostly American, I was really struck by how well the Kaiser-Frazer products look in a show. They are a tastefully styled product for the most part and the Kaiser-Frazer Owners Club members obviously take pride in a quality restoration (such as that is for a postwar car). In general, although this show was smaller than previous years, the cars were of high quality.

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