

The Hood Release



Oregon Region ♦ Classic Car Club of America

"From the mountains to the prairies, to the oceans white with foam..."

Winter 2011



*1941 Series 62 Cadillac
Owners: Bill and Ruth George*

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

Oregon Region
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www.oregoncca.com

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Moving?

Please be sure and advise your editor and/or membership chairman of the new address.

Sunshine Information

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The Classic Car Club of America is a non-profit organization chartered in the State of New York for the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual foreign or domestic motor cars built between and including the years 1925 through 1948, but including cars built before 1925 that are virtually identical to 1925 Full Classics® and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social intercourse and fellowship among its members; and to maintain references upon and encourage the maintenance, restoration and preservation of all such Classic Cars.

The purposes for which a Region is chartered by the National Club are: The furthering of the ideas and ideals reflected by the By-Laws of the National Club in a specific regional area and to provide regional activities for the members in that area.

Classified Advertising

Classified advertising in *The Hood Release* and our web site is free to all CCCA members. All such advertising must relate to Full Classics® or Modified Classics® as defined by the CCCA.

Display Advertising

Display advertising is available on a prepaid basis.

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2011 Oregon Region CCA Schedule

* = Tour or Meeting Sanctioned or Organized by Oregon Region

- *March 3 Dinner Meeting @ O'Connor's 6:30
- April 1-3 Portland Swap Meet Expo Center & PIR
- *April 7 Dinner Meeting @ O'Connor's 6:30
- April 9 Polynesian Dinner & tour with Buick Club (TBA)
- April TBA Irvington Home Tour
- *May 5 Dinner Meeting @ O'Connor's 6:30
- *June 2 Dinner Meeting @ O'Connor's 6:30
- *June 12 Strawberry Social Tour @ Dave McCready's in conjunction with Packard, Buick and Cadillac clubs Contact Mona Marsh **503-659-2700**
- *July 7 Dinner Meeting @ O'Connor's 6:30
- July 17 Forest Grove Concours
- *July 23-24 Willamette Valley Tour Contact Rodger Eddy **503 223-3606**
- *August 4 Dinner Meeting @ O'Connor's 6:30
- *August 6 Carlton Art In The Park Tour Contact Rodger Eddy **503 223-3606**
- August 7 Columbia River Concours
- August 21 Lake Oswego Car & Boat Show
- *September 1 Dinner Meeting @ O'Connor's 6:30
- *September 18-22 Tour to Olympic National Forest Contact Howard Freedman **503-234-8617**
- *October 6 Dinner Meeting @ O'Connor's 6:30
- October 15 Pumpkin Tour with Packard Club Contact Rodger Eddy **503 223-3606**
- *October 22 Halloween Potluck @ Howard's garage 4:00 PM Contact Mona Marsh **503-659-2700**
- *November 6 Annual Membership Dinner Meeting @ TBA Contact Mona Marsh **503-659-2700**
- *November 10 2012 Planning meeting @ Rodger & Jan Eddy's
- *December 4 Annual Holiday Potluck @ Lake Oswego Heritage House 5:00 PM Contact Mona Marsh **503-659-2700**

DIRECTOR'S MESSAGE

By Rodger Eddy

A great attendance greeted me for my first meeting as the new Director of the Oregon Region CCCA at O'Connor's restaurant in Multnomah on February 3rd. This monthly dinner meeting brings us together for planning as well as socializing, and special appreciation goes to those who travel many miles to participate. We each order from the regular menu, which is reasonably priced and varied, and we have our own room. If you haven't been there yet, our next meeting is Thursday, March 3, at 6:30 pm. We will announce more info on the joint tours we plan with the Packard, Cadillac, and Buick clubs this year. A few of our members' classics were on display at the Portland new car motor show last month. We expect several more classics at our Valentine Brunch (probably over when you read this.) I hope to see you all soon at a meeting.

EDITOR'S BLURB

By Bob Earls

Well, we had a changing of the guard at the last meeting at O'Connor's. Bob Douglas turned over the scepter of power to Rodger Eddy. Bob will take over Rodger's old job as Tour Director. Also, George Potter relinquished his role as Assistant Director to Jeremy Wilson. Not only is George heavily involved in the **2012 Oregon Adventure** tour, he also lives south of Eugene and is unable to attend regular meetings. Welcome to the Board, Jeremy.

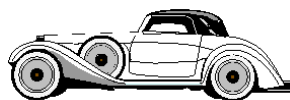
Planning for the National CCCA 2012 CARavan tour was inaugurated with the first meeting of the "**Oregon Adventure**" committee. We had a healthy turnout of excited volunteers and everyone now has their assignment. A report by Howard Freedman is in these pages.

Also in this issue is the first part of a thought-provoking article by Jeremy Wilson on classification and the "defined" eras of cars. I'm sure you have your own thoughts on the subject (I certainly do), and we'd like to hear from you. Submit them and they'll be published in a forum format.

Along that same vein, if you have anything to say, about anything related to Classics, old cars in general, or memories from times past, don't be afraid to send in a simple statement/comment....or feel free to stir up a hornet's nest. We encourage diversity of opinion.

Check in from time to time at our award-winning website, run by diligent webmaster George Potter. The *Hood Release* is available there...in glorious, full **color**, and will occasionally have additional articles that didn't make it into the print version, usually because of length. You'll find it at: <http://www.oregonccca.com/>

We welcome new members Larry and Pat Cox with their 1931 Packard Standard Eight Sedan..



**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

CARavan 2012

“AN OREGON ADVENTURE”

by Howard Freedman

We had a very productive planning session on Sunday January 16 with more than twenty of our members participating with suggestions and thoughts on how to make our CARavan meaningful to our guests from around the country. Obviously we want our friends to see the magnificent State of Oregon and the tremendous variety of sights and sounds that we have to offer.

We broke down the planned route into segments and several people took on the tasks of exploring points of interest, lodging and food service facilities, overnight parking security, gas stations and rest stops along their respective sections of the overall tour.

CARavan WEB SITE DEVELOPMENT

www.anoregonadventure.org

George Potter

CARavan ART WORK, LOGO DESIGN

Robert & Frankie Douglas

**TRUCK, TRAILER AND CAR CARRIER PARKING IN PORTLAND
LICENSE PLATES AND NAME TAGS**

Roy Asbahr

TOUR BOOK DESIGN AND PRODUCTION

Jeremy Wilson, George & Sylvia Potter, Robert & Frankie Douglas

ROADS, ROUTES, SIGNS, EVENTS, ENTERTAINMENT

Mona Marsh, Rodger and Jan Eddy & George Potter

LOCAL PUBLICITY ALONG THE ROUTE

David Charvet

REGISTRATION, HOSPITALITY

Ruth George, Jan Eddy, Mona Marsh, Sylvia Potter, Evelyn Freedman

PORTLAND TO HOOD RIVER

Robert & Frankie Douglas and Howard & Evelyn Freedman

CASCADE LOCKS STERNWHEELER AND LUNCHEON CRUISE

Bill & Wendy Jabs

HOOD RIVER TO BEND
Bill & Wendy Jabs

TIMBERLINE LODGE LUNCHEON
Howard & Evelyn Freedman

BEND FOR TWO NIGHTS
Bill & Wendy Jabs

BEND TO KLAMATH FALLS
Robert & Frankie Douglas and Howard Freedman

CRATER LAKE
George & Sylvia Potter; Bill & Ruth George

KLAMATH FALLS TO GRANTS PASS
George & Sylvia Potter and Bill & Ruth George

GRANTS PASS RIVER TRIP
Bill & Wendy Jabs

GRANTS PASS TO BANDON
George & Sylvia Potter and Bill & Ruth George

GRANTS PASS TO BANDON COAST ROAD ALTERNATE
Robert & Frankie Douglas

BANDON TO NEWPORT
Frank & Linda Arms and Bob & Carol Lind

NEWPORT TO MCMINNVILLE
George & Sylvia Potter and Howard & Evelyn Freedman

To all of you who were at our first planning session and to the entire rest of our membership, if you want to be involved in this major project, call any of the team leaders mentioned above and offer your assistance or call me and I will help with your offers. This is a major undertaking for our small region and we need all of our members to help with so many of the details.

**PARTICIPANTS PLEASE NOTE:
THE SECOND MEETING WILL BE AT HOWARD'S GARAGE.**

THE DATE HAS BEEN RESCHEDULED TO APRIL 10 @ 2:30PM

THE OREGON REGION TOY DRIVE SLEIGH ARRIVES

by Robert Douglas



The presents await selection by the kids.

Friday the 17th of December 2010 brought about the delivery of the toys that all of you so generously donated to our annual toy drive for the children at Emanuel Children's Hospital. As your Director at the time and the person who coordinates the toy drive, I again want to thank you for all of your donations. They were all put to good use and put smiles on the faces of many, many children for Christmas and I thank you for that.

Santa's elves, Howard Freedman, Lisa Nowak, Bob Earls, Mona Marsh, Pat Lawrence, Matt Hackney, Frankie Douglas and your reporter met at Howard Freedman's Gideon Street Garage at ten in the morning for a ten thirty delivery time. The toys were divided up between the cars and Santa's sleighs were off and made our destination with a minute to spare! We were greeted by the "Make a Wish Foundation" volunteers who helped unload the toys and took

us up to the second floor where the toys are set out for the children so that they can select gifts to give to their family members for they can not leave to hospital to shop for themselves. We helped set up the toys, dividing them into groups for toddlers, boys and girls, mothers and fathers, by the time we left the area would put FAO Schwarz to shame!

After the set up it was time to head out to lunch so we went over to Sloan's Restaurant, next to Sloan's Body Shop, the people that restored Don Letson's 1948 Flexible Clipper Bus. Both businesses are family enterprises and do very well, with the ladies of the family running the restaurant while the men run the body shop. It was a great conclusion to a fun event that has become a tradition for the Oregon Region of the Classic Car Club of America. Again many thanks to the membership for your generous donations and to the delivery crew for your hard work, all of you made this event possible!



The elfish ones: Mona Marsh, Bob and Frankie Douglas, Matt Hackney, Lisa Nowak, Bob Earls, Patrick Lawrence, and Howard Freedman



THE ANNUAL MEMBERSHIP MEETING PALM BEACH, FLORIDA

by Howard Freedman

The plane ride to Florida was “forever” but the sun was shining most of the time, the ocean was blue and calm and the prices were up in the stratosphere at The Breakers hotel where our 2011 annual membership meeting was held in early January.

We had a general membership meeting at which I, as your national treasurer, gave Club financial information on December 31, 2010 indicating that we were still sound, well financed and close to our annual budget target, at least with our pre-audited numbers.

Many national directors made committee reports of their respective areas of responsibility including CARavans, Publications, Public Relations, Projects (including our upcoming web based store for Club apparel), Administration, and Membership.

During the CARavan committee report, much was said about the 2012 CARavan that so many of you have volunteered to help with. Elsewhere in this issue of the HOOD RELEASE, you will find a report on our planning meeting, assignments for a number of segments and general information about the event.

Membership announced a major new membership drive with a target of 500 new members for the Club by May 10, 2011. As the

age of our membership has matured, it is essential that we work hard to maintain our membership base to allow for continuing with and further developing member services through the 27 Club regions throughout the country. Grand Classics®, CARavans and many other activities also stimulate the perpetuation of the Club hobby.

The membership drive incorporates some marvelous prizes for top producers; first prize being a weekend with Jay Leno at his show, touring his garage, touring a major Duesenberg restoration shop and lots of other activities. Second prize is a week for four at a condo at a Colorado ski resort and third prize is a wonderful weekend at a historic inn not far from here; actually near Akron, Oh. But all in all, we need everyone to help with recruiting new members for our own Region regardless of prizes to be won.

If you need help with membership forms for the Oregon Region or National, please give Bob Earls or me a call and we will be pleased to help with copies of forms, past issues of the *Hood Release*, and anything else we can provide.

Our 2012 Annual Membership Meeting will be in the Dallas/Ft. Worth area and, in addition to being a great venue, will be very affordable.

THERE ARE STILL SOME INEXPENSIVE FULL CLASSICS OUT THERE

by Bill George

I think that the best way to start this is to explain why I got myself into this. Last summer my wife Ruth and I joined fellow club members George & Sylvia Potter and Howard & Evelyn Freeman from the Oregon Region of the Classic Car Club of America for “The Far out West National Tour”. This is a whole other story, but

due to a breakdown of a loaned Classic® on the way to this event, we had to resort to driving the only modern iron among 80 beautiful Classics®. We have owned for the last 4 years, a very rare 1942 Desoto but as you know it is an NC and I tried to pitch its attributes to the higher echelon

in the club to no avail. So I decided it was time to get our own Full Classic®.

What to buy? I have always been partial to Cadillacs so I started to look on-line for a 1947 and enlisted the help of my cousin George Potter, who became totally enthusiastic about helping me spend my money (and still is to this day). After several emails we finally hit on a 1941 Series 6219D, 4 dr. Cadillac in Chicago, Illinois. I must admit it looked pretty darn good on the computer so I began to watch the bidding. The asking price was \$18,000.00, and said it only had 32,000 original miles. Not bad. A day or two later I see they dropped the price to a buy now of \$14,850.00 and this prompted a call. I asked the contact what he knew about the car and he said he was selling it for a family friend and that his real business was storing cars and that he had 13 cars stored at his warehouse for Michael Jordan. I asked him if he thought I could drive the car home to Oregon if I flew out to get it. He said they hadn't gone through it mechanically, but with a little tender care it would be possible. I was happy with his reply because..."you could drive it anywhere" would have made me very suspicious. I asked him if the radio worked and he said it did, but the windshield wipers didn't and his mechanic didn't know how to fix them. This should have been a gigantic red flag! The vacuum hose had a bolt in it.

So after talking to my buddies in the club (mainly George), checking prices, and watching the bidding, I decided, with one day left, to buy this car. With the title transfer cost included I wired \$15,000.00 and now we had to figure out how to get it to Oregon. With a lot of discussion on what it would cost, and some knowledge of the trucking industry as an owner operator myself, I was able to get a transfer to do the job with help from Karen at the dealership for \$750.00 cash. With this car the trucker filled out his load and even though I had no time line we had it within two weeks. There are deals out there, if you're patient.

I received the promised package from the previous owner with all the history that she had about this car. Her dad had bought the car in

Arizona at Kruse/Wahler's auction on January 15, 1984, for \$7,035.00 and it had 29,915 miles on it. He stored it in his hot Arizona garage for all those years along with 14 other old cars. When he passed away at age 94 she tried to do the best job she could of selling these cars. She sent me records of the big bills she had paid trying to get this car running. I called the garage that had charged her all that money and they really did not ever figure out what was wrong. I think the reduced price, had a lot to do with this frustration. I should clear up the fact that her dad had his winter home and garage in Arizona, but the family lived in Illinois.

So the big day arrives, we roll the car off the truck and I get my first real look at her. She had 32,156 miles on the speedometer and really looked pretty good. The paint (Managua Beige) had sort of a military look to it and there was a sign in the back seat that said cars like this and maybe this one were used to haul Army Officers around during WWII. I get in and start her up. It started but sounded like an old hotrod, indicating that the muffler was completely shot. And though it would idle, as soon as you gave it gas the poor thing belched blue smoke was everywhere. I said to myself, "What in the #%&* did I get myself into now?!" I drove it up my driveway, just barely making headway, into my garage, and then I called George.

Everyone should have a cousin George. After looking at my car he said, "I think you made an excellent buy", and I began to feel much better. Everything was there and it would idle like a champ but as soon as you gave it gas, all bets were off. We thought it must be electrical so I replaced plugs, points, plug wires, condenser and coil. With help from George we soon realized it was probably a gas problem. It had a Carter carburetor and in trying to adjust the float and reading the specs, we realized it was the wrong carb. Someone had put a 1947 carb on it, for whatever reason. The only difference was the intake manifold, which had ¼ inch smaller holes than the bottom of the carb. Things are starting to look a little better. I must say that before we got to this point I had completely blown the back end off the muffler and it was really hard to love something that loud! Back to the support of our

great club and with some help from Howard Freeman we got a Stromberg for a 1941. With help from George (setting the float with gas and tubing and a warning not to try this at home) we put her on and what do you know, 0 to 60 in 15 seconds with a hydramatic transmission. Wow!

I could not wait to replace the muffler and tailpipe and with a friend in the business we finally had a car that sounded great and was almost road worthy. So now I got in the swing of things and thought maybe I really did make a good deal. The car came with seat covers covering the originals and I had read that you could get this done on a new car from the factory for \$8.75 a seat. So, I cut a little of the back seat and thought I had new upholstery, only to find out later that I uncovered probably the best section of original seat covers I had. Darn!

I changed the oil (George says to use oil for Diesel engines) and serviced the transmission at AAMCO. I went to talk with Maaco about painting the car. After some discussion we decided to make a deal. I wanted their best with a few extras and the preliminary came to \$4,600.00. The extras were to replace all the rubber around the doors, trunk lid and across the cowl. I supplied the rubber, "What would we do without Steele Rubber Products?"

So I drop the car off and after two weeks we finally get the guy that is the best in the shop to start and 3 days later I get a call to come down to the shop. I sense there's trouble so I call George and when we get there this mechanic says, "I can't make any money on this car and I quit." I didn't know they did piecework at Maaco. So after some discussion the manager said he had a guy from another shop who was trying to get a job at Maaco, would work by the hour and do a good job.. At this time I must thank George for his help. We were the good guy/bad guy team and he did the interview of the new guy. I wanted to leave the car there because while taking the chrome off I saw a shoulder bolt that was loose on the left hood hinge, and

while tending to this minor adjustment I tightened the little mother one turn too many....and she broke.... and the whole hood fell over on the fender. Damn!. So with George's help and another friend we took the hood off and I hauled it in separately, because it would have been awkward to start somewhere else. I learned a lot about paint jobs. When George said to the manager, "You are going to block sand aren't you?" He said, "We don't do that." I said, "Well you're going to do that on this one and it's OK to charge more" and they did. I finally had to ask George afterwards, "What's block sanding?" All in all the paint job really looks great. My biggest reason for going to Maaco was that the guy that actually did the paint is painting 2 to 3 cars a day and should know how to paint. I also learned that it's all in the preparation. We painted it with DuPont's version of the original paint.

There were a few other things such as medallions that were missing from the front and back of the car. I found a fellow in California that makes them named Penn Lensen. He is very knowledgeable about this year Cadillac and has restored 8 of his own. I also needed to replace the fog light covers as they were gold. The trunk key was missing and the trunk was locked open. I tried to take it apart to take it to a locksmith but without the key you can't. Penn suggested I look on the original sales slip for a key # and another problem was solved.

I am writing this as I wait for the seats to come back from the upholstery fellow who has had them for the last 10 days. I hope he gets here soon with the seats as this Friday we are taking Shasta on her maiden tour to Washington State with a few of the other old car owners in our club. Oh, maybe you're wondering why this car was named Shasta? It was my wife's idea.. She-hasta (Shasta) have tires, Shasta have gas, oil, paint and, well, you get the idea.

The following is a list of my expenses. I am sure there will be more as we go down the road.

AAMCO Transmission	135.00	Oregon DMV	150.00
Ashtray covers	72.00	Radial Tires	1,073.00
Car & title	15,000.00	Radiator Repair	162.00
Carburetors	235.00	Rear splash plate	204.00
General parts	356.00	Rearview Mirrors	35.00
Horn Ring	202.00	Reference books	100.00
Insurance	160.00	Steele Rubber	1,251.00
Maaco Paint	5,225.00	Transport	750.00
Medallions	284.00	Upholstery	1,734.00

GRAND TOTAL SO FAR = \$27,128.00

I have really enjoyed this project and we are really proud of our new 1941 Cadillac Shasta. Thanks to all of you that helped me along the way, we are looking forward to seeing you all on tour.

P.S. If you know someone that would like to have a very rare 1942 DeSoto, I got one and it's for sale.

Your fellow Classic Car® Enthusiast,
Bill George



But Wait...There's More

It is now the end of January 2011 and everything you have read so far was written before our tour in September of 2010. Some corrections and updates are in order.

Even though there was overwhelming demand and interest for my old DeSoto I had to refuse

the many, many generous offers I received and sold it to a fellow in California. Sorry.

I planned to take Shasta on the Fall Tour, but we had a vibration that had us all scratching our heads. So here goes: We changed the universal joints, balanced all the wheels again, and after

that I began to panic, thinking it must be in the transmission. As a last resort, I decided to change all of the engine and transmission mounts. Although the transmission mount was brand new, the mechanic who changed it must have thought it was the wrong one because it was cut down to fit and it was doing nothing. The transmission was suspended in air and every shift would give a different vibration. Cha Ching!

The last thing was a slight noise in the rear. Not knowing if it was a “normal” sound I decided to investigate. Back to the shop (owned by George’s son, Joe Potter). I should know better. The right rear bearing was just floating and the

spindle was all tore up and the left not much better. Off to the metal shop to flash and reshape and a few other things. I wrote the check, and cousin George was grinning all the way.

I now have a Classic that I feel is ready to hit the road. I originally thought I had made a great buy, or as I began this story saying “There are still some inexpensive classics out there”, may have been a little misleading. To date we are just under \$30,000 spent on this project. It has been fun and it kept me off the streets. We are going to bring it to the Valentine Social, weather permitting, for our shake down cruise. Who knows maybe we can take it on our Oregon National Tour in 2012.

NOW YOU KNOW

by Bob Earls

*In the last Hood Release I made a statement in a “Did You Know” segment about the experimental **In-Line twelve cylinder** engine that Packard made in the late 20s. I said (obviously based on incomplete research) that no photo existed of the engine. Well, **I was in error**. Checking out a www.packardinfo.com website forum I ran across a thread pertaining to said engine written by West Peterson, editor of The Packard Club magazine. With his permission I pass it on to you.*

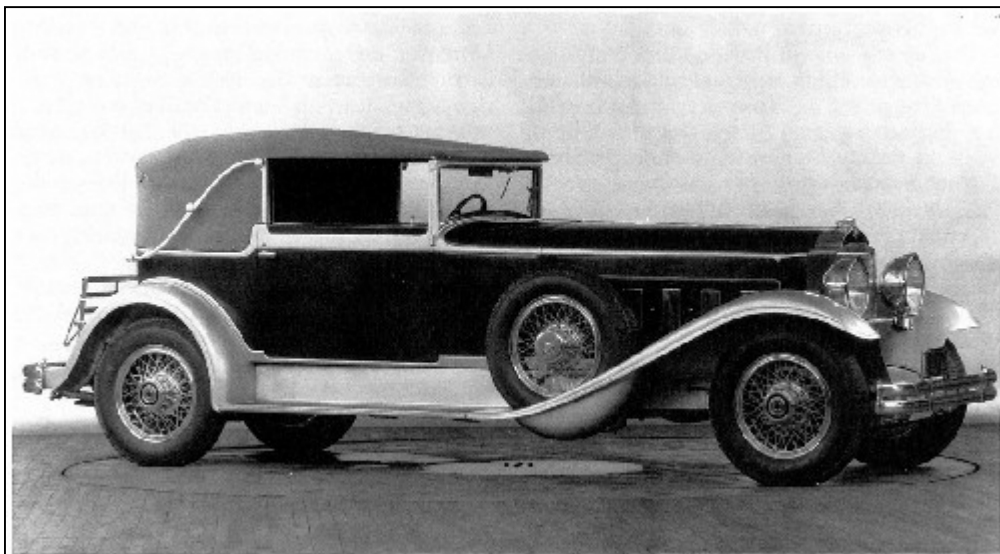


The engine was developed early in 1929 and was installed in a “standard” Dietrich-bodied convertible Victoria. The body was pushed back on its chassis approximately 11 inches, but with its hood lengthened by seven inches, its cowl another four, and the firewall pushed back about six inches beyond the back of the hood, there was roughly 13 inches of space added under the hood with no lengthening of the 145-inch wheelbase. It has been theorized that the bore x stroke of this engine was 3.5 x 5 inches, which would have given it a displacement of 577.2 cubic inches. Early testing revealed output to be 150hp at 3,000rpm with **373 lb-ft of torque at 800-900 rpm**. Horsepower is estimated to have improved to 160 after a split exhaust manifold was installed.

Development of the monoblock 12 was canceled in March 1929, but there is plenty of evidence that the project led to the development of Packard’s 734 speedster of 1930, truly a factory-produced hot rod. Packard engineers created the same amount of horsepower as the 12 with a modified eight-cylinder engine using a single dual-throat Detroit Lubricator carburetor, larger exhaust valves, 45-degree exhaust manifold and a secondary fuel pump that made it the second most powerful eight-cylinder car offered in

1930, right behind the Duesenberg Model J (which has been argued to have been between 200-250hp in non-blown guise). While Packard wasn’t in real competition with Duesenberg, it *was* with cross-town rival Cadillac, which took the wind out of Packard’s sails with the introduction of its 452cid/175hp V-16 powerplant. Some believe that Packard had intended to take the speedster to Le Mans, but no evidence of this has materialized.

The Packard monoblock 12 could be considered semi-successful, with a finished car being tested several times with vibration problems only noted at certain speeds. The orange and silver car was seen around Detroit in the hands of Warren Packard, but after his death in August of ‘29 the car was returned to the factory and its whereabouts today is unknown. The engine was supposedly scrapped. Note the twin Johnson “R” updraft carburetors in the picture. Johnson “R” carburetors were installed on production 1929 Packard Eights, but the thin-wall die-cast bowls quickly developed cracks and Packard instructed its dealers to retrofit all of them with single-throat Detroit Lubricators free of charge. A pair of Detroit’s were also installed on the monoblock 12 sometime after the photo was taken.







The complete article, written by reknowned Packard researcher/archivist Robert J. Neal, has very interesting facts culled from the diaries of Colonel Vincent, Packard’s Chief Engineer, pertaining to the development of the in-line twelve as well as experiments with a 4-valve per cylinder, overhead valve straight 8, is available online at our Oregon Region website: [www:oregonccca.com](http://www.oregonccca.com).

WHAT'S UP WITH CAR ERAS?

by Jeremy Wilson

As a new member of the Society of Automotive Historians, I hoped the members could shed some light on a confusing subject. In constructing a new website on automobile history, I found, with few exceptions, that the definitions of automobile eras are imprecise and contradictory. At the end of this article are the questions I submitted to the SAH. I'll let you know their responses in the next issue.

Imagine you're at a *Classic Car Club of America (CCCA)* holiday dinner and you win the first-place door prize: a 1932 Chrysler Imperial! Your first duty is to thank the generous donor, but later on you may wonder exactly what you have won. Is your new Imperial *Pre-World War II*, *Vintage*, *Antique*, *Classic*, or a *Full Classic*? Or could it be *Post-Vintage*, or a *Post-Vintage Thoroughbred* automobile?

American Eras													
Eras	Pre-1890	1890-1899	1900-1909	1910-1919	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	Post-1979		
Steam	1700s-1900		ClassicCarsGlobal.com										
Veteran	1800-1900		Northeast Classic Car Museum										
	1904 and earlier		Horseless Carriage Gazette										
	1888-1904		1905-18		Keith Martin's Guide to Car Collecting								
	1890 and earlier		ClassicCarsGlobal.com										
Brass	1890-1918		Wikipedia (Antique Car - US)										
	1916 and earlier		Illustrated History of Ford, 1903-1970										
	1890-1918		AntiqueCar.com										
	1905-14		ClassicCarsGlobal.com										
Horseless Carriage	1890-1918		ConceptCarz.com										
	1914 and earlier		Hagerty.com										
	1893-1915		American Cars										
Nickel	1916 and earlier		Horseless Carriage Club of America										
			(Antique and Nickel Era) Hagerty.com										
WW I			1913-29										
Vintage			1915-24										
			14-18										
			1919-30		Keith Martin's Guide to Car Collecting								
			1919-29		Northeast Classic Car Museum								
			1919-29		ClassicCarsGlobal.com								
			1919-30		Vintage Motor Cars								
1920-30			Wikipedia (Antique Car - US)										
1919-25			ConceptCarz.com										
Classic			1932-48		American Cars								
			1920-30		AntiqueCar.com								
			Grand Classic Era® 1919-48		ClassicCarClub.org								
			Full Classics® 1925-48		ClassicCarClub.org								
			Classic 1925-48		Hagerty.com								
			Classic 1925-48		American Cars								
Pre-WWII			1946-72		1960-72								
			1931-80		1931-80								
WW II			1930-48		Wikipedia (History of the Automobile)								
			1930-44		ClassicCarsGlobal.com								
Post-war			39-45										
			1948-Present		1948-Present								
			1949-85		1949-85								
			1949-70		1949-70								
Muscle			1949-80s		1949-80s								
			Standard Catalog of American Muscle Cars 1960-72		1960-72								
			AntiqueCar.com		1964-72								
			Muscle Car: Mighty Machines That Ruled the Road		1964-72								
Antique			1964-72		1964-72								
			1964-72		1964-72								
The Antique Automobile Club of America defines an Antique as any car 25 years old or older													

Before you answer, consider the words of a few authorities.

Leon Mandel (Senior Editor of *Car and Driver*, *Motor Trend*, and *AutoWeek* magazines and a prolific author of automotive publications) includes several pages of Chrysler history in his book, *American Cars*, titled “Vintage Cars 1932-1948.”

If the **Vintage** era began in 1932, your car must be vintage, right?

Not so fast. *Keith Martin’s Guide to Car Collecting* defines Vintage as the chronological era 1919-1930 and **Post-Vintage** as 1931-45, which means your new car is post-vintage.

But Norm Mort (veteran author of several car and truck books and a member of the *Canadian Society of Automotive Historians*) states in his *Classic Cars, 1931-1980*:

Classic car enthusiasts do not always agree on when the Classic car era began and ended. Most agree that it began around 1931, after the vintage car era ended.

So, that makes it a **Classic**, right?

Well, the Classic Car Club of America defines it not merely as a classic, but a **Full Classic®**: “...fine or unusual motor cars which were built between and including the years 1925 to 1948.” And a 1932 Chrysler Imperial is on the approved list.

You might then expect your Chrysler’s equivalent status in Great Britain would be that of a **Post Vintage Thoroughbred**, a classification introduced by the UK-based *Vintage Sports Car Club*. But no, your Chrysler Imperial is not recognized. This club gives the nod to 1932 Cadillacs, Lincolns, and Packards—but not to Chryslers.

The truth is, most U.S. experts call your Chrysler a **Full Classic®** and those in the UK would classify it as **Post-Vintage**. But it is additionally classified as **Pre-War** (1930-1944) and even **Antique** by the *Automobile Association of America*.

So why is there so much confusion? Differing cultural perspectives is one big reason

United Kingdom Eras											
Eras	Pre-1890	1890-1899	1900-1909	1910-1919	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	Post-1979
Veteran		1890-1905									
		1904 and Earlier									
		1904 and earlier									
		1904 and earlier									
Edwardian			1901-14								
			1901-15								
			1905-18								
			1905-18								
WW I				14-18							
Vintage					1919-30						
					1919-30						
					1919-30						
					1919-30						
					1919-40						
					1919-29						
Post-Vintage					1920-30						
						1931-39					
						1931-45					
						1931-45					
WW II											
Post-War											
Antique											

The UK almost universally refers to automobiles as “motor cars” and nearly always views pre-World War I motor cars as **Veteran** (1904 and earlier) followed by **Edwardian** (beginning in 1901 and ending around the outbreak of the war). American authors and historians often skip the Veteran designation and call all pre-World War I cars **Brass Era** or **Horseless Carriages**.

Another problem is that some era definitions change annually. The *Antique Automobile Club of America* defines **Antiques** as “Motor vehicles of all types, 25 years old and older.” The ten-year-old minivan you drove to the delivery room becomes an Antique before your baby gets her driver’s license!

But most distressing is when one name is used for multiple time periods. And the term **Classic** is the number one offender. Definitions abound in books and on the internet ranging from 1919 to 1980. The *Classic Car Club of America* defines the **Grand Classic Era**® as the period from 1919 to 1948. Concurrently they place **Full Classics**™ in the 1925-48 timeframe. Some prefer to think of **Classics** as everything between the **Vintage** and **Muscle Car** eras. Others include the **Muscle Cars** and exclude the **Pre-War** vehicles. Conciliatory authors propose the **Classics** existed in two phases, preceding and following World War II. Often these reckless claims are weakly substantiated with statements such as:

Cars manufactured before 1959 are usually termed as Classic cars by some of the experts.

You may wonder: Why do these labels and definitions matter? Beyond the simple desire to make sense of a very broad subject, classification forms the basis for the presentation of automotive history. Can you imagine a world historian saying, “Some of us call this period the Middle Ages—others call it the Industrial Revolution!” Automobile owners, students, and scholars all need structure to assimilate and organize their knowledge; the current era definitions do not provide that structure. As they stand, the definitions are not hierarchical or even linear.

Seeking clarification, I submitted the following questions and the above graphics to the *Society of Automotive Historians* using *MotorMail* (their online mailing list):

- For American automobile history, do historians frequently refer to the *Veteran Era*? If so, when does it begin and end?
- The *Brass Era* seems to be synonymous with the *Horseless Carriage Era*. Is that true? When does it begin and end?
- Is 1913-29 a good range for the *Nickel Era*?
- Most of my sources agree on 1919 for the beginning of the *Vintage Era*. Is 1929 or 1930 the end of the era?
- As a member of the CCCA, I understand their definition of a classic. I also know that “classic” is a term often used for all post-WWII cars, including muscle cars. What are your thoughts about the use of the term “classic”?
- I suppose it isn’t necessarily easy to retrofit labels to historical time periods, but it seems appropriate for an official group to put a stake in the sand and define the eras and their time periods—to the extent they can be defined. Has this been done by anyone? If not, would the SAH consider addressing it?

I’ve already received a number of responses. Take a look at the next issue of the *Hood Release* to see what the historians said.

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INDIANA-BUILT CARS WILL BE FEATURED AT 2011 CCCA MUSEUM “EXPERIENCE” JUNE 3-5

by David Schultz

Indiana-built cars will be the special feature at the Classic Car Club of America Museum’s annual “Experience,” scheduled for June 3-5, 2011 on the campus of the Gilmore Car Museum—home of the CCCA Museum.

Both Full Classic® and non-Classic automobiles will be welcome. Car owners *need not* be CCCA members to display their pre-1985 Indiana-built cars at the “Experience,” Sunday, June 6.

Many Full Classics® were built in Indiana—Auburn, Cord, Duesenberg, Marmon, Stutz, McFarlan, Elcar and Studebaker among them. Non-Classic automobile built there include well-known makes such as Crosley, Haynes, ReVeré, Apperson, Durant and Premier as well as lesser-known makes such as DeTamble, Lafayette, Lexington, Dixie and Richmond. In all, nearly 200 different automobiles were built in Indiana. In addition to the Indiana-built cars, Full Classics® owned by CCCA members may be displayed on the show field on Sunday.

“For CCCA members who have not visited the CCCA Museum and Library recently, this is a good year to do so,” said Walter Blenko, CCCA Museum president. “There is really nothing else like it in the world and this is the only museum devoted solely to Classic automobiles.”

Chief sponsor of the 2011 Experience is Gooding and Company.

The weekend events will start on Friday evening with a “Get Acquainted” barbecue on the museum grounds. On Saturday, there will be a driving tour and lunch as well as an automotive flea market, car corral and automotive art show. The art show will be held throughout the weekend and will include an introduction to automotive art by artist Tom Hale.

On Saturday morning there will be a driving tour

that will include lunch and a visit to historic Marshall, Michigan. On Saturday evening a dinner will be held at the Radisson Plaza in Kalamazoo, preceded by cocktails and silent auction.

Sunday events, in addition to the Classic automobiles on display, will include junior judging and a silent auction of unique automobile-related items. A narrated awards-drive-by will take place on Sunday afternoon followed by a post-show farewell supper hosted by Bill and Barbara Parfet.

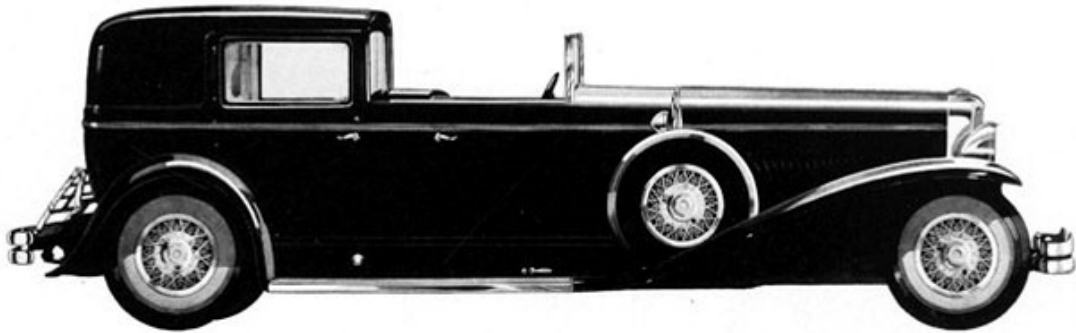
2011 “Experience” attendees will also see the new Gilmore Car Museum conference center and library, which is currently under construction.

In addition to seeing the numerous Classic automobiles on display that weekend, attendees can visit the CCCA Museum, the Gilmore Car Museum, the H.H. Franklin Museum, the Pierce-Arrow Museum and the Tucker Archives. The CCCA Library and the Gilmore Car Museum library are also available by appointment. The CCCA Museum contains not only a fine collection of Full Classic® automobiles but a world class radiator mascot collection.

The Cadillac-LaSalle Museum and the Model A Ford Club of America club have presented plans and drawings for their new museums on the Gilmore campus. The Lincoln Motor Car Foundation has chosen the Gilmore Car Museum campus as the home of a proposed new Lincoln Motor Car Museum; fundraising efforts for the latter are currently underway.

Host hotel is the Radisson Plaza-Kalamazoo Center located in downtown Kalamazoo.

All weekend events are open to the public, although some events will require ticket purchase.



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