

The Hood Release

Oregon Region • Classic Car Club of America

Winter 2014

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



The Art of Harry Anderson

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

Oregon Region
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Sunshine Report	Evelyn Freedman

www.oregonccca.com

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Editor

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Moving?

Be sure to advise the membership chairman of the new address.

Sunshine Information

Evelyn Freedman
503-246-5667

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 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 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 is available on a prepaid basis. Please contact:
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Oregon Region CCCA 2014 Calendar of Events

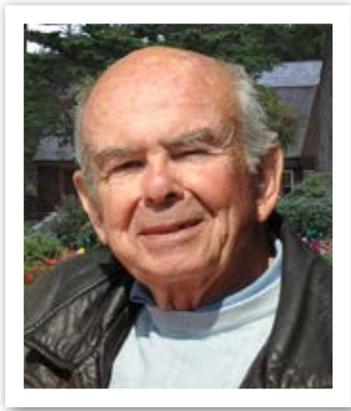
January	8	CCCA Annual National Meeting in Naples, Florida*
February	9	Valentine's Tour & Brunch at Multnomah Falls*
March	22	Day Cruise nearby Portland*
April	4-6	Portland Swap Meet
	25-27	Three day, two night tour – Route & Destination TBD*
May	10	Papa's Toys Cruise – Davis Family Collection near Forest Grove Party at Dave & Jeanette McCready's house after the cruise*
	30-1	CCCA Museum Experience in Hickory Corners Michigan
June	22	Strawberry Social*
July	20	Concours d'Elegance – Forest Grove, OR
August	3	Concours d'Elegance – Fort Vancouver, WA
	17	Lake Oswego Car Show
September	13-21	Oregon Region Fall Mini Tour*
October	3-5	Concours d'Elegance - Lake Chelan, WA
	10-12	Pumpkin Tour – Hood River Aeroplane and Automobile Museum*
	26	Halloween Party at Freedman's Garage*
November	2	Annual Meeting & Dinner*
	6	Planning Meeting for 2015*
December	7	Holiday Party at Lake Oswego Heritage House*

Monthly membership meetings are 6:30 PM the first Thursday of each month, January-October, at O'Connor's Restaurant in Portland.

* Denotes a CCCA or Oregon Region CCCA sanctioned event.

*Cover image is a 1930 Ruxton Roadster by Harry Anderson,
courtesy of Jim Pinkoski at www.harryandersonart.com.*

Director's Message



The satisfaction in stepping down for the second time as your Regional Director is not in the freedom from responsibility, but rather than in the knowledge that other qualified members in our vibrant club are willing to step into positions of leadership.

My tenure has been a pleasure. There is no organization with more cordiality, respect, and genuine close feelings.

Our admiration for classic automobiles is matched with an appreciation and interest for all things, which is one reason for the success of our tours. The tours and other events are planned and executed in detail. We travel the region to discover the natural and man-made wonders in our glorious Oregon and the entire Northwest.

Our bountiful success is also attributed to the many unselfish and dedicated members who always step up. What a group! What a club! What an honor to have served!

Rodger Eddy

Director, Oregon Region, Classic Car Club of America

Editor's Notes



We will all miss Rodger as our director. In addition to his other club duties, he ran our monthly meetings efficiently and with a considerate, thoughtful, and complimentary tone. Perhaps, when the time comes, he can be persuaded back into office for a third term!

In the mean time, please welcome John Mitchell to the director post. John has an extensive background with automobiles of all types, from dragsters to Full Classics®, which you may know from reading our summer issue. As director, John will be running our monthly membership meetings, to which everyone is invited. Please make a point of attending at least a few this year!

You may remember from the fall Editor's Note this is the "Winter Penance Issue." To stay on budget the *Hood Release* page count should be approximately 40 pages, but there were too many interesting articles and submissions during the fair-weather months. As a result, this issue has no club-member feature car article or associated historical write-up. That will resume in spring. Also, please be aware that the year for this winter issue is 2014 and that there will be no "Winter 2013" issue.

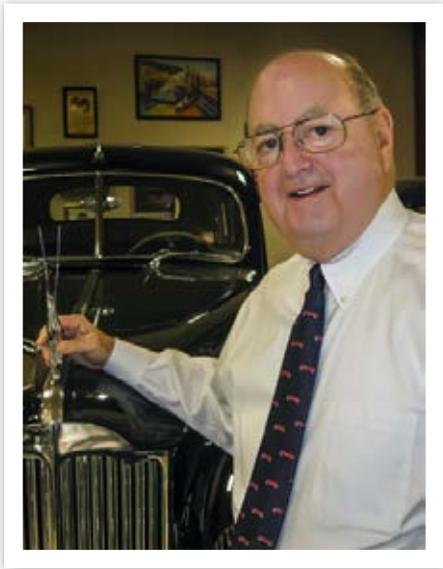
I would like to thank all those who submitted articles and photos, including our guest contributors, Jim Pinkoski at www.harryandersonart.com, for providing us with the high-resolution images from his Harry Anderson art collection and Christine Snyder for her coachbuilder article series.

Jeremy Wilson

Publication Editor

Annual Meeting 2014

A Little "News" from the National Front



We arrived in Tampa on our way to Naples for the annual membership meeting of the CCCA on Monday late afternoon; just an eight-hour trek on Southwest Airlines with a plane change in Denver. (all for the good of the cause I guess).

Drove down the old highway on Tuesday and stopped at Punta Gorda to visit a tremendous collection of muscle cars at Muscle Car City using the entire space in an original Walmart building. Then on to check in at the hotel in Naples.

Wednesday I had a couple of meetings and in the afternoon we joined the group for a murder mystery train ride and dinner. One of the best dinners we have had in a long time. More than 200 people on the train and the food was very hot and excellent, all done by one chef in a 200 square foot kitchen on the train, all from scratch.

Thursday we had our general membership meeting and election results for Board members. Believe it or not, I finally made it. I have been on the Board for almost 9 years, always in an officer capacity but never have been elected by the membership. So thanks folks, I am finally legal and could serve another NINE YEARS - Wow!

We had a short National Directors meeting at which David Johnson was elected President and they got me to continue as Treasurer, followed by a Museum membership meeting. There were some tours in the afternoon that we were not able to take part in.

Friday there were two Regional Editor and Regional Relations meetings, well attended by both Editors and Regional Directors. These, in my opinion are the most important meetings, with grass roots sharing of operational and other problems. In the late afternoon we boarded a tour boat and cruised around the area followed by a vast buffet dinner at the Naples Yacht Club. Regional awards were presented and our own John Mitchell received certificates awarding our region BEST IN THE COUNTRY for our George Potter Web Site and THIRD IN THE COUNTRY for smaller regions for Jeremy Wilson's print publications.

Our neighbors to the North were awarded first in the country in medium size regions for the print publications. Val Dickison along with Stan accepted the award on behalf of the PNR.

Saturday we finally saw some sunshine and more typical Florida weather to complement our car show in downtown Naples. As you might imagine, more than 40 fabulous Full Classics[®] were the talk of the town. About 25 of the cars were judged and at the awards banquet that evening, there were at least six 100 point cars.

Next year our annual meeting will be in Savannah, Georgia in early March; plan ahead, it will be much more affordable and interesting.

Howard Freedman

Treasurer, Classic Car Club of America
President, Classic Car Club of America Museum



2014 CCCA Annual Meeting, Naples, Florida

by Georgia Cacy

Sun drenched Naples, Florida was host city for the CCCA Annual Meeting at the Waldorf Astoria Hotel. In addition to the business meetings and Grand Classic, events included a dinner/murder mystery train ride, a tour of Muscle Car City, a visit to the Edison-Ford Winter Estate, a tour of the Collier Automobile Collection, a party with barbeque and dancing, a tour of Naples Botanical Garden with lunch at the Port Royal Club, a sight-seeing cruise on Naples Bay followed by a sumptuous dinner served at the Naples Yacht Club where regional awards were given. Oregon region garnered four awards, a first place for “Website” and three third place awards for “Activity and Performance,” “Annual Meeting,” and “Publication.” The finale was an awards banquet in the Waldorf Astoria ballroom where awards were given for the winning cars of the day’s grand classic. Thanks and congratulations to the CCCA of South Florida for hosting a great annual meeting. §



Notable at the Grand Classic was John Beebe’s 1938 Buick Special 8, 40, Convertible Coupe, Lancefield



1929 Chrysler Imperial Roadster

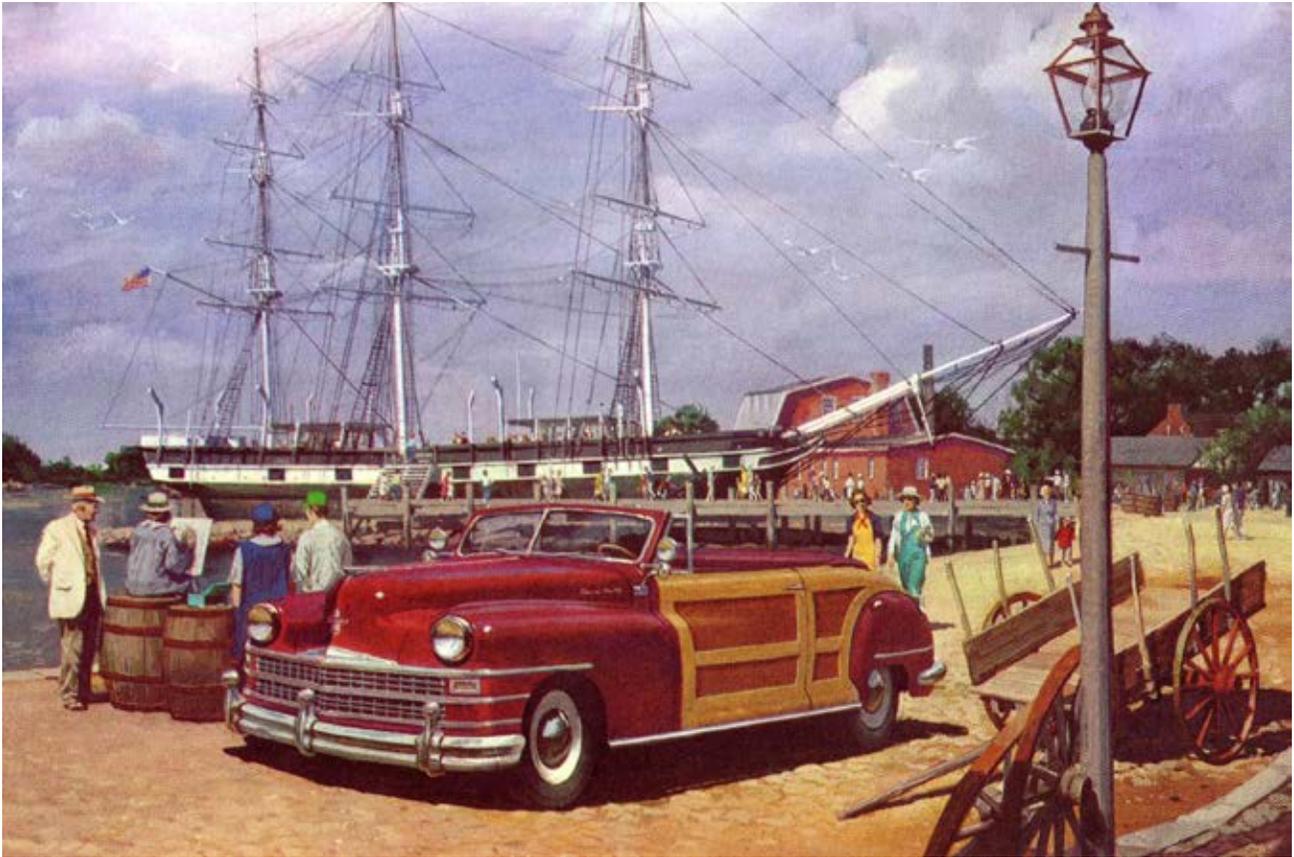
Harry Anderson, Artist Extraordinaire

by Victoria Wilson

Do you remember those beautifully illustrated car calendars from the 1960's and 70's? Exxon produced and distributed them at their service stations, along with road maps (remember them?). Well, if you ever saw or owned one of these calendars, you probably had no idea that it would become a collector's item. And you may not have known the name or reputation of the artist behind them. His name was Harry Anderson.

Born in 1906 Chicago to Swedish parents, Harry enjoyed a stable family life and showed early proficiency in mathematics. A math major at the University of Illinois, Harry took a painting class as a breather from the challenging major course requirements. Here he discovered his talent and love for drawing, and his path changed direction. He enrolled at the Syracuse (NY) School of Art in 1927 and graduated with honors in 1931. His "mid-course correction" changed forever his career and his life.

Though it took more than a year during the Depression Era to make his first magazine illustration sale, he eventually became one of America's foremost illustrators. By 1937 he began work on a national advertising campaign for Sealed Power Piston Rings; by the late 1930's and 1940's, Harry had established himself as a much sought-after illustrator for the major magazines of the day, including *Collier's*, *Cosmopolitan*, *Good Housekeeping*, *Ladies' Home Journal*, *Redbook*, and *The Saturday Evening Post*, among others. He married Ruth Huebel in 1941 and enjoyed a long and successful career illustrating for many religious publishing houses, often accepting only minimum wage for these latter efforts.



1947 Chrysler Town and Country Convertible

Harry's art earned many accolades during his lifetime, including the prestigious New York Art Directors Club Award, membership in the National Academy of Design, and induction into the Society of Illustrators Hall of Fame.

In the Sixties he began painting calendars for Esso (now Exxon Oil Company), creating beautiful images of American landmarks and featuring the classic cars of the era. Called "Great Moments in American History" and "Great Moments in Early American Motoring," these paintings are shining examples of what Harry Anderson was capable of, at a time in his life when many of his generation were in forced retirement. Only Norman Rockwell and Harry Anderson were still supporting themselves as artist/illustrators into their older age, and both artists' work reflected their high morals and fine characters.

Enjoy these early advertising images and calendar illustrations—they are outstanding and just a small sample of Harry's body of work. Harry Anderson died in 1996 at age ninety; the last of a generation of illustrators from the Golden Age of magazine illustration. His work is still circulated and loved today, especially by a new generation of young readers and artists.

I know many people who were quite well acquainted with Harry Anderson, and each describes him as a rare individual possessed of great talent, varied interests (he crafted models of ships and buggies, hooked rugs, made furniture, carved wood) and remarkable humility. He was a wonderful husband and father, and left a legacy—personal and artistic—that continues to inspire and bless others. This was always Harry Anderson's highest aim. §

All images courtesy of Jim Pinkoski at www.harryandersonart.com.



1935 Auburn Boat-tail Speedster



1932 Lincoln Convertible Sedan



1937 Cord 812 Convertible Coupe



1931 Duesenberg Custom Club Sedan

Please welcome our New Members

Brad and Hyang Ipsen of Marysville, WA	1938 Cadillac Series 90 16 Town Sedan 1940 Cadillac Series 62 Convertible Coupe 1940 Cadillac Series 60S Sedan
Lou and Myanhwa Cluster of Reno, NV	1937 Packard 1501 Club Sedan
Bloor and Patricia Ann Redding of Vancouver, WA	1927 Bentley, 6, 6 1/2 L Limousine 1938 Bentley, 6, 4 1/4 L Saloon 1926 Rolls-Royce, 6, PI Maidstone Tourer
Larry Icerman of Santa Fe, NM	1931 Willys-Knight, 6, 66B, Sport Touring
Dr. Charles Falk of Schaumburg, IL	
Peter Mullin of Oxnard, CA	1939 Delage, 8, D8-120, Convertible Coupe 1939 Delahaye, 12, 165, Convertible Coupe 1935 Hispano-Suiza, 12, J-12, D H Coupe 1937 Hispano-Suiza, 6, K-6, Cabriolet



A SCARY EVENT

by Evelyn and Howard Freedman

As night fell on Sunday, October 27 our garage was taken over by some very weird people who came to a pot luck dinner to celebrate an early Halloween party. Just take a look at some of these friends of ours to see if, in some cases, you can even figure out who they are or “are not”.





While our garage is just that, a place to park some cars, this night was a change. We had seating for more than 40 gobblins - holiday orange table cloths, lots of seasonal decorations all over the place and a full house by 5:30.

The food table was overflowing with several dishes of handmade very authentic Sushi, potato and bean dishes, a fresh cut turkey, nuts, fruits, several salads and more than a dozen deserts including two traditional pumpkin pies - George Riehl special.





There was a big hot pot of fruit spiced wine, my own blend of 35 cups of coffeeeeeeee (I don't know what I am doing when I pour in the grounds) but it all seems to have disappeared so it must have been OK.

Following dinner we did our usual silent auction of "stuff" that people wanted out of their garages and homes so it ended up on a couple of tables and people bought raffle tickets to place for their heart's desires. Believe it or not, we came out with \$77.00 to help offset over \$250.00 in Club expense to throw this wing ding. We just can't make the numbers work all the time so thanks for paying your dues to help offset some of our fun expenses.

And better yet, mark your calendar for next October to make sure you and your family come help us get an early start on Halloween. §



“The Experience”

May 30th – June 1st, 2014

You are invited to participate in the Classic Car Club of America Museum Concours. “The Experience” features all Cadillac and LaSalle automobiles through 1962 and all CCCA Full Classics®, which will be judged in separate divisions. The dates are May 30 - June 1, 2014. This Celebration is being held at the Classic Car Club of America Museum on the grounds of the Gilmore Car Museum campus located near Kalamazoo, Michigan.

While we have a full weekend planned, the Experience Concours will be on Sunday, June 1. No Club affiliation is required to participate in the “Experience”.

You may download an entry application at www.cccamuseum.org. Complete one entry form for each car you intend to bring to the Experience and mail it along with the required entry and event fees.



Cadillacs!
LaSalles!
Full Classics!

May 30
Country Tour!

May 31
Grand Classic!

June 1
The Experience!

The Classic Car Club of America Museum

THE CCCA MUSEUM BOARD OF TRUSTEES

REQUESTS THE PLEASURE OF YOUR COMPANY AT THE

2014 CCCA MUSEUM EXPERIENCE

THIS YEAR'S EXPERIENCE WEEKEND WILL TAKE PLACE May 30 - JUNE 1, 2014

AT THE CCCA MUSEUM IN HICKORY CORNERS, MICHIGAN*

THE THEME FOR THE 2014 EVENT IS ALL CADILLACS/LASALLES THROUGH 1962

AND A GRAND CLASSIC FOR ALL CCCA FULL CLASSICS®

You may download the entry application at cccamuseum.org.

*Located on the grounds of the Gilmore Car Museum where you can enjoy seven partner museums housing 500 quality automobiles, motorcycles, steam era vehicles, and much more.





Mahogany & Merlot (Shades of Summer)

by Sylvia Potter

We headed out October 3rd, 2013 on a gray Thursday afternoon with a soggy Portland slowly disappearing in the rear window of Howard Freedman's very comfortable 1948 Cadillac 8, 75 Imperial Limo. We were headed for Lake Chelan, Washington and a Classic Boat, Car and Race boat Show.

We stayed over night in Yakama, Washington and Friday morning after some discussion between George & Howard about the best route to take we headed up Hwy 82, arriving at Lake Chelan Resort about noon. Our rooms were very nicely decorated and right on the lake; just had to go out





our patio door and down to the sandy beach. The grounds were beautifully landscaped, flowers blooming everywhere.

That evening we had hors d'oeuvres and wine at the marina next to the resort. We hardly saw George, he was so enthralled with the classic mahogany and race boats. He said they were mostly from the thirties and forties and beautifully restored. The one he was most impressed with was a wooden race boat built in 1917 and equipped with a V12 airplane engine adapted for the boat.

Saturday morning had George and Howard out shining up the Cadillac for the show. That is a car that gets lots of attention, both from other car enthusiasts and the general public. After getting the car in place they watched the classic race boats compete. Evelyn and I had a relaxing morning then met for lunch and did some power shopping in the afternoon. That night dinner was a banquet at the resort the theme was "Shades of Summer", with good food and lots of bright colored shirts and beach decorations. We each got a pair of souvenir sun glasses. Howard was awarded a bottle of local wine for his participation in the event and as we all know he doesn't drink so of course the wine went to me by default, Yum!

We were on the road early Sunday morning and this time we took Howard's route home! It was a really fun weekend. Maybe next year more club members will make the trip with us. I highly recommend it!!! §



Holiday Party 2013

by Georgia Cacy

The Heritage House in Lake Oswego was bedecked with beautiful quilts on display, lights, and a festive tree as forty-eight members and guests of the Oregon Region CCCA gathered on December 8 for the annual Holiday Party. During the social time all were treated to a solo rendition of “Oh Holy Night” sung by Diana Lawrence and accompanied on piano by Gayle Gaddis. Incoming Director, John Mitchell, gave welcoming remarks, presented a “Past Director” pin to Rodger Eddy and introduced new members, Bloor and Pat Redding. Tables featured charming nutcracker centerpieces and a buffet-style potluck dinner was enjoyed by all. §





(Holiday Potluck continued)

Annual Banquet and Membership Meeting

by Evelyn Freedman

On Sunday, November 3, 2013 we enjoyed an excellent social hour and dinner at the Riverside Golf and Country Club with more than 45 of our members and guests.

While typical Fall weather was dripping rain and mist all over our area, a few Full Classics® were in attendance which helped to assure our crowd that they were at the right location.

As usual, our long time Regional Director Rodger Eddy did a splendid job of leading us through the after dinner business of bringing the crowd up to date on our activities during the past year as well as introducing the slate of officers for our 2014 business year.

John Mitchell will be our new Director, Georgia Mitchell will lead our activities and Larry Cox, Howard Freedman, Chris Cataldo and Bob Earls will continue with their respective positions.

Quentin Robbins retired as Board member at large, after many years of service to our Board with his brilliant observations, and Larry Schick will take his place. We are pleased that Larry will add his expertise to our Club management.

Following our dinner meeting we were really overwhelmed by the stories that Anastasia (Suzie) Choban spoke about as a child in Greece during its occupation by the Germans during World War II.

It was easy to understand the many tears that were evident listening to this amazing lady and what she and her family went through and how she became so educated with a physics teaching degree; what tenacity.

George added many comments to fill in some special feelings. What a wonderful couple and we are so fortunate to have them with us in our family! §



Photo taken in 2012 in Greensburg, Indiana

A Short History of a 1937 Packard 12 1508 All-Weather Town Car LeBaron

by Larry Pumphrey, with Foreward by Rodger Eddy

This 1937 Packard 1508 All Weather Town Car, once owned by our Region co-founder Richard Gross, is currently owned by CCCA member Larry Pumphrey of Greensburg, Indiana.

Richard Gross received the following history from Pumphrey and passed it along for the Oregon Region to recall some of the early glory days of the club and Richard's part in it.

Pumphrey has thoroughly researched the car's history, revealing a common thread of multiple ownerships and restorations that many an owner would wish to have for his own car. Pumphrey believes this All Weather Town Car to be the only one remaining and quite possibly the only one built.

The car was sold new by the Jenkintown, Pennsylvania Packard dealer, Waller Motors to Zelia Carnill, probably the dealer's mother-in-law. After her death in 1940, it returned to the dealer and sold to a member of the Pitcairn family of Bryn Athyn, Pennsylvania. Probably the owner was Harold Pitcairn, founder of Pitcairn Aircraft, and youngest son of PPG Industries founder John Pitcairn, Jr. Harold's son, Stephen, who died in 2008, furnished the above detail.



Photo taken in 1991 in Temecula, California

The car was next sold to Samuel Philip Steen of Chatham, New Jersey, in 1956, for \$250, although the car when new listed for \$6,130, being the most expensive Packard of the year. Steen thought the car might have been owned briefly by college students, but he thought he may have purchased it from a Pitcairn family member. The car then was in good shape and drivable, but he restored the car and finished it in black, although it had originally been, tan ("dove grey") with a tan top. He also did some work on the heads, rings, and valves. Steen, on the original CCCA board and a member of the classification committee, drove the car in 1956 or 1957 from New Jersey to Milwaukee, Wisconsin on a CCCA Car-a-van that stopped at the Wisconsin State Fair. Mobil Oil sponsored the Car-a-van and provided free gasoline to participants who passed Mobil stations. Steen then drove through Illinois and on to Florida, and recalled that he averaged 6 miles per gallon.

In 1953 Steen sold the car to Richard Gross (then 22 and now 77 years old) who lived in the Northeast Bronx area of New York, for \$1200 in a sale facilitated by Bob Turnquist of the club. Gross drove the car into New England a few times as well as on the Greenwich House Car-a-van, which was attended by several CCCA founders, including the sculptor who made up the CCCA



Richard Gross

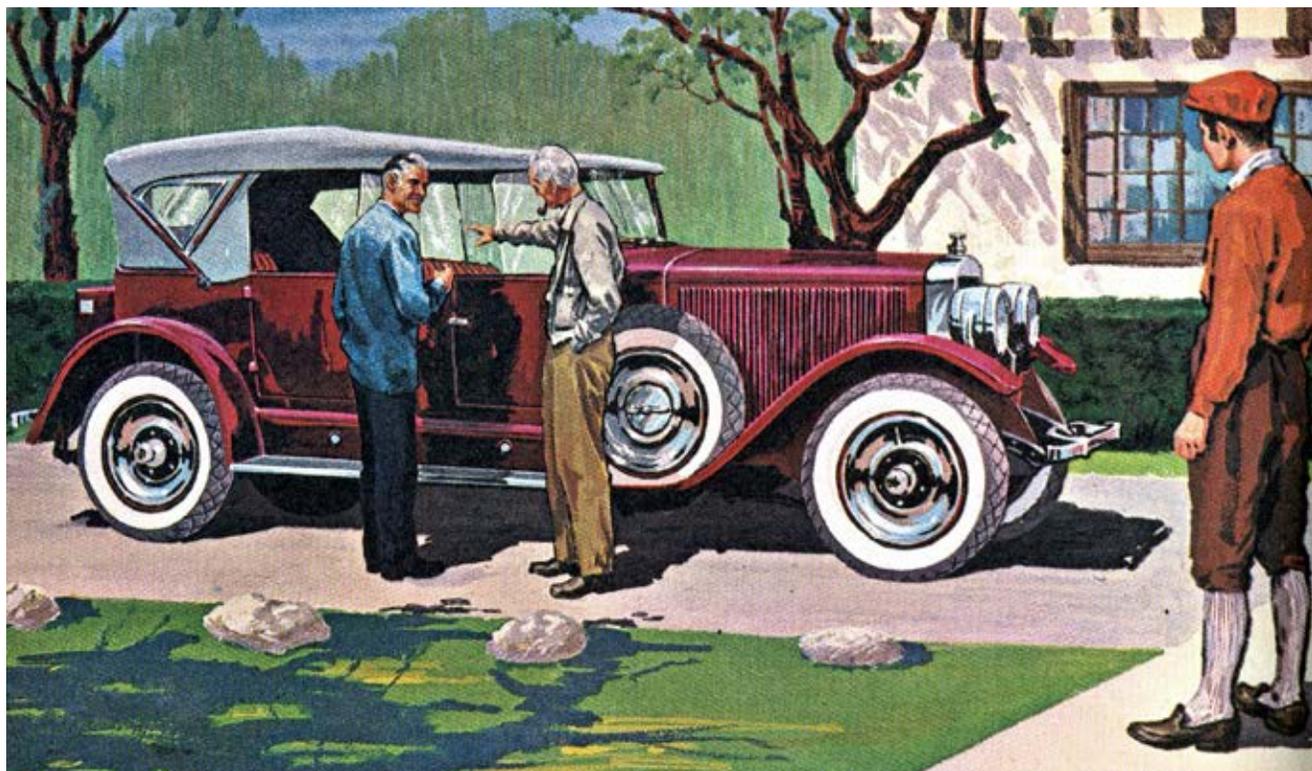
badges. Richard said the car had a good paint job and excellent upholstery at the time. Richard owned the car for two and one-half years, selling in 1960 to Les Hartman from Wisconsin for \$1250 in 1960. Hartman was moving to Arizona, and two men picked up the car from the Gross home and drove it to Arizona.

Hartman sold the car in July, 1969 to Guy Apple of Mesa, Arizona, who owned Apple Trucking Company of Phoenix, and he traded the Packard to Gulf Florida Terminal Company of Tampa, Florida for an over-the-road tractor. In July, 1976 the Packard was acquired by Wind River Trading Company, although the title had never been transferred by Apple. In November, 1976, the car was purchased by Don Harter of Holmdel, New Jersey. J.F. Zagaria, president of Wind River, arranged for Apple to sign over the Arizona title directly to Harter. During Harter's lengthy ownership the car was almost completely restored. Hibernia Auto Restoration (Bob Turnquist's shop) restored the engine and chassis, with refinishing by Stone Barn Restorations in New Jersey. New high speed rear gears were installed along with high compression cylinder heads.

Harter sold the car in 1997 for \$55,000 to Harry Clark of Temecula, California who commissioned Custom Auto Service to complete upholstery and final details. Clark placed the car on display at the Murphy Museum in Oxnard, California, and showed it at the Pebble Beach golden anniversary in 2000.

Clark sold the car in a package deal in 2007 to Phil Kuhn of Oostburg, Wisconsin, a principal in the Chicago Auto Auction. Depending on proportionate values of the two cars in the sale, the price for the town car was between \$125,000 and \$140,000.

Kuhn sold the Packard in August, 2011 to Larry Pumphrey who completed a thorough detailing, correcting several authenticity issues. The car carries CCA Senior Badge 2333. §



1925 Production this year: 3,735,-171 passenger cars, 530,659 trucks and buses.

For the first time, more closed than open models were sold.

General Motors acquired control of Yellow Truck & Coach Manufacturing Co.

Oldsmobile introduced chromium plating.

A.C.F. acquired Fageol Motors Company of Ohio and moved operations to Detroit.

General Motors Truck Company introduced a one-ton truck, the first truck to have four-wheel brakes.

Elwood G. Haynes, Joseph J. Cole and Edward and Harry Lozier died.

Paul G. Hoffman became vice president of Studebaker, in charge of sales.

Maxwell-Chalmers was reorganized as Chrysler Corporation.

A Duesenberg Special, driven by Peter DePaolo and Norman Batten, set a new record (101.13 m.p.h.) in winning the Indianapolis Speedway Sweepstakes.

Ford production exceeded 9,000 a day.

Fisher Body acquired Fleetwood, a custom body-building company.

More than 150 electric railway systems were now operating motor buses.

The 25-millionth U.S. motor vehicle was made.

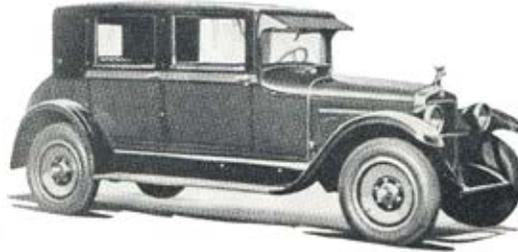
A national chain of drive-yourself stations was established.

Ralph Mulford drove a Chandler 1,000 miles in 689 minutes, a record.

Bumpers, front and rear, were now standard equipment.

New makes this year: Acorn, Ajax, Astor, Backhus, Bauer, Barver, Buck, Diana, Eastern Dairies, Harrie, Julian, LaFrance-Republic, Majestic, Mayfair, Morrissey, O.K., Titan Vim, Wright.

1925—Wills Sainte Claire had balloon tires.



1926 Production this year: 3,783,-987 passenger cars, 516,947 trucks and buses.

E. G. "Cannon Ball" Baker drove a two-ton GM truck, carrying a capacity load, from New York to San Francisco in record-breaking time of five days, 17 hours, 30 minutes.

Hudson offered a steel body.

Packard offered hypoid gears.

Ford announced plan to discontinue manufacture of Model T, of which 15-million were manufactured.

Automotive Daily News began publication.

The Pontiac, companion to Oakland, was introduced.

General Motors bought out Fisher Body Corporation.

Ford inaugurated five-day week.

Harold S. Vance became vice president of Studebaker, in charge of engineering and production.

All outstanding Nash preferred stock was retired.

1926—The first Pontiac had rubber engine mounting.



From A Chronicle of the Automotive Industry by Automobile Manufacturers Association, 1952

Dr. Graham Edgar invented the octane scale.

Chrysler offered adjustable front seats.

Chandler offered one-shot lubrication system.

Hot water car heaters were introduced.

Ned Jordan, president of Jordan Motor Car Company, changed automobile advertising by shifting emphasis from statements of technical details to descriptions of the pleasures of driving. His copy, under such famous headlines as "Somewhere West of Laramie," was widely quoted and emulated.

Frank Lockhart, driving a Miller Special, won the 14th annual International Sweepstakes at Indianapolis Speedway.

New makes this year: A.C.F., Casco, Elysee, Erskine, Falcon-Knight, Hertz, Lehigh, Nebraska, New York, Old Reliable, Oshkosh, Pontiac, Saf-T-Cab, Stein-Koenig, Werner Truck, Whippet.

1927 Production this year: 2,936,533 passenger cars, 464,793 trucks and buses.

Cadillac introduced the LaSalle V-Eight.

The Fageol brothers organized Twin Coach Company.

Robert P. Page, Jr., became president of Autocar Company.

Mack adopted vacuum brake booster and four-wheel brakes on trucks and fire engines.

Carl Breer began study of aerodynamics in relation to automobile body design, which led to "Airflow" design and monocoque type of body and chassis construction.

Graham-Paige Motors Corporation succeeded Paige-Detroit Motor Car Company.

Studebaker celebrated its Diamond Jubilee.

George Souders, in a Duesenberg Special, won the 500-mile Sweepstakes at Indianapolis Speedway.

After the last Model T came off the assembly line on May 26, Ford production was halted for six months to prepare for Model A.

General Motors stockholders received \$134,836,081 in dividends.

Nash announced that employees owned \$20,000,000 worth of stock.

An electric drive with no gear shift was developed by E. M. Frazer.

Packard built 500-acre proving grounds with 2½ mile concrete oval test track, at Utica, Mich.

Charles Jasper Glidden and Asa W. LaFrance died.

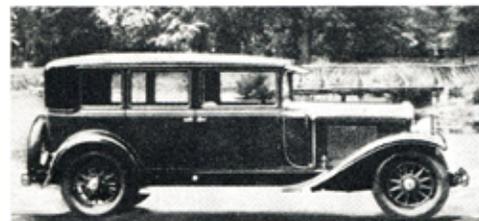
Chrysler shareholders received \$10,000,000 in dividends.

Concrete mixers, mounted on White heavy-duty trucks, appeared on the Pacific Coast.

Lockheed introduced an internal hydraulic brake system.

General Motors' portion of total production rose from 19% to 43%.

New makes this year: Ahrens-Fox, Calvert, Cavalier, Divco, Durant, Graham-Paige, Independent, LaSalle, Nevin, Omort, Rugby, Star-Flee Truck, Twin Coach, Valley Dispatch, Wolverine, World.



1927—The first LaSalle.

Years 1925-27 are shown here. 1928 through 1948 will be included in subsequent issues.



1936 Hispano-Suiza J12, Coachbuilding by Fernandez & Darrin

After Hibbard, What's Next for Darrin?

by Christine Snyder

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If you remember in our last issue, Tom Hibbard and Howard "Dutch" Darrin had a very profitable coach building enterprise in Paris until the worldwide depression in 1929. In 1931, Tom Hibbard returned to the U.S. to go to work for the General Motors styling department. What happened to Dutch Darrin? Howard Darrin decided to stay in Europe with hopes of staying in the custom coach building business. To his fortune he ran into a gentleman at a 1932 concours d'elegance, a wealthy financier who was interested in a partnership—a Mr. M. Fernandez. Mr. Fernandez had many interests, and so did not have a lot of time to devote to the custom body business. He did have, however, enough money and a modern factory, so that Darrin could devote his time to the design and supervision of custom coach building. Fernandez also had the capital to buy, in advance, chassis such as Rolls-Royce and Hispano-Suiza, and have them ready—something Dutch and Tom Hibbard were never in a position to do. Fernandez and Darrin bodies were made with Brazilian ash with forged braces. Since, unlike most of the Hibbard & Darrin cars which were made of cast aluminum because they were exported, the Fernandez & Darrin automobiles



1936 Hispano-Suiza J12, Coachbuilding by Fernandez & Darrin

stayed on the continent, so climatic differences weren't a problem, and wood frames were best for their purposes. Cost was never an object at Fernandez & Darrin.

Decisions were made dependent on what was best for each situation, with a complete disregard for cost! Wind screen frames were brass castings, moldings were made from heavy brass bars to withstand shock. They manufactured their own bumpers of their own design, because they were not satisfied with any of the others. Fernandez and Darrin cars were known for their higher degree of safety. In their shop great thought was always given to beauty, utility and safety. During the six or so years of the Fernandez and Darrin association, custom coach work was built on Duesenbergs, Hispano-Suizas, Rolls-Royces, Bentleys, Mercedes-Benz, Voisin, Maybach, Delage, Delahaye and Packard. Their production rate averaged one to two bodies per week, with a maximum of 200 employees.

Fernandez & Darrin won many awards for their outstanding bodies. However, by 1937, as war was looming in Europe, America, and California in particular, looked favorable to Dutch Darrin, both economically and climatically. Dutch had already found many friends among the Hollywood elite, so this was a natural move for him. Another influence on Darrin to stay in America and build cars was the 810 Cord, one of which he bought and admired for its beauty, styling and workmanship. Dutch found Rudy Stoessel and Paul Erdos, past masters in coach building, and together they opened the "Darrin of Paris" coach building firm. They rented an old bottling works on Sunset Strip,

and proceeded to fix the place up. However, they ran out of money before they could replace the broken plate glass windows. So they placed a plywood partition ten feet behind the store front and displayed their new cars in the open. This turned out to be a great marketing move, as it allowed people to view the cars at their leisure and convenience without pushy salesmen around. (Can you imagine doing that today on Sunset Strip!)

Darrin concentrated on Packard, knowing that by lowering the radiator, he could make a beautiful custom bodied 120 with little change in the basic structure. The first was built for actor Dick Powell. Darrin also got the Packard Motor Car Co. to approve the Darrin-Victoria for production. It was put into the Packard catalogue, but because Darrin's production was limited, dealers had to agree to keep any Darrin they had on their floor for 30 days, whether it was sold or not. The company admitted that dealer showroom floor-play increased 300 percent when a Darrin was on display.

Darrin wanted to increase its production, so Dutch got together with Auburn-Cord President Roy Faulkner, and they built Packard Darrins in Connersville until Auburn closed their automotive division, after which the operation was transferred to Cincinnati, using the plant of Sayers and Scovill, the hearse and limo builders.

Clark Gable bought one of the Darrin Packard-Victorias, but quickly asked to return it, because with its low doors, he couldn't keep fans out of the car. It was through his acquaintance with Gable that Dutch met the Countess Dorothy Di Frasso. That gave him the opportunity to build his proudest achievement. The Countess was a great rival of Constance Bennett, the film star, and wanted a car to rival Ms. Bennett's Rolls-Royce, with a cane work passenger compartment. Darrin built a body on the Countess' Phantom Rolls chassis. It was aluminum and was so smooth it didn't need an undercoat, and could have easily been left unpainted and just polished. It was the most beautiful body Dutch had ever seen Rudy and Paul design, and the best constructed. It was subsequently used in the movies, as well as in many Springs Mills ads.

About this time WWII broke out and Dutch Darrin became involved in the war effort. After the war ended, Darrin became involved with several designing projects, including Crosley, Kaiser-Darrin, Henry J, and Panhard, as well as his own Darrin sports car. However, none would ever receive the acclaim that his beautiful Fernandez & Darrins or Packard-Darrins did. Howard "Dutch" Darrin had reached his zenith in the classic era. §

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