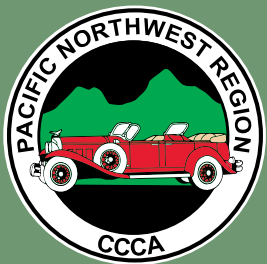


BUMPER GUARDIAN

Spring 2020



1929 Franklin Speedster

Owned by Craig & Whitney DeVine

PNR CCCA & Regional Events

Black type events are sponsored by the PNR. Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.

May TBD - Auburn High School Auto Shop

PNR Contact: Craig Devine

July 4th - McEwan's Annual Parade

Location: Yarrow Point; PNR Contact: Al McEwan

July 18th - 14th Annual Auto Angels

Location: Bellevue; PNR Contact: Bri

July 19th - Forest Grove Concours

Location: Portland, OR; PNR Contact: TBD

July 26th - PNR-CCCA Grand Classic

Location: Dochnahl's; PNR Contact: Stan Dickison

August 3rd - Motoring Classic Kickoff

Location: Kirkland; PNR Contact: Val Dickison

August 16th - Pebble Beach Concours

Location: Monterey, CA; PNR Contact: TBD

September 5th - Crescent Beach Concours

Location: Surrey B.C.;

PNR Contact: Colin & Laurel Gurnsey

September 12th - LeMay ACM Gala

Location: Tacoma; PNR Contact: Jerry Greenfield

September 19th - Medic 1 Hangar Gala

Location: Boeing Field; PNR Contact: John McGary

November 4th - Annual Meeting

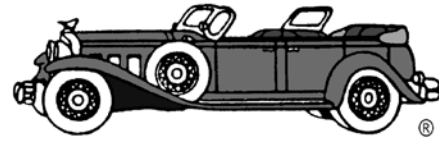
Location: Kirkland; PNR Contact: TBD

December 13th - Holiday Party & Awards

Location: Seattle; PNR Contact: Frank Daly

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CCCA National Events



2020 Annual Meeting

March 25 - 29..... Valley Forge, PA

National Concours d'Elegance

February 7-9 Boca Raton, FL

April 17-19..... Tampa, FL

Grand Classics®

March 13-15..... Rancho Santa Fe, CA

June 25-28 TDB Ohio Region

July 26 Renton, WA

September 19-21..... Connor Prairie, IN

October 31 Hilton Head, SC

CARavans

May 5 - 14 Can-AM Tour New York & Ontario



Director's Message

Greetings Fellow **Classic** Enthusiasts!

Wow, how rapidly and dramatically things can change! It seems like yesterday that a significant number of PNR Members gathered at Kim Pierce's Arizona home while we were down in

Arizona for Auction Week. Kim put on quite a party, and we thank him and Kristy heartily! We enjoyed the daily parties and auction previews in blissful ignorance of coronavirus, although it was no doubt wending its way across the Pacific, or more likely had already arrived in Washington State.

'Classic' values were once again for the most part depressed, continuing a multi-year trend. Yours Truly in a moment of weakness did add a splendidly restored 1932 Cadillac V-16 5 passenger sedan to his collection.

I returned to Arizona on the 17th of February – those were the 'good old days' when toilet paper was readily available and sitting on an airplane cheek to jowl with

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Pacific Northwest Region Classic Car Club of America

The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was founded in 1963.

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Board of Managers' Meetings:

1st Wednesday at
The Danz Garage, Totem Lake, Kirkland
5:00 Social Gathering, 6:00 Dinner/Meeting.
Minutes on the web and available upon request.

Membership:

Regional membership is available only to Classic Car Club of America National members.

Advertising Policy/Rates:

The Bumper Guardian will print classified advertising free of charge to members on a space available basis. Display advertising rates are available on a prepaid basis only.

On the Front Cover

1929 Franklin

Speedster

Owned by:

Craig & Whitney DeVine

1929 Franklin Speedster

Owned by Craig & Whitney DeVine



*"To know what Franklin offers, drive the car -- experience the famous airplane feel."
Saturday Evening Post June 17, 1929*

My late father Richard DeVine and I decided to buy a Franklin together in 2014. We started by pursuing a particular 1925 Franklin that has very special family history... the real motivation behind our interest in Franklins. In the end though, after finding that our desired '25 Franklin wasn't available and looking at numerous others, we found this beautiful 1929 Franklin Speedster by Dietrich in Layton, New Jersey, and it's the handsome Franklin we own today.

The earliest known history of this Speedster begins in 1968, where it was advertised for sale near Madison, IN in Hemming's Motor News. Henry Gray of Bloomington IN saw the ad, drove south to inspect the car and decided to purchase it. He towed the Speedster home with a Volvo, but once home, was able to get it running. Though it ran and drove, he found the engine and transmission were in pretty bad shape. He rebuilt the engine, transmission and brakes, along with some other basic body work to keep rain out, and drove the Speedster regularly in that basic condition for nearly two decades. When found in 1968, the body color was a light grey... not a factory color offering. In 1929, the first year of Speedster production, the cars were offered in red/black, green/black and opal cream/black two-tone combinations. Mr. Gray said that he found some green interior remnants, suggesting the original color combination of the was the green/black.

After enjoying the Speedster as a regular driver for about two decades, in August of 1989 Mr. Gray decided that this custom Dietrich design automobile deserved a professional restoration. Henry was friends with young Tom Rasmussen of Odessa Restorations of Spring Lake Park, MN. They began a snail-mail discussion of how this car could be restored at





a reasonable cost. One of the most interesting things provided in the purchase of the car from was the prolific exchange of letters between Mr. Gray and Mr. Rasmusson as the restoration progressed. In the first letter from Mr. Gray dated August 30th, 1989, he listed all the things that would be done, with a goal of completing Phase 1, the restoration of the mechanics by the spring of 1990, and Phase 2, the body and interior restoration by the spring of 1991. Mr. Rasmusson at Odyssey Restorations replied to Mr. Gray's initial letter on October 2nd... *over one month later!* What a different world it was before the internet where today, reply time is often expected in minutes! And as an additional note... today, Tom Rasmussen and Odyssey Restorations are well-known as one of the best Franklin restoration shops in the US.

Mr. Gray was a capable mechanic, and sent many letters with highly specific instructions on the mechanical restoration. By the spring of 1990, the mechanicals were done: the engine rebuilt, the brakes redone, the chassis components refreshed. One interesting change was the addition of a 1931 fan on the front of the engine. Improved design of the cooling fan blades in '31 added 10 HP to the power delivered to the wheels. The car's mechanical restoration was road-tested in May of 1990. A long punch list of fixes was created, but the car was headed in the right direction.

Mr. Gray drove the car for a few summer months, while, plans were finalized for Phase 2... the body and cosmetic restoration.

In the fall of 1990, the body restoration was started. Reading through the letters reveals... as in so many restorations... just how many more repairs were needed than the owner expected! A collision in the left rear contributed to a number of hours of unexpected repairs, and the condition of the long front fenders was too poor, and they were replaced with some of the last 1929 fenders that could be found. Woodwork in several places was rotted and had to be redone. As always, the network of Franklin enthusiasts contributed greatly to locating all the needed replacement parts.

One of the interesting exchanges between the owner and the restorer was about the color selection. While this particular Speedster was originally delivered in the green/black combination, Mr. Gray wanted the brighter, opal cream option. As we all know, the particular shade of color can either look wonderful on a car, or in the other cases, look not quite right. In the face of several counter proposals from the painters, Mr. Gray had very strong and well-developed opinions about which shade would best match the opal cream color from 1929. Back and forth they went about paints and shades and chips and brands! Mr. Gray finally insisted on the color identified as "1973 Ford 6E", the striking and sporty color on the car today. That Opal Cream really does look wonderful against the black fenders. As Mr. Gray firmly stated... "if nothing else, it is the color that opal cream *should* be!" Final painting was finished in the spring of 1991 in time for the car to make its first

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appearance to the Franklin community at the Franklin WestTrek meet in 1991.

Like all Franklin cars, this '29 Speedster has many design features characteristic of the design goal of the Franklin brand... a "scientifically light weight" car. This '29 Speedster features the famous air-cooled engine, and an all-aluminum body... both helping to reduce the weight of the car. The 274 cubic inch 95 HP engine is linked to the wheels by way of a 4-speed Detroit transmission, and the brake system is hydraulic. The full elliptical springs give the car a very smooth ride... some say one of the best rides of all Classics of that era. And it cruises comfortably at 60 mph... partly because the '29 Speedsters had one of the highest rear end ratios of all Franklins... 3.92.

In order to attract more buyers, in 1929, Franklin hired Raymond Dietrich and Frank DeCausse to design and build custom-bodied Franklins that would compete with Pierce Arrow, Packard, Cadillac and LaSalle. All 1929-1932 Speedsters were bodied by Detrich. The Speedster body was designed to be a more-sporty car at the top of the Franklin line. Speedsters were produced from 1929 to 1934, and in '29 sold for \$3,375... about \$900 more than production model Franklins. But as a custom-bodied car, it was less costly than other custom-bodied cars... the Locke Convertible Sedan at \$6,350, or the Derham Club Sedan at \$6500. Speedsters were designed to look like a convertible, but in fact it wasn't until 1930 and 1931 that the Speedster was actually offered in a convertible version. Best estimates are that a total of about 500 Speedsters were produced before the Franklin Car Company declared bankruptcy in 1934. Only about 37 Speedsters are known to exist today.

Shipping the Speedster home to the Seattle area in December of 2014 made for an amazing story. The trip across the US began by carefully loading the car in an enclosed commercial trailer. In a terrible moment on the snowy Minnesota interstate, the hired driver spun out of control! It was quite a crash, but neither the truck nor trailer over-turned. Fortunately, the crash occurred near Spring Lake Park, MN, where Odessy Restoration is located! It was an amazing coincidence that the folks who had restored the car back in 1990 were so close by, able to check the car out and give it a clean bill of health. Having seen his life pass before his eyes, the first driver quit. Happily, we were able to find another driver who safely completed the delivery.

We have enjoyed taking the Franklin to some great Classic Car events. In 2016, the PNR CCCA invited the Franklin to the Coming-Out Party at the Lynwood Convention Center. Also that year, the Franklin was shown at the CCCA Grand Classic in Sequim, WA. There the Franklin took 2nd Place in the Custom-Bodied Class. The Speedster was invited to the Crescent Beach Concours in both 2017 and 2019, taking 2nd place in the Classics division both years. ~ Craig DeVine



The Franklin Love Affair

In the late 1930s, my father Richard DeVine courted my mother Clare in a 1925 Franklin Series 11A also known as a "Doctor's Coupe."



Craig DeVine (20 yrs old) with the Franklin his father once owned. Near Port Angeles, WA.

On the back of this old photo, the current owner of the Dad's Franklin wrote that someday, when he decided to sell the car, he'd give us the opportunity to buy it.

So in 2014, Dad and I decided that we'd become partners and try to purchase the Franklin as it had such special family history! We joined a Franklin gathering one weekend in Port Angeles, and had a great drive in Dad's old car as well as many other Franklins, too.

Well, our plans to acquire that car didn't get far, as the current owner was still enjoying driving the Franklin Doctor's Coupe, and wasn't quite ready to part with it!

So together, Dad and I began a search for another Franklin car. That search led to an advertisement on the Franklin Car Club website... where a beautiful 1929 Franklin Speedster was for sale. In November of 2014, I made the trip to New Jersey and purchased the car.

The emotional connections to the '25 Franklin are wonderful, but the 1929 Franklin Deitrich Speedster is a really fabulous car that has some great advantages for us. And someday, maybe... the '25 Doctor's Coupe will be for sale.



"Franklin cars have always been economical in the consumption of gas and wear on tires, due to the scientific light weight that has been so carefully designed and built into them. Gasoline mileage alone does not satisfy the motorist, the car owner now desires to know about the cost of upkeep over a period of years, for he has come to realize that upkeep may become the most expensive part about his car."

~ Herbert Franklin

The Syracuse, NY firm built America's most successful air-cooled automobile, with its first innovative air-cooled motorcar in 1902 and continued production until 1934. Of the 150,000 Franklins built between 1902 and 1934, it's estimated that about 3,700 have survived. Many automotive engineering firsts can be claimed by the Franklin Car company including:

- Float fed carburetor
- Full elliptical springs
- Automatic spark advance
- Pressurized lubrication (1912)
- Aluminum pistons
- First 6-cylinder car (1905)
- Hemispherical combustion chamber (1908)
- Heated intake air (1913)

Following the closure of the Franklin Car company in 1934, the Franklin engine continued to be in production by the Doman Marks Company, and later the Aircooled Motors Corporation. From 1937 through today, Franklin designed air-cooled engines powered airplanes and helicopters all over the world. In 1948, Tucker Car company installed water cooled versions of Franklin engines in to the famous Tucker car. Even today, the Franklin Engine Company still makes Franklin aircraft engines!



1925 Series 11 Sport Runabout

This convertible is commonly referred to as a "Boattail" due to the tapered rear deck. Parisian designer J. Frank deCausse was hired by Franklin to design the entire offering for the new Series 11. The results were

groundbreaking with designs so far ahead of their time, they remained virtually unchanged for 4 model years. While the new deCausse styling added a powerful look, the Series 11 Franklins retain the Wilkinson feel – light & agile. Franklin steering and front axle mechanisms were sought-after by race car builders of the 1940s for their precision and light weight.



1930 Speedster by Dietrich

Making its debut in the summer of 1929, the Franklin Speedster was designed by Raymond H. Dietrich. Early models were equipped with a 3.92 rear axle to help it live up to its name. A Convertible

Speedster was also offered for the 1930 and 1931 model years. The low profile, 'Torpedo' style bodies provided intimate accommodation for four. A 1930 Speedster was famously driven by Colonel Lindbergh and a 1931 by Captain Frank Hawks, whose transcontinental speed record of 12 hours 25 minutes 3 seconds broke the prior record set by Col. and Annette Morrow Lindbergh. The Franklin Club records list 31 enclosed Speedsters (L27s) and 6 Convertible Speedsters (L8s/L40s).

The Gilmore Car Museum at Hickory Corners is home to exceptional collections from several partner organizations including the CCCA, Pierce-Arrow, Franklin, Ford, Cadillac-LaSalle and Lincoln. These two cars reside in the Franklin Automobile Collection at the Gilmore Car Museum. Definitely worth a visit! This information has been reproduced with permission from the H.H. Franklin Owner's Club.

Automobile Power Plant Innovations

By Raymond Loe

Much has happened in the automotive industry since 2012 when we last featured a Franklin in the Spring issue of the Bumper Guardian. In eight short years, the number of hybrid and total-electric cars sharing the road with conventional internal combustion engine (ICE) powered cars has grown dramatically. In fact, at the time of this writing, Tesla's value has surpassed \$100 billion. At that level, it is worth more than Volkswagen, the world's biggest carmaker by volume.

Almost 100 years ago, when our cover car was built, the Franklin Automobile Company was also intent on improving the automobile engine through the use of air-cooled technology. Interestingly, at that time, 40 percent of automobiles in the United States at were powered by steam, 38 percent by electricity, and 22 percent by gasoline and the vast majority of gasoline engines were water-cooled. How did it come that for most of the 20th century ICE-powered cars ended-up dominating the market? And why did air-cooled ICE powered cars fall out of favor?

Steam: The years leading up to World War I, were the heyday of the steam-power with well-over 120 companies making steam-powered cars. By the time the Classic Era was in full swing, the companies manufacturing steam-powered cars had dwindled to less than 30. Doble (1924-1931) was one of the last steam-powered "production" cars. After the collapse of Doble, owner Abner Doble worked as a consultant for automakers around the world. For his whole career, until his death in 1961, Abner remained adamant that steam-powered automobiles were at least equal to gasoline cars, if not superior.

Why then, did steam-cars disappear from the marketplace?

Producing enough steam to move a car at speeds acceptable to drivers required bulky multi-tube flash boilers to heat water extremely rapidly. Adding to the complexity, in order to have sufficient range and without carrying prodigious amounts of water in the car, it was necessary to capture

the automobiles' exhaust and condensed it back into water for reuse. Most steam-powered cars used petroleum products to fuel the water heater burner and as a result contributed to the air pollution problem, albeit at a much lower level than internal combustion cars. These challenges coupled with the improvements to gasoline and diesel-powered internal combustion engines and a significant difference in production costs overtook the advantages of steam. One cannot help but wonder how efficient a steam car might be today with the benefit of modern materials and computers.

Is it unthinkable that the steam car may rise again?

Electric: William Morrison of Des Moines, Iowa, developed the first electric car in the United States in 1890-91. The vehicle was a six-passenger wagon capable of reaching a speed of 14 mph. Electric vehicles had a number of advantages over their early-1900s competitors. They did not have the vibration, smell, or noise associated with gasoline cars. They also did not require gear changes. Since there were few roads outside of towns, electric cars served the purpose of "city-cars" and the lack of range was not a significant issue.

Electric car production peaked in 1912 when the average electric roadster sold for \$1,750 and many sold for upwards of \$3,000. When Henry Ford introduced the mass-produced and gas-powered Model T in 1908 for less than \$1,000, it symbolized a decades-long death-blow to the electric car. Electric cars were all but non-existent by 1935.

Increasingly, world concerns regarding automotive pollution has shifted focus back to electrically-powered solutions. Led by Tesla, and now being followed by makers of most of the worlds leading automobiles, manufactures are beginning to produce (again) "all electric" powered cars.

Is history repeating itself?

Air-Cooled ICE: While others pursued the steam and electric paths, Franklin endeavored to improve the internal

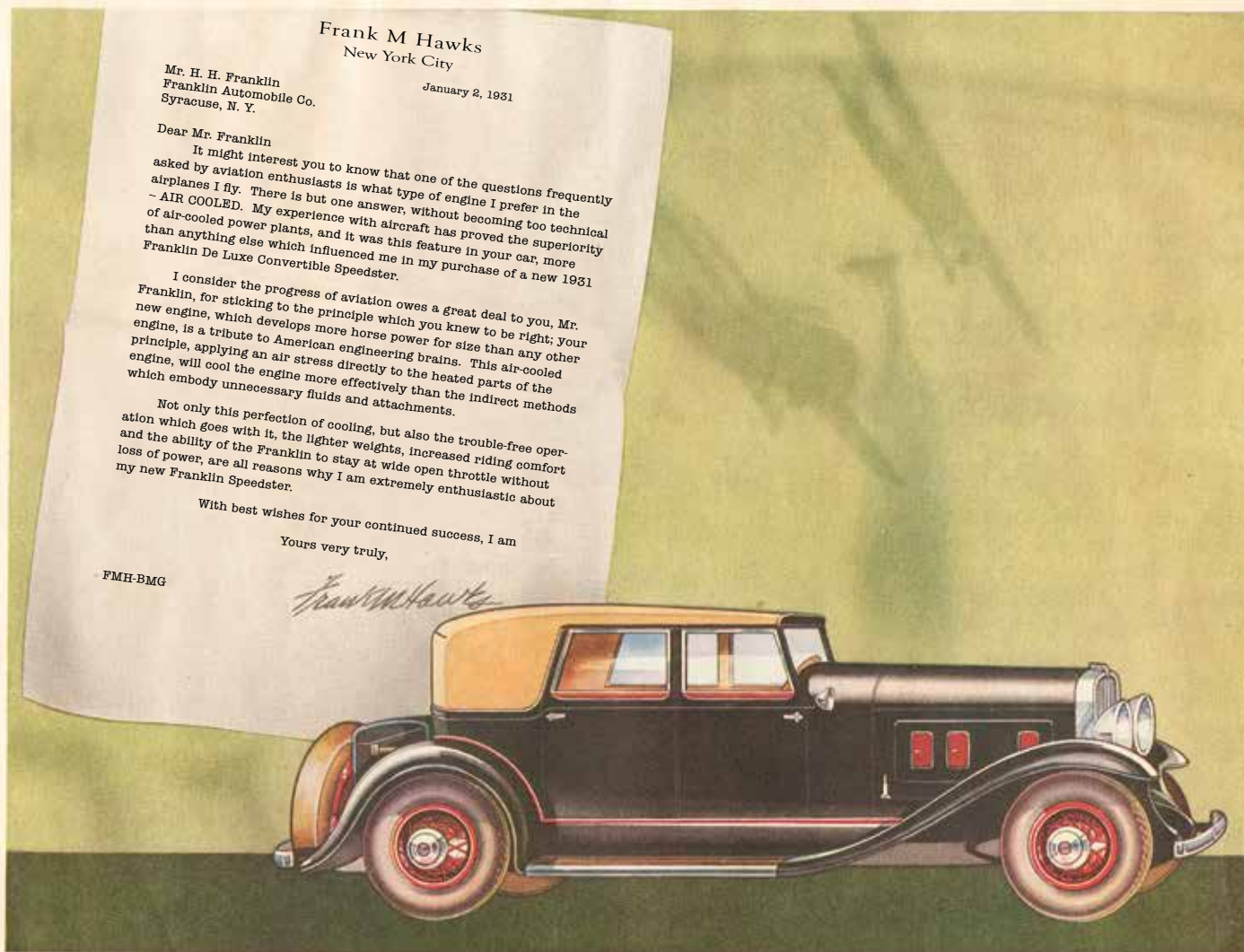


Frank Hawks (and the better known Charles Lindbergh and Amelia Earhart) were internationally known aviators who drove and promoted Franklin automobiles. In 1931, the Franklin Automobile Company ran an advertisement featuring the Frank Hawks newly purchased Franklin Speedster.

Frank Monroe Hawks (March 28, 1897 - August 23, 1938) was a pilot in the United States Army Air Service during World War I and was known during the 1920s and 1930s as a record breaking aviator, using a series of Texaco-sponsored aircraft, setting 214 point-to-point records in the United States and Europe.

Prolific in the media and continually in the public eye, in the 1937 "The Mysterious Pilot" movie serial, Hawks was billed as the "fastest airman in the world." A popular saying from the time was, "Don't send it by mail ... send it by Hawks." After retiring from a career as an air racer, he died in 1938 while flying an experimental aircraft.

Continued on page 26



Frank M Hawks
New York City

Mr. H. H. Franklin
Franklin Automobile Co.
Syracuse, N. Y.

January 2, 1931

Dear Mr. Franklin

It might interest you to know that one of the questions frequently asked by aviation enthusiasts is what type of engine I prefer in the airplanes I fly. There is but one answer, without becoming too technical - AIR COOLED. My experience with aircraft has proved the superiority of air-cooled power plants, and it was this feature in your car, more than anything else which influenced me in my purchase of a new 1931 Franklin De Luxe Convertible Speedster.

I consider the progress of aviation owes a great deal to you, Mr. Franklin, for sticking to the principle which you knew to be right; your new engine, which develops more horse power for size than any other engine, is a tribute to American engineering brains. This air-cooled principle, applying an air stress directly to the heated parts of the engine, will cool the engine more effectively than the indirect methods which embody unnecessary fluids and attachments.

Not only this perfection of cooling, but also the trouble-free operation which goes with it, the lighter weights, increased riding comfort and the ability of the Franklin to stay at wide open throttle without loss of power, are all reasons why I am extremely enthusiastic about my new Franklin Speedster.

With best wishes for your continued success, I am

Yours very truly,

FMH-BMG

Frank M Hawks

CAPTAIN HAWKS buys an air-cooled FRANKLIN

Have you ever flown an airplane? Flashed through space at 125 mile and hour - yet felt the pace to be much slower? Glided from cloud to cloud with perfect ease and comfort? It's all fascinating and thrilling.

Captain Hawks - speed monarch of the sky - knows every thrill of the air. Knows the great superiority of the air-cooled engine, which has made possible famous flights and dramatic aircraft progress. In his first Franklin ride, Captain Hawks sensed that Franklin, too, through the superiority of the air-cooled engine, has achieved brilliant performance and comfort. For the first time, he found the airplane feel in a motor car. He enjoyed the ease with which Franklin could be

directed. The riding like gliding, with 80 miles an hour like 50, thrilled him.

Franklin - America's truly airplane-type car - presents a bright picture for the future of the automobile. Because of the great progress of air-cooling, many automobile authorities are saying, "Eventually all cars will be air-cooled"

Try a Franklin ride. Put the car to every test. You'll find new comfort and a new feeling of safety. The exclusive Franklin features, made possible by air-cooling, are translated into the finest motoring the world has ever known.

In outward beauty, Dietrich has styled the new DeLuxe Franklin to



Captain Hawks, his airplane and his new Franklin Convertible Speedster

be as modern and progressive as Franklin engineering. Through its lower price level Franklin is now available to a greatly widened group of fine car buyers. Call your local dealer for a trial ride.

Franklin Automobile Company,
Syracuse, N.Y.



PNR Editor's Note: At this year's PNR-CCCA Holiday Party, Bill Deibel gifted me a manilla envelope filled with magazine clippings and papers. This gem came from that wonderful stash and nicely fit the theme of this quarter's issue of the Bumper Guardian. The article was written in 1965 for the H.H. Franklin Owner's Club magazine Air Cooled News (ACN) and has been reprinted here with the author's permission.

Bill Deibel is a long-time active member of the PNR, past Director and a regular contributor to the Bumper Guardian.

MR. TATE AND HIS CUSTOMIZED FRANKLINS

BY BILL DEIBEL

I attended the Massachusetts Institute of Technology in Cambridge from Sept. '51 to June '55. By the Spring of 1953 I had become aware of an elderly man who would park alongside the Charles River opposite the "Institute" on Memorial Drive in an old maroon car and sit watching the boats, etc., for hours. Up to that time I had owned a Model A Ford roadster and a souped-up '49 Mercury coupe, and I was presently driving a '52 Hudson sedan and a '35 Auburn cabriolet. I was a classic car enthusiast with particular interest in Auburns, Cords, and Duesenbergs, and I also took some interest in six Pierce-Arrow cars in everyday use in and around the "Institute." From this you can see that it was rather unusual that I had never taken the time to find out what kind of car the old man had. I suppose this was because it was to me a most unlovely vehicle. Well, one day a close friend and auto enthusiast from Indianapolis, Dan McNally, came and asked me if I would like a "1932 Franklin Speedster." The answer was a cautious and questionable affirmative. The idea of a Franklin did little to excite me bringing to mind mainly a weathered and worn '28 sedan around my home and photos of a "barrelhood" model my grandfather had owned. The

thought of a "Speedster," however, was exciting, suggesting a sleek boat-tail type vehicle.

McNally, as it turned out, first had come to know the gentleman in the maroon car and in conversation found it to be a "customized" 1932 Franklin coupe. The gentleman introduced himself as Mr. Tate and described himself as a cabinet maker who was out of work much of the time (due to his age, I suppose.)

He indicated that he had never owned anything but a Franklin-powered car and insisted that nothing could match the quality of a Franklin. Furthermore, his old friend Mr. Carlson from Belmont had a high mileage (194,000) 1932 Speedster he wanted to sell. We, of course, went out to see the "Speedster" and although its style was a surprise, a deal was immediately consummated for \$75.00. It was love at first sight for me even though to call this car "used" would have been an understatement. The original lights and horns were gone with small sealed-beams in their place. The running boards were green porcelain enamel, being from the sides of an old refrigerator. The fenders were crinkled; the frame was bent; and the rear-end was cobbled-up by grafting the metal trunk from a '36 Packard onto the back of the Franklin. (The Packard had



*Mr. Tate in 1954
with his customized Franklin.*

had a unitized-body and trunk, and the workmanship on this project was really very outstanding.) The upholstery was showing stuffing, etc.

The car came with seven tires, all bald, and about a dozen tubes. (I had seven flats getting to Cleveland.) The engine had measurable compression in only two cylinders, and the rod inserts were worn into the steel backs (he had filled the caps,) etc., etc., etc. Mr. Carlson said the car had served him well since 1944 when as a shipyard worker he had bought it from Tate. Many trips to Montreal and back had added most of the miles. He made it clear that it was worn out and that he did not want me coming back complaining about it. However, the Franklin in true fashion still ran "fairly well" except for a broken rear spring main leaf.



Needless to say, I immediately became friendly with Mr. Tate who was always called just that. He warned me to be careful with the car as Carlson would fix anything with bailing wire or by some other slip-shop method. He (Mr. Tate) turned out to be a rather mysterious sort of a guy, but he had many Franklin parts and was an endless source of technical information and Franklin lore. At that time, in addition to his coupe which was in perfect condition inside and out, and ran marvelously, he had a 1936 Cadillac Conv. Coupe with a side-draft (Series 14,15,16,18 or 19) engine in it. This Cadillac had been a V-12 before conversion as I recall. It was only in fair shape, and I never saw it run.

Mr. Tate said he bought my car when it was about six months old from a man in Maine, I believe. Possibly it had been wrecked as it later became evident that it had been badly damaged at least twice. I soon learned that Tate was violently opposed to both tobacco and alcohol, which immediately explained why the car had no front lighter and in the back had a beautiful inlaid wood doodad in place of the smoking kit. According to Mr. Tate it was his custom to remove all smoking accessories from his cars and replace them with something attractive to fill the spaces. My car is still so equipped as I consider this a rather interesting special feature. In addition, Tate being a cabinet-maker, could never keep

from "customizing." His coupe had a drastically modified top and rear quarters and had boat running lights for tail-lights.

The only attractive thing he did in my opinion was the back of the top, although all his workmanship was superb. The remodeling of the top was no small job and was the work of an expert. The original headlining showed only seams where it was cut down and the wood was all painstakingly reworked. Actually, I like the looks of his top better than Dietrich's. It looks more '32 than the original, which was, of course, '29 styling. For this reason, and since it would have been most difficult to restore it, I left it as it was. All other modifications were changed back except that no original trunk has been found yet. Also there is no side-piece for the spare tire cover. Was there ever one? I've see other Franklins this same way.

I drove the car home to Lakewood, Ohio in June '53. Quite a trip. We lost an exhaust system, burst a brake line, had seven flats, and on one bump the whole windshield assembly fell out. (We had been driving with it open to relieve the fumes.) The wood above it turned out to be completely rotted away.

I saw little of Mr. Tate after that except for occasional chats alongside the river. He apparently was not a HHFC member. Carlson claimed to be and even gave me his CAN's from which I learned of and joined the HHFC. I don't know Tate's old address or even if he is still alive, although I think I could still find the place. Some of the many HHFC members from the Boston area should know of Mr. Tate's fate and the latest information on his cars. (ACN Ed note: To our knowledge, the customized '32 coupe has never "turned-up," so Mr. Tate may still have it.) I wrote Carlson once recently, but received no reply. The letter was not returned so it must have been received by someone. Much of this material is naturally subject to the inaccuracies or memory. In closing I must say that I have found Mr. Tate to be correct in regard to Franklin quality. This car is today my favorite.

P.S. Shall we go find that '36 Franklin-Cad?



Bill Deibel's 1932 Franklin

A Visit to New Zealand

By: Brian Rohrbach

Lisa and I experienced a cruise spanning the East coast of New Zealand and on to Australia. One of our ports of call in New Zealand's North Island was a small town called Napier. We exited our ship to learn a bit about the history of the place, which was devastated by an earthquake in 1931. The quake and subsequent fire destroyed most of the downtown and raised the land level by 6 feet or so instantly, draining a huge interior salt water expanse as it went from below to above sea level. Despite the Depression, money and trade allowances rebuilt the city in a remarkably short time and they brought in four world-renown architects to recast the city in Art Deco style. Even before we exited the transport bus, I noted several Classic cars parked on the street. It turns out there is a thriving old-car community here and the local antique/vintage/classic car club has over 500 members in the local branch. They enjoy dressing in period costumes and cart tourists around in their cars, even serenading our ship with a Dixieland sound (albeit featuring vocals sporting New Zealand accents). The time to come would be in February (warm here when it is cold in the Pacific Northwest) and enjoy the Napier Art Deco Festival which features a automotive parade with hundreds of cars. You will need to dress in period styles or risk suffering disapproving stares by absolutely everyone else.



Welcome to one of the largest motoring clubs in New Zealand. With over 8,000 members and many thousands of vehicles and motorcycles listed on the club's database, the Vintage Car Club of New Zealand offers something for everyone. You don't need to own a Vintage vehicle to become a member – our club caters for all cars, trucks and motorcycles over 30 years old.

The club has 36 branches throughout New Zealand and runs a variety of events to cater for all our members: tarseal trundles, rural runs, hillclimbs, swapmeets and speed events as well as regular club evenings around the country for a yarn with like minded enthusiasts.

Our members share a common appreciation for fascination of age, the individuality and the functional elegance of vehicles from a by-gone era. Club-eligible vehicles include Veteran, Vintage, Post War, Post 1960, Post 1980, Commercial, Motorcycle and Historic Racing vehicles. <http://hbvcc.org.nz>



1939 Packard sedan

1940 Packard convertible



1936 Auburn 852 Sedan

Classic Period Buick



MORE OCTANE MUSINGS

The topic of octane ratings and how we should process the information relative to Classic Cars is always of interest. Here are a couple of interesting follow-ups that make points relative to the interrelationship among octane rating, timing, and power.

The thread starts with a 2014 Hemmings article by Jim O'Clair laying out the differences between regular and premium fuel and why a car with electronic fuel injection likely doesn't care which one you choose:

<https://www.hemmings.com/blog/2014/04/11/tech-101-octane-the-facts-and-the-fiction-behind-those-higher-priced-fuels/>

The point made is that the octane rating is not related to the energy content of the fuel and, as such, will not net the driver better performance characteristics; higher octane fuels simply reduce the engine's propensity to "knock". So, what is knock?

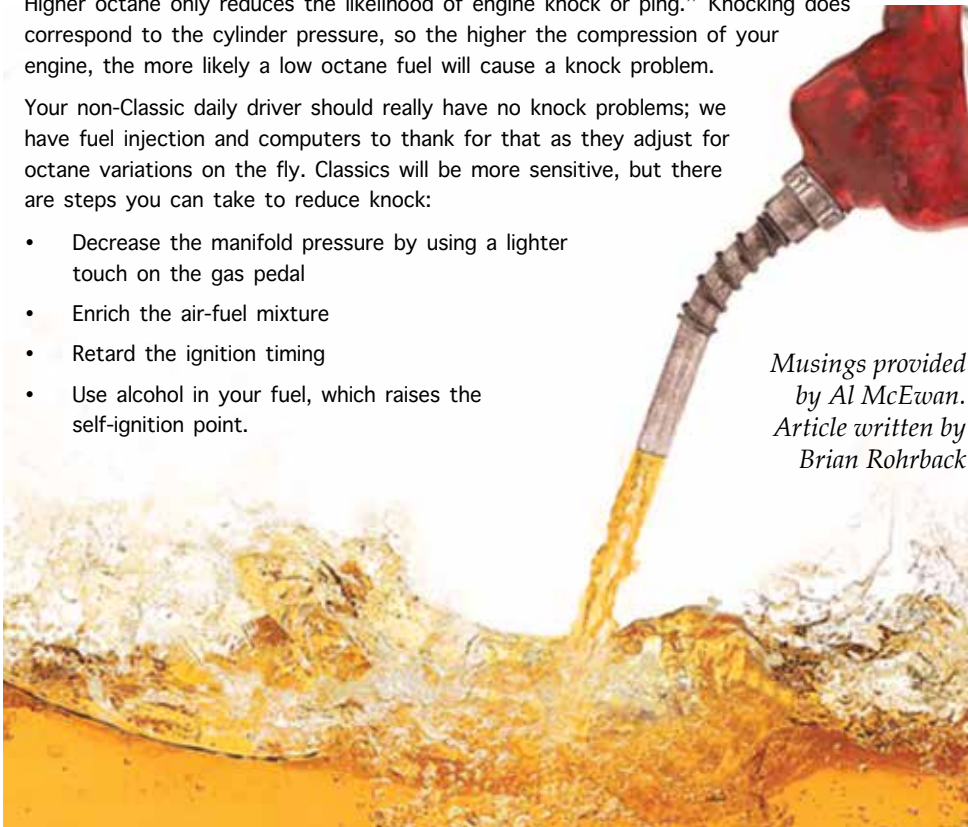
Engine knocking occurs when the gasoline vapor in the cylinder self-ignites prior to the spark plug firing, noticed particularly when the car is accelerating. The higher the engine compression, the more likely lower-octane fuels will knock. Comments that higher octane fuels "burn more slowly" are not correct. All gasolines burn at the same rate. The higher-octane fuels simply are more resistant to premature firing. O'Clair's article summarizes well: "Octane does not offer any better fuel mileage, increase engine horsepower, or make the engine start quicker.

Higher octane only reduces the likelihood of engine knock or ping." Knocking does correspond to the cylinder pressure, so the higher the compression of your engine, the more likely a low octane fuel will cause a knock problem.

Your non-Classic daily driver should really have no knock problems; we have fuel injection and computers to thank for that as they adjust for octane variations on the fly. Classics will be more sensitive, but there are steps you can take to reduce knock:

- Decrease the manifold pressure by using a lighter touch on the gas pedal
- Enrich the air-fuel mixture
- Retard the ignition timing
- Use alcohol in your fuel, which raises the self-ignition point.

*Musings provided
by Al McEwan.
Article written by
Brian Rohrback*



**Washington Legislation
(H.B. 2373/S.B. 6156)**

**has been introduced to restrict
eligibility of "horseless carriages."**

Currently, a collector vehicle must be at least 30 years old, while a horseless carriage must be at least 40 years old. Vehicles registered as "collector" or "horseless carriage" may currently display year of manufacture (YOM) plates with DMV approval. As of February 12, 2020, the bill was in both Transportation Committees but not yet scheduled for a floor vote.

PROPOSED CHANGES

- *requires owners applying for collector vehicle registration to submit a completed certification form, which will be created by the Department of Licensing.*
- *raises the age of vehicles eligible for horseless carriage license plates to vehicles manufactured prior to 1916.*
- *limits the display of DMV-approved year of manufacture (YOM) plates on "collector" vehicles to 1988 and earlier model years.*
- *makes it more difficult to register legitimate collector vehicles and horseless carriages, which are already limited to club activities, exhibitions, auto shows and occasional pleasure driving.*

**Contact the Senate and House
Transportation Committees
to register your opposition
to this bill.**

PNR-CCCA Gathering in Scottsdale

January 2020





The week of Jan 11-19 2020 marked the return of all the auctions, shows, seminars, parties, dinners, breakfasts, drives and anything else car hobby related in Scottsdale, AZ. On Tuesday Jan 14th, Kim Pierce held the (which is turning out to be) annual CCCA get together in Scottsdale. For the past five years the event has been hosted by either Kim Piece or Marty & Linda Ellison. Many thanks for their gracious hospitality.

The weather again cooperated to welcome all of the members and guests for a fun time in the desert. This gathering connects CCCA members from across the country, allowing us to catch-up with old friends and make new ones (in all about 50 people attended).

Another fun car-week event is a breakfast hosted by the Arizona Region CCCA. This breakfast has grown quickly. Each of the last three years the group has outgrown the venue. This year it was held in the Pavilion at the McCormick Ranch Country Club. This wonderful venue overlooks the lake, and provides room for the event to continue to grow. After breakfast everyone was invited to preview all of the lots at Bonham's Auction again this year. All organized by the Arizona Region.

Many of you may not know there are actually eight different collector car auctions during auction week. The auction companies are RM Sothebys, Gooding and Company, Bonhams, Barrett-Jackson, Russo and Steele, Worldwide, Leake and Silver (now MAG). If you can't find what you are looking for here this week chances are they didn't make it!

See you again next year in AZ.
Meanwhile, get out and drive your Classics.

Written by Kim Pierce

ATTENDEES

Pacific Northwest Region (PNR): Stan and Val Dickison, Frank Daly, Terry and Cherry Jarvis, Barry and Sharon Briskman, Kenny Heng, John and Koko Carlson, Jim and Irene Tait, Kim Pierce and Kristy Ryan (with guests Theo and Sandra Bruinsma), Ted and Kathy Vander Hoek (with guests Dennis and Nancy Rood), Brad, Jan and Jonathon Pelling, Jerry and Keenon Greenfield

Arizona Region (AZR): Ed and Karen Winkler.

Upper Mid-West Region (UMR): Pam and Paul Friskop (with guests Peter and Pam Hemken), Webster Peterson, Winston and Mary Jo Peterson.

And friends and neighbors from Arizona, Washington & more.

Photos: PNR members and Guests (top); Jerry & Keenon Greenfield; Kristy Ryan & Kim Pierce, Jim & Irene Tait; Cherry Jarvis, Val Dickison, Irene Tait.





On the Road with Adrian Taylor in his 1931 Ford



Deer Lodge, MT

Ferndale, CA



Franklin Airman Sedan



Oregon Wine Country



Oregon Coast

In 1988 I began a short search for a first Full Classic. Gerald Greenfield had shared with me the details about the upcoming Pacific Northwest Caravan, which sounded like a dream to share with my young family. A trip to local dealer Tom Crook's showroom revealed a car whose looks I just loved. With a short and very fair negotiation, the 1931 Franklin Airman Sedan came home, and we began preparations for the tour in the summer of '98. The time passed quickly and before we knew it, we were on a CARavan for the first time. We met many friends along the way and helped a few whose cars "failed to proceed" in the searing heat. In fact, the temperatures on the ten-day tour never dipped below 100 degrees. I was impressed that the car never skipped a beat and noticeably performed best when hot. I was hooked on driving this car!

“ Sitting alongside other Full Classics, the Franklin holds a cherished spot in my heart with many long miles traveled, yet many more still ahead. ”

As years passed, the car sat more idle as I coached soccer, was Assistant to a Boy Scout troop, and watched my family grow up. We attended one very enjoyable function with the Franklin Club, a Westrek held in Leavenworth, WA. The years passed by again until I found myself as a single empty-nester. It was time to start touring again! Near that time, I read an article about a Franklin owner who had driven his car over 100,000 miles since the 1950s. I decided then that I would spend the rest of my life attempting to reach a similar goal.

When I purchased the Franklin, its odometer showed 22,500 miles. I had located the man who pulled the car out of a barn in Pennsylvania in the '80s and verified that the mileage was indeed that low when he rescued the car. It had since been refurbished sporting new paint and some chrome work, yet the car had never been dismantled. It still sports a presentable original interior. The odometer now reads just over 30,000 miles with three more Westreks under her treads. The first was a short distance from my Bonney Lake home to Long Beach, WA. That trip rekindled my joyful memories of driving a Franklin. The following year I prepared for the 1,200-mile trek to Yellowstone, a favorite spot among National Parks. The year after I drove it to the gateway of the redwoods in Fortuna, CA. I managed to clock another 1,200 miles on that trip. The Westrek this year will be held in Washington Wine country.

I'm looking forward to many more years of joy driving this beauty!

~ Adrian

Planes, Trains and Automobiles transporting your Classic

By Laurel Gurnsey



Tea & Crumpet Tour 2019

Colin and I, Lee Noble and Theresa Renico (all PNR members) recently joined our local Vancouver, B.C. area 'Tea and Crumpet Club' (pre-war British car owners' group) for a car tour on Vancouver Island. One stop was at the Comox Air Force Museum, where we posed our Classics in front of a group of vintage airplanes. One of the planes is a Douglas DC-3, first flown December 17th, 1933 at Clover Field, Santa Monica, California. Designated as a 'Dakota' C-47 by the RAF/RCAF, it was used as a military transport but spurred my curiosity about the first Classics transported by planes, trains, ships and trucks.



Transport Trailers

A transport website called www.corsia.us has an article called 'A little auto transport history' posted in 2015. It says early manufacturers wanting to get a vehicle to a client needed to find easy ways to transport those cars. Automobile designer Alexander Winton invented the world's first semi-truck in Ohio in 1898....(pre-Classic of course)...the precursor of our Classic-era transport truck companies.

Colin had a personal connection with modern transport trailers when he shipped our 1936 Lagonda LG45 DHC to the Pebble Beach Concours in 1999, and as organizers with the Crescent Beach Concours, Colin and I have seen a wide range of trailers arrive with entry Classics, including PNR member Patrick Hart's '36 Cord.

Colin shares a caution that stopped him from sending our Lagonda to a January car show in sub-zero Ontario. Show organizers were going to provide a transport truck but Colin found out the truck wasn't heated and prolonged travel in extreme cold can cause certain car paints to crack when the metal beneath the paint contracts in the cold. A friend's Classic arrived once with paint chips fallen off onto the floor of the truck. We didn't send our car.



Cargo Ships

Doing some research on 'shipping by ship', I read several articles about the first modern train-ferry, the Leviathan, built in 1849 to cross the Firth of Forth in Scotland. Fascinating engineering feat and worth looking up. The use of train-ferries expanded during the First World War when they were used to transport motor vehicles as well as rolling stock. And then in World War Two, huge numbers of military vehicles were sent to the Front by ships called LSTs (Landing Ship, Tank).

When I wrote about the sinking of the Titanic in 1912 for an earlier Bumper Guardian, I found that a pre-Classic era Renault sank with the ship. So the history of cars being transported by ship is a long one. Today's ships have locking systems that secure cars in place and ventilation systems to remove exhaust gases during loading.

The website www.shipoverseas.com talks about the difference in cost between RORO (roll on, roll off) services and container services for shipping by sea. The website has a generalized quote of \$850 for a standard size vehicle from the U.S. to Belgium with RORO and \$900 to \$2000 for an open-air container (depends on whether or not you want to share a container with another car.)

Cargo Airplanes

Bloomberg.com, in an article posted on March 30, 2016 said 'general rates for sending a car from the East Coast to Europe run from \$4000 to \$5000 by ocean container and \$15,000 to \$20,000 by air. And that, for cars worth more than \$1 million, most insurance companies require air freight.'

A company called West Coast Shipping opens with the great line...

"YOU CAN'T WAIT TO HAVE
YOUR DREAM CAR.
LET'S FLY HER HOME."

They reassure you that they are a 'door-to-door white glove international air transport service to get you driving your car when you want.' They work with all airlines and can get your car from point A to point B, whether to an auction, event or rally and deal with Customs at either end. There are other services that offer -- well -- less service. You can drop-off your car at Lufthansa Cargo and they will use a pallet to load it on an airplane.

Air transport is obviously the fastest way to get your Classic overseas. Days rather than the weeks needed for going by ship. Costly though.

Our friends David and Adele Cohen (PNR) have frequently shipped their Classics all over the world for various events and have used mostly ocean shipping and must plan months ahead. Bentleys coming from all over the world for the 2009 Bentley Alaska Tour

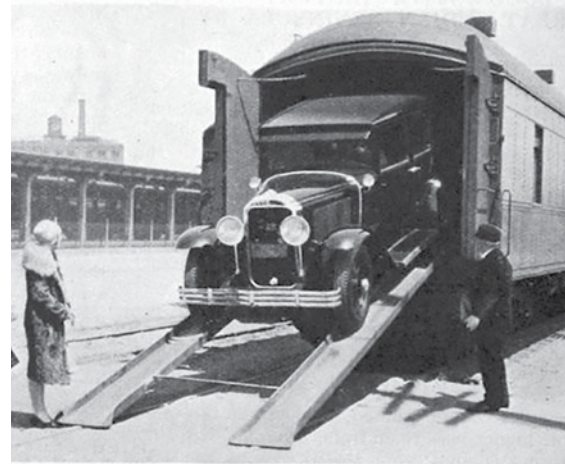
came in on containers arriving from Australia by ship or from Europe by ship and then cross-Canada by train. All taking months.

Freight Trains

Cruising (meant to be a pun) through information on shipping by train, early 20th century transport involved putting cars in a boxcar, usually two to four cars together. Later on, as car numbers exploded in numbers, flatcars were used to cram larger numbers in one spot. Not the best option for a precious Classic. Ensuing inventions using enclosed stacking racks are now used by railway companies all over Canada and the U.S. and according to a Wikipedia article 'using enclosed tri-level autoracks...railroads became the primary long-distance transporter of completed automobiles'.


Fascinating aside...circuses travelled by train, with multiple types of vehicles, plus elephants of course. I see a whole other article theme here. This is a wonderful clip from McClure's magazine in 1895. It is included in an article called 'Kingdom on Wheels' about modern circus trains (2017) by Camila Domonoske:

'It is a kingdom on wheels, a city that folds itself up like an umbrella. Quickly and swiftly every night it does the work of Aladdin's lamp, picking up in its magician's arms theatre, hotel, schoolroom, barracks, home, whisking them all miles away and setting them down before sunrise in a new place.'




MOTOR CAR VAN, SOUTHERN PACIFIC R.R.

Worth Watching



'Circus Train Adventure 2: Life on the Road' Venardos Circus/You Tube 2010.

Worth Reading



'Water For Elephants' by Sara Gruen (available at Amazon.com or a local bookstore)



Klassic Korner for Kids



TexacoWings.com



Quality
Collectible
Texaco
Toys

The Wings of Texaco Collectibles Series commemorates Texaco Oil Company's aviation history. The toy airplanes are exact replicas of planes that have been owned and flown by Texaco. Although these die-cast toys are recently made (1993-present), most of the dozens of designs are from the Classic Era and several of those were flown by Captain Hawks (see page 9). Number 2 in the Series was a 1932 Northrup GAMMA. The back of the box included the following synopsis:



"This original Gamma, created for Frank Hawks, Aviation Department head for Texaco, was delivered to Texaco in December 1932. It was equipped with a Wright 14 cylinder engine of 785 horsepower. Its top speed was approximately 223 miles per hour and because of the efficient wing and flap design, it could land at a mere 65 miles per hour. The range at cruising speed was 2,500 miles, allowing non-stop coast to coast flight capability.

On June 2, 1933, Frank Hawks flew non-stop from Los Angeles to New York in 13 hours and 27 minutes breaking his old record of 36 hours, 48 minutes and 48 seconds."

The backstory is that in February 1932 Frank Hawkes decided his 1930 Travel-Air Mystery wasn't fast enough and asked manufacturers to come up with something better. The project was to be funded by Texaco. John K. Northrop played a major role in the design and also in selecting

Douglas (a subsidiary of Northrop) to build the plane. The first Gamma, named "Sky Chief," was test flown on December 3, 1932.

It is interesting to consider the rapid improvements made in aircraft and engines in the three decades after the Wright brothers made the world's first powered flight in 1903. Airspeeds went from 30 miles per hour to more than 200 miles per hour and engines went from 12 horsepower to nearly 1,000 horsepower. No wonder Classic Era aviators were intent on setting speed records.

Ultimately, the Northrop Gamma appeared in more than a dozen different versions including an air racer, a military bomber, a trainer, a high altitude weather research platform, a military attack airplane, and a seaplane. It was one of the first production designs to incorporate a completely enclosed cockpit. The Gamma was used as a "flying laboratory" for researching the conditions of sustained high altitude flight. For TWA, the Gamma was the jumping-off point to first an instrumented Douglas DC-1 (1933) and then the Boeing Stratoliner - the first pressurized passenger plane (1938).



ERTL[®]

Wings of Texaco model airplanes promoting the American Oil Company, Texaco are produced by the Ertl Company. For many years, Ertl's advertising slogan was "Ertl -- just like the real thing, only smaller."

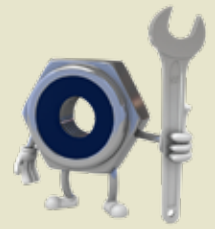
The company is perhaps best known for producing die-cast metal alloy collectible replicas of farm equipment and vehicles for companies including John Deere, CaseIH, New Holland and AGCO. The company is based in Dyersville, Iowa, home to the Nation Farm Toy Museum.

Ertl also aquired licenses to produce die-cast vehicles, figurines and model kits for Thomas the Tank Engine, DC Comics and Star Wars.

In 1993 Ertl began producing the individually numbered, limited-edition series Wings of Texaco. These collectible die-cast metal airplanes with detailed features scaled precisely from the original aircraft contain locking coin-banks and are recommended for airplane collectors ages 8 and up.

In 1999, Ertl was purchased by Racing Champions. Ertl is currently a brand under the RC2 Corporation umbrella.

State of the Technical Articles



By Brian Rohrback

We all enjoy reading the Bumper Guardian to see the latest review of events, the special interest stories, and the flotsam and jetsam of informative pieces that relate to our Classic car passion. In the ultimate in recursive literary activity, this is a retrospective article about technical articles.

Summary of Bumper Guardian Technical Articles			
	Counts	Years	Average
1960s	24	6	4.0
1970s	10	6	1.7
1980s	8	7	1.1
1990s	15	10	1.5
2000s	45	10	4.5
2010s	91	10	9.1

The table above captures a picture of our spreading technology throughout our club. Since we began the Bumper Guardian in the mid-1960s, we have written 193 technical articles through the last issue in 2019. You can see that the start was strong averaging 4 tech articles per year. There was a drop in the number of articles in the next 30 years, as the publication was more focused on the social and judging side of our hobby. The resurgence in technical articles in the past decades is largely explained by the leadership (and nagging) of our esteemed editor, Karen Hutchinson. 108 of the 193 articles, or 56%, have been published during her time at the helm (2007 to present). It has been a lucky 13 years for tech features!

In other stats, 127 articles were submitted by the top 23 Club performers (with 2 or more articles to their credit), far-and-away led by our favorite technologist, Bill Deibel: 30 and climbing. 16 of the 23 are current members, as are **all** of the top 10 performing authors.

I have classified these articles and the index is on our Club website with the article title to help finding the perfect read. Currently, the link tells you the page number and will bring up that issue of the Bumper Guardian. Eventually, I will carve out just the article (as shown for an article by Barrie Hutchinson) to make for an easier reference. The number of articles in each category are summarized as follows:

Number	Topic
36	Maintenance
30	Electrical
27	Oil & Fuels
26	Restoration
13	Parts
10	Judging
9	Engine and Transmission
8	Paint & Surface
8	Radiator & Cooling
8	Touring
7	Specs
6	Community
5	Tires & Wheels

The references will be updated as we progress into 2020 and beyond. And, as always, if you have any suggestions or comments, please let me know.



*Your Classic has a story to tell.
Join over two dozen of your fellow PNR members
and share your experience!
Submit your technical articles and ideas to
karen.htchnsn@gmail.com*



1937 LG45

Current PNR members who have contributed Technical Articles to the Bumper Guardian include:

Bill Allard, Scott Anderson, Lou Berquest, Tom Brace, John Campbell, Frank Daly, Bill Deibel, Craig Devine, Val Dickison, Ron Doss, Marty Ellison, Colin Gurnsey, Brian Harding, Barrie Hutchinson, Karen Hutchinson, Brad Ipsen, Sig Linke, Ray Loe, Roy Magnuson, Phil McCurdy, Al McEwan, John McGary, Bill Mote, Paul Murray, Sandy Olson, Kim Pierce, Brian Rohrback, Jon Schoenfeld, and Ashley Shoemaker.

History of the Franklin Automobile Company

Written by Raymond Loe

Reprinted from Spring 2012 Bumper Guardian

Editor's Note: This space was originally reserved for coverage of the 2020 CCCA Annual Meeting that was cancelled due to the Coronavirus outbreak. I reached into our archives to bring you these interesting articles on the history of the Franklin Company. Enjoy.

Arguably the world's most successful air-cooled automobile of its era, Franklin has special distinction in being one of the few manufacturers to long prosper in this very specialized field. Air-cooling was featured on their very first car in 1902 earning a reputation for high quality and innovation that would carry on right to the end of production in 1934.

Herbert H. Franklin had developed a process he called metal die-casting and in 1893 he founded the H.H. Franklin Manufacturing Co. to make thin-wall aluminum machine parts. The weight-savings offered by Franklin's die-cast parts was very important in an age when cast iron was the standard stuff used by the emerging auto industry.

In 1901 Herb Franklin teamed-up with engineer John Wilkinson to develop a light-weight, air-cooled automobile. Wilkinson had already designed and had built several prototype vehicles before he met Franklin, however, he had been having difficulty getting financial backing to start production. Therefore, John agreed to join the H.H. Franklin Company as Chief Engineer, a position in which he would also have control over manufacturing.

In 1902 the first "Franklin" car was introduced featuring a transversely mounted air-cooled, 108cid, 4-cylinder, air-cooled OHV, engine. These Wilkinson-designed cars came with a two-speed planetary transmission, full-elliptic springs and wooden frames. Sales rose from 13

in 1902 and to 184 in 1903. In 1904 a Franklin broke the San Francisco – New York record and sales more than tripled. Although wooden frames remained standard on Franklin autos until 1928, from 1905 onward Franklins came with conventionally located, in-line engines, shaft drive, three-speed transmissions and a few four-speed units that were sold as an option in later years.

Franklin began providing a new six-cylinder engine in addition to the two fours in 1906, however, after 1913 the fours were discontinued and beginning in 1914 only a six-cylinder model, the '6-30' was offered. At that time Franklin fell into line with the rest of the American industry by going over to left-hand drive and central shift. In 1916 a stunt drive from Walla Walla to San Francisco in bottom gear demonstrated the car's ability to keep cool under extreme circumstances. That six-cylinder-engine (albeit with continuing improvements) remained the Franklin buyers' only power choice for the following seventeen years.

By 1920 a 6-cylinder Franklin could be purchased for \$2,000.00 and 8,648 were sold that year. Late in 1922 the car was redesigned with a 'horse-collar' hood (allegedly modeled on the Fiat replacing the Renault style) and sales rose to 11,000 with sedans now selling at \$2,850.00. During 1925 the frontal design was changed once again upon introduction of the new Frank De Causse-styled Series 11 bodies. Responding to dealer demands that the Franklin look more like conventional cars, the appearance

was entirely changed with a vertical-barred faux 'radiator', a move so appalling to John Wilkinson that he resigned from the company. The new design paid-off, however, with over 13,000 Series 11s sold between mid-1925 and the end of 1926.

Among those who favored the Franklin facelift was Colonel Charles Lindbergh. Franklin's commitment to air-cooling got a big boost when Lindbergh made his 1927 historic transatlantic flight in the "Spirit of St. Louis" powered by an air-cooled engine. Franklin advertising picked-up that parallel and the company began using the name "Airman" on some 1928 and later models in honor of the "Lone Eagle". Aviation pioneers Amelia Earhart and Frank Hawkes also chose Franklins as their personal cars and this was the year when a 6-cylinder Franklin engine actually took to the air in a Waco biplane.

All 1928 Franklins came with four-wheel hydraulic brakes and in 1929 the pressed-steel frame introduced the year before became standard in lieu of the long cherished wooden frame. With interest in both aviation and air-cooling at an all time high the company cranked-up production by 50% in 1929 to a record 14,000 units. Then a problem developed when dealers took only 9,000 cars and the rest had to go into factory storage. Warning signs began to appear that the company was headed into financial trouble as their 1929 profit dropped by 50% from that of the previous year. 1930 sales dropped to 6,000 cars and the company reported a deficit of over four million dollars.

By 1932 the company was offering only the Supercharged *Airman Series when Franklin's new bank-imposed management decided to bring out a new line, using an in-house developed, supercharged, air-cooled V-12 engine. The "Twelve"-- 398 cid developing 150 bhp -- mounted on a 144" wheelbase resembled previous

Franklins only in being air cooled. LeBaron was responsible for the body and its styling, distinguished by a sharply vee'd grille and a cowl-covering hood extending back to a jaunty-angled windshield. By standards of 1932 the Franklin twelve was truly exotic and magnificent to the eye. The V-12 had been developed to be installed in a lightweight chassis, but the car became a 6,000-pound behemoth when Franklin engineers were overruled by management seeking a solution to the company's financial woes. Although attractive, the Twelve did not have the ride and handling characteristics of its forebears. Dubbed "The Bankers Car" it sold poorly and only 200 were produced.

Sales of the Airman series peaked at about 1,700 units in 1932 dropping to only 171 in 1933 when the company, now in desperate financial shape, brought out another new series, the "Olympic." This last new Franklin was an inexpensive line featuring a 6-cylinder engine along, with a Franklin hood and grille, wedded to a Reo chassis and body. The Olympic was a good car but too late to save Franklin. Just 1,218 were built for 1933 and 109 for swan-song 1934.

"The Franklin company did not survive past April in 1934, but following the shutdown two former employees along with some outside investors tried in vain to successfully use Franklin's technology and name to produce truck engines and in one case a radical small car. Finally in 1937 this organization changed its name to Air Cooled Motors still trying to sell truck engines for retrofit before developing a line of horizontally-opposed air-cooled engines for small private airplanes. The new company manufactured light-aircraft and helicopter engines on through WWII after which it was purchased by Preston Tucker. The infamous Tucker Torpedo was powered by a "Franklin" aircraft engine converted to water-cooling. Air Cooled Motors, the last company to manufacture air-cooled engines under the Franklin name, declared bankruptcy in 1975 and its designs were sold to the Polish government.

The disappearance of high-quality, low-volume producers from the American motor car scene left a gap not filled in the many years since. The fine air-cooled-vehicle builder known as the H.H. Franklin Manufacturing company, played an important role in our automotive history and we are pleased to bring you this story.

* You can learn more about Franklin's unique "Supercharged" engines in the 2007 Bumper Guardian Winter issue available on the PNR website.



Standard Franklin lion was used as a hood ornament between 1925 and 1928. No ornament was offered for 1929 models. (Some owners, however, did add either the standard lion or airplane used in 1928.) The standard ornament used on 1930 and 1931 was a very plain bump. This bump was used to hold the top hinge on the hood.



Used between 1933 and 1934 on Franklin 16-B and Franklin 19-B series and also on the Olympic series.



Used only on the 1928 Franklin. It was a special edition ornament in honor of Lindbergh's flight across the Atlantic Ocean, and was a \$20 option. The prop spins at about 20 MPH. (A very similar ornament was also offered in 1930 and 1931.)

A special ornament used on 1931 Franklins and as a standard ornament on 1932 models.

Note: The V-12s did not use any ornament at all, nor are there provisions to add one.



The Experience

CONCOURS

WELCOMING

General Motors Cars: 1915-1970 and all Full Classics®

(as approved by CCCA)



JUNE 5-7, 2020



General Motors



Join us for the weekend including a one-day driving tour

FRIDAY, JUNE 5

10am-4pm · Registration at Museum

5:30pm · Cocktails and Dinner
at Gilmore Car Museum

6:30pm · Dinner at Gilmore

SATURDAY, JUNE 6

10am-4pm · Registration at Museum

9am · Driving Tour Departs Gilmore

9am · Automotive Art Exhibit Opens

6pm · Cocktails and Dinner at Radisson

SUNDAY, JUNE 7

7:30-9am · Concours Field Open

9:30am · Judging Commences

11:30-1pm · Registrants Lunch

1pm · Detailing Seminar

2:30 · Awards Parade

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FEBRUARY 13, 2020



There are not too many people who love the Great Race more than Steve and Janet Hedke. Like most teams who have competed in the race more than three or four times, the event becomes part of your life. And that is so true of Steve and Janet and their daughter Allison. And now that they are fast approaching more a two decades being involved in the Great Race it is common to see them win a day and finish in the Top 5 overall, as they did last year in their 1964 Studebaker Daytona.

www.greatrace.com/news/how-to-win-the-great-race-and-stay-married.html

In attendance:

- Bill Allard
- Michael & Ildi Bradley
- Frank Daly
- Stan & Val Dickison
- Jerry & Keenon Greenfield
- Brian Rohrback
- Jim & Irene Tait



1964 Studebaker
Daytona (nc)

Reported by Val Dickison



Featured at America's Car Museum for the last six months has been a 1964 Studebaker Daytona, belonging to Janet and Steve Hedke. The evening before its departs for home on Valentine's Day, the Hedkes provided a warm and entertaining talk about their twenty year experience participating in The Great Race.

The nine-day event is not for the faint of heart. Endurance of both car and crew is necessary, not to mention controlling tempers and differences of opinion pertaining to subjects such as "did we take the right road" or "is that a skunk in front of us?" This is big money with over a hundred cars entering from contemporary road machines back to 1900. Model T's, Porsches and even Volkswagens compete for first place status, or just the ability to finish the race. In the true spirit of fraternity, it is often the case where your competitors stay up all night helping you piece your car back together so you may compete the following day.

In the Autumn 2019 issue of the Bumper Guardian (available online if you have misplaced your copy) there is an article by Renee Crist (ACM Curator of Collections and PNR member) detailing her experience participating in the Great Race. It should also be noted our Director Frank Daly has ridden in the Great Race twice as a navigator and in one of those races his team came in at sixth place (out of roughly 100 cars). The position is as grueling as that of the driver. Math calculations abound for the navigator while the driver has his eyes glued to the road and the speedometer.

Members of PNR attended the lecture, complete with slide show and many humorous comments. Afterwards our PNR group drove a few blocks to Johnny's Dock for a no-host dinner, which was our official February activity of the 2020 schedule.



When Sandi McEwan recently spied this postcard on PNR Director Frank Daly's refrigerator she exclaimed:

"Whereever did you find a picture from Al's first CARavan."



Automobile Power Plant Innovations

Continued from page 8

combustion engine by simplifying and lightening it. Widely regarded as one of America's most successful producers of air-cooled internal combustion engine automobiles, Franklin's approach was to eliminate liquid cooling. This involved installing cooling fins on the engine block and eliminating the radiator, water pumps, hoses and liquid coolant commonly used to cool internal combustion engines. In so doing, Franklin reduced weight, complexity and cost.

Several car companies followed Franklin in the use air-cooling, with the most famous marques being Porsche and Volkswagen who for decades used air-flow to cool their flat-four or flat-six engines successfully. As demands for more power grew, the reliability and capability of these basic cooling systems began to diminish. The heat generated by the larger capacity engines would overcome the cooling systems, especially when sitting in traffic or driving at speeds that were not conducive to effective airflow. Less cold air was passing through the cooling fins results in a lack of a heat transfer from the engine to the surroundings. Currently, this method of cooling is kept to small capacity engines due to the lack of heat they produce compared to larger, more powerful units.

There doesn't seem to be any route back into the car market for the practice of air-cooling. While there is something satisfying about simplicity of engineering in designing an air-cooled engine, today's performance cars require more robust and reliable cooling mechanisms. In addition, air-cooling failed to address and resolve air pollution created by the internal combustion engine.

It appears that air-cooling will remain in the history books.



PNR MEMBERSHIP UPDATES

New Members

Dennis and Nancy Rood
11205 – 82nd Place NE
Kirkland, WA 98034
dmrood1@comcast.net
(c) 425-647-3739

Member Updates

Frank Daly
1932 Cadillac V-16 five passenger sedan

Brian & Fran Harding
3344 Nottinghill
W. Plainfield IN 46168

Paul Murray
6122 West Diagonal Road
Rathdrum, Idaho 83858
(c) 425-205-0051

MARLENE ZUCKER

We are saddened to report the passing of long-time PNR region associate, Marlene Zuker in Scottsdale, AZ. Marlene passed quietly in her sleep on February 12, 2020, from complication arising after a stroke. She was born in Maine when her parents were on vacation, and grew up in Dedham, MA. She graduated from Lasell Jr. College, attended Boston University, and received a graduate degree in Home Economics from the Garland School. She and her husband Lee were married 65 years. Marlene was a Master Gardener and a docent at the Bellevue Botanical Garden, and an active fund raiser for the Seattle Opera Guild and for Somerset Women for Medic One.

Marlene and Lee were very active in the PNR from the time they joined in 1981 until he retired and they moved to the South Sound in 2010. Together they attended several PNR CARavans, all but one in their 1939 Bentley Sedan Coupe, as well as several National Meetings and Grand Classics. Lee was the PNR director in 2001. Marlene loved the old cars, and Lee claims she was responsible for picking out their collector cars, as well as their colors. Their 1928 Rolls Royce Ascot Phaeton, which Marlene insisted they buy when found tucked away in a garage in Vancouver, BC, won second in class at Pebble Beach, as well as being chosen for the Parade of Elegance. And they always showed up with one or more cars for the annual 4th of July parade in Yarrow Point. One of their last PNR events was that of hosting a tour at their South Sound home, where Marlene served lunch featuring her authentic New England clam chowder made with clams from their beach.



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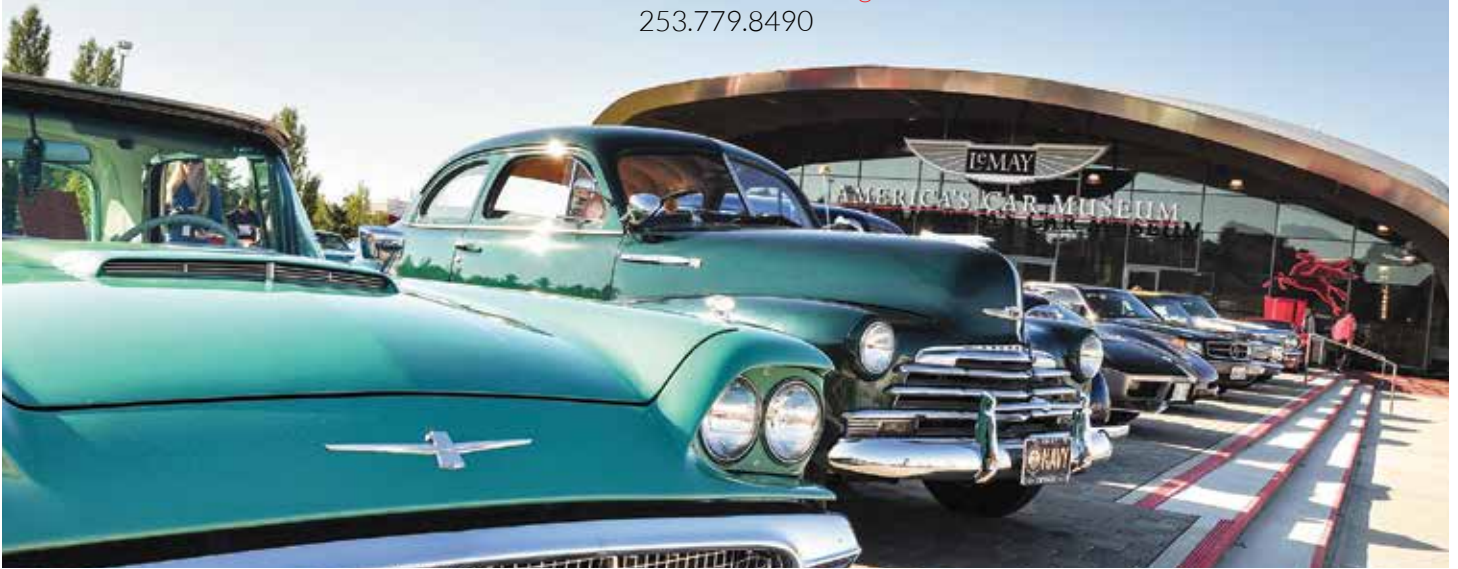
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Director's Message Continued from page 2

two hundred other people didn't warrant a second thought. Since then the Annual Meeting of the CCCA (which several of us had planned to attend) was cancelled and many other events, including the Hagerty / America's Car Museum "Wine and Wheels" tour, have been cancelled or rescheduled. I think that it's safe to say that our PNR CCCA face-to-face interaction will be severely limited for a while. Will it be weeks or months? No one knows. Perhaps by the time you read this the future will be more clear.

On a much more positive note, PNR Manager Marty Ellison, assisted by fellow Members Dennis Rood and Ted Vander Hoek, organized and conducted a wonderful "Wheels and Wings" vintage automobile and airplane show on March 7th in the tiny town of Carefree, Arizona. The Ellisons and I have seasonal homes a stone's throw from each other in Carefree, which abuts Scottsdale to the north. A small town of just over 2,500 residents, Marty had hoped to attract a few dozen vintage automobiles and a handful of antique aircraft to the show. The event was held at SkyRanch at Carefree, the private airfield where Marty and Linda hangar their Bonanza while they are in Arizona. The final tally was approximately 120 very nice automobiles, and close to two dozen historical aircraft! The real 'sleeper' of the show was an incredible display of radio controlled aircraft put on by a local club. A truly amazing show! We attendees hope that it becomes an annual event, and I assure you that it would be worth a trip to the area – 75 degree weather and gorgeous automobiles and aircraft. What more could a PNR Member want in early March?

Driving your Classic with family and friends is still recommended by the Centers for Disease Control, I am sure! The fresh air is good for us, and our cars like to get out. As Bill Mote once told me, 'garage miles are hard miles' for our cars. So do yourself and your Classic a favor and take a spin now and then.

When conditions permit, I look forward to seeing you (non socially-distanced) once again – hopefully soon!

Hang in there-
Frank



Editor's Note:

I am sitting at my desk with a cup of coffee watching the sun rise as I put the finishing touches on the Spring Issue of the Bumper Guardian. I can report that the lack of car events has made this issue of the Bumper Guardian a challenge to put together. Late winter and early spring are generally slow months for Classic Car enthusiasts. For most of us, our cars are tucked safely in the garage waiting for warmer weather.

This year the coronavirus resulted in the cancellation of a number of events including the 2020 CCCA National Annual Meeting and several PNR local events. The pages I had reserved for covering these events became a blank canvas in need of content. I reached into the archives for two articles that fit nicely with this issue's focus on the Franklin automobile. Many thanks to Bill Deibel and the Franklin Owner's Club for the opportunity to run the story on Mr. Tate's Franklin and also to Ray Loe for the interesting article on the History of the Franklin company that originally ran in the Bumper Guardian in 2012. Also thanks to Brian Rohrback for a trio of articles.

Science tells us social distancing is the best practice right now. What better reason could there be to head out to the shop and work on preparing your Classic for the summer driving season.

With so many of the PNR members falling in the category of most vulnerable, it is critical that each of us take the necessary precautions to stay healthy. And, for now, that means that keeping our distance so we will be able to spend time together "down the road."

Be patient, be positive and be persistent and together we will navigate the challenging times ahead.

Karen Hutchinson
PNR-CCCA Editor



