

VOLUME LXXIV • NUMBER 2 • 2026

THE



CLUB

FOR THOSE WHO HAVE NEVER RELISHED THE COMMONPLACE

NEWSLETTER



YEAR OF THE CENTURY CAR

AN ORGANIZATION FOR THE RESTORATION & PRESERVATION OF ORIGINAL AUBURN, CORD & DUESENBERG AUTOMOBILES

BUYING OR SELLING? CALL US FIRST.



SOLD 1935 AUBURN 851 SPEEDSTER

AVAILABLE 1935 DUESENBERG MODEL J
LAGRANDE DUAL COWL PHAETON

HYMAN LTD.

+1-314-524-6000 | HYMANLTD.COM





12



20



42



TABLE OF CONTENTS

ACD CONTACT INFORMATION	4
PRESIDENT'S CORNER	5
A WORD FROM THE CHIEF JUDGE	6
70TH ANNUAL EASTERN SPRING MEET	8
ANNUAL CAN-AM MEET	10
70TH ANNUAL WEST COAST MEET	11
DIRECTOR AT LARGE	12
MEMBER SPOTLIGHT	14
BOD MEETING MINUTES	15
FROM THE ARCHIVES: ACD #6, 1967	20
LETTERS TO THE EDITOR	42
SELL & SWAP	46

Auburn Cord Duesenberg Club Newsletter • Number 2 • 2016

ON THE COVER: Gary & Maria Gardippe's 1937 Cord 812 Phaeton in front of the old Auburn Hotel, 2017 Reunion. Photo courtesy of David Turner, TNT Shutterbug Photography, © all rights reserved.

JOIN THE DISCUSSION! VISIT US
ONLINE AT
WWW.ACDCLUB.ORG
OR FOLLOW US ON SOCIAL MEDIA



Facebook.com/ACDCLUB/
Facebook.com/groups/ACDClubGroup/



@ACDClub



@AuburnCordDuesenberg
@ACDJuniors

THE AUBURN, CORD, DUESENBERG CLUB IS AN ORGANIZATION FOR THE RESTORATION AND PRESERVATION OF ORIGINAL AUBURN, CORD AND DUESENBERG AUTOMOBILES.

THE OPINIONS AND STATEMENTS CONTAINED IN THIS PUBLICATION ARE NOT THE RESPONSIBILITY OF THE ACD CLUB OR ITS BOARD OF DIRECTORS, EXCEPT WHERE EXPRESSLY STATED.

THIS NEWSLETTER IS PUBLISHED SIX TIMES A YEAR BY THE AUBURN, CORD, DUESENBERG CLUB. ALL RIGHTS RESERVED.
MATERIAL FROM THIS NEWSLETTER MAY NOT BE REPRINTED OR SHARED WITHOUT PROPER CITATION AND PERMISSION FROM THE EDITOR. ©2026

AUBURN CORD DUESENBERG CLUB

HARRY DENHARD, FOUNDER
1919-2004

PRESIDENT

Cameron Petersen • 2nd term ends 2027
PO Box 62, Wardell, MO 63879
Home (573) 359-4608 • evildeadcw@gmail.com

VICE PRESIDENT

Gretchen Frownfelter-Grimpe • 2nd term ends 2028
12008 Colbarn Dr., Fishers, IN 46038
Home (317) 752-4321 • membership@acdclub.org

SECRETARY

Thompson Smith • 2nd term ends 2027
507 S. Jackson St., Auburn, IN 46076
Home (260) 927-4104 • Business (260) 925-4560
thom@counselorsmith.com

TREASURER

Alex Waken LeGrant • 1st term ends 2026
4309 Native Dancer Dr., Edmond OK 73025
(580) 747-8838 • awaken@okstate.edu

DIRECTORS

Robert Becker • 2nd term ends 2026
043505 Southgate Road 4, RR#1
Mount Forest, Ontario, Canada, N0G 2L0
Home (519) 323-5232 • bbecker@excelbusiness.ca

Jim O' Brien • 2nd term ends 2028
1711 State St., Mertztown, PA 19539
Home (610) 417-0726 • ob7879@outlook.com

Dave Helge • 1st term ends 2026
1245 154th Rd., Pleasant Dale, NE 68423
Cell (402) 730-3522 • structoboy@aol.com

Chris Summers • 1st term ends 2028
061 Stonecrest Dr., #108, Burlington, NC 27215
(919) 323-6507 • theduesenbergkid@gmail.com

MEMBERSHIP

Gretchen Frownfelter-Grimpe
12008 Colbarn Drive, Fishers, IN 46038
Home (317) 752-4321 • membership@acdclub.org

JUNIOR MEMBERSHIP COORDINATOR

Kari Higgins
2702 West Chestnut, Enid, OK 73703
Home (580) 548-6097 • higginskari@yahoo.com

CLUB HISTORIAN

Charles Meyer
PO Box 244, Coleman, WI 54112
Home (773) 286-6660 • Cell (920) 373-4207
mrcharlesjmeyer@gmail.com

ADVERTISING MANAGER

Lindsey Greene Barrett
107 Edison Street, Wyckoff, NJ 07481
Cell (201) 739-9254 • advertising@acdclub.org

CLUB TECHNICIANS

AUBURN 1920-1930

Dave Kirchenbauer
303 N. Jefferson St., PO Box 302, Van Wert, OH 45891 • Home (419) 203-1384
dkirchenbauer@roadrunner.com

AUBURN 1931-1936

John Ehresman
23 Reservoir Dr., Ansonia, CT 06401
Home (203) 735-5580 • jmehresman@ad.com

Jay Engler

2500 Christy Rd., Fremont, OH 43420
Home (419) 332-6684

AUBURN 1934-1936

Curt Schulze
4864 1180th St., Prescott, WI 54021
Home (715) 262-3183 • cschulze@centurytel.net

AUBURN 1932-1934 & V-12

Frank Cek
2540 Hilltop Rd., Euclid, OH 44143
Home (216) 486-3177 • frankcek@gmail.com

CORD L-29

Mike Huffman
7333 56th Ave., Hudsonville, MI 49426
Home (616) 669-0046 • mikespeed35@yahoo.com

CORD 810-812

George Arakelian
9500 Sashbaw Rd., Clarkston, MI 48348
Cell (248) 462-9541 • mmsfld@aol.com

Lee Foldenauer

51500 Orange Rd., South Bend, IN 46628
Cell (574) 520-8128

DUESENBERG A

Eric Killorin
PO Box 572, Middlebury, VT 05753
Home (978) 475-2272 • eric@killorin.com

DUESENBERG J

Paul Kaufmann
4523 County Road CR, Manitowoc, WI 54220
Home (920) 758-2830 • Cell (920) 901-3830

CHIEF JUDGE

Allan McCrary
340 Neil St., Vacaville, CA 95688
Home (707) 386-5196 • aamccrary@aol.com

ASSOCIATE CHIEF JUDGE

Mark Tomei
5555 Bruce Dr., Pleasanton, CA 94588
Home/Cell (925) 766-0003 • mjtomei@aol.com

CHIEF, JUDGING STANDARDS

Steve Waken
6300 Goliad Ave., Dallas, TX 75214
(210) 394-5124 • steve.waken@sbcglobal.net

REGIONAL MEET COORDINATOR

Gretchen Frownfelter-Grimpe • 1st term ends 2025, 12008 Colbarn Dr., Fishers, IN 46038
Home (317) 752-4321 • membership@acdclub.org

AWARDS CHAIR

Dave Helge
1245 154th Rd., Pleasant Dale, NE 68423
Cell (402) 730-3522 • structoboy@aol.com

CERTIFICATION SUPERVISOR

Jim O'Brien
1711 State St., Mertztown, PA 19539
Home (610) 417-0726 • ob7879@outlook.com

25/50/60 YEAR PIN CHAIR

Bob Esten
1450 Plains Rd., Pennsburg, PA 18073
Home (215) 370-5461 • bobesten@aol.com

LIFE MEMBERSHIP CHAIR

Ken Merusi
425 S. Braddock Ave., Pittsburgh, PA 15215
Home (412) 731-2878

CLUB CAR HISTORIANS

AUBURN

Justin Kerns
24514 E. Mineral Dr., Aurora CO 80016
Cell (303) 748-3579 • auburn8105@gmail.com

CORD L-29

Mike Huffman
7333 56th Ave., Hudsonville, MI 49426
Home (616) 669-0046 • mikespeed35@yahoo.com

CORD 810-812

Ron Irwin
18319 Grayland Ave., Artesia, CA 90701
Home (562) 860-1032

Jim O' Brien

1711 State St., Mertztown, PA 19539
Home (610) 417-0726 • ob7879@outlook.com

DUESENBERG

Randy Ema
142 North Cypress, Orange, CA 92866
Work (714) 633-3883 • emarandy@att.net

WEBMASTER

Thomas Lee • webmaster@acdclub.org

SOCIAL MEDIA COORDINATOR

Lori Tilden-Geiger • lgeiger@automobilemuseum.org

ACD NEWSLETTER & BOATTAIL EDITOR

Shannon Olson
350 Afshari Drive, Florissant, MO 63034
Cell (314) 825-2980 • editor@acdclub.org
SUBMISSION DEADLINE: 20TH OF THE MONTH

Want to contact any of our ACD Board Members? Simply email: bod@acdclub.org

PRESIDENT'S CORNER



Hello friends and family of the ACD Club,
Spring is here, and it's starting to feel like

the year is picking up some momentum. With activities and events coming into focus, it's a good time to stay connected and keep an eye on what's ahead for the club.

I also wanted to remind everyone to take a look at our club apparel store:
<https://acdclub.itemorder.com/shop/closed/>

If you see something that catches your eye, great. If not, let us know what you'd like to see, and we'll do our best to help facilitate it.

Believe it or not, the Labor Day Reunion will be here before you know it, and the same goes for many of our upcoming events. It's a good idea to start thinking about registrations, reservations, and accommodations now if you haven't already.

Thanks, as always, for being part of the club. I'm looking forward to seeing everyone as the season continues to unfold.

Cheers to you and yours

President, Auburn Cord Duesenberg Club, president@acdclub.com



Questions about your membership? Need to update your contact information or ACD car/s owned?

Contact ACD Membership Secretary Gretchen Frownfelter-Grimpe at
12008 Colbarn Drive, Fishers, IN 46038 or
email membership@acdclub.org



REPRINTED LITERATURE FOR SALE FROM THE ACDA MUSEUM

Wide assortment of owner's and service manuals, parts books, sales books, blueprints and photographs. To see our list of items, or to place an order, visit our website at automobilemuseum.org. Click on Museum Store, then click on Archival Literature. Or call (260) 925-1444 and ask for the Archives Department.

AUTOMOBILEMUSEUM.ORG

CALENDAR OF EVENTS

EASTERN SPRING MEET

May 22-25, 2026 • Stow, OH

Coordinators: Holly Olszewski • holly.olszewski@gmail.com
(281) 788-4198 or Keith Olszewski • Olszewski.keith@gmail.com • (281) 788-4193 or Jim O'Brien • ob7879@outlook.com • (610) 417-0726

AUBURN WARM-UP MEET

June 11-13, 2026 • Auburn, IN

Coordinator: Gretchen Frownfelter-Grimpe • membership@acdclub.org
(317) 752-4321

CAN-AM MEET

July 11-13, 2026 • Cambridge, Ontario

Coordinator: Sheldon Rier • Sheldon@mitographics.com
(519) 240-6102

71ST ANNUAL AUBURN REUNION

September 3-7, 2026 • Auburn, IN

"Year of the Century Car"
Coordinator: Gretchen Frownfelter-Grimpe • membership@acdclub.org
(317) 752-4321

WEST COAST MEET

October 22-25, 2026 • Clovis, CA

Coordinator: Thomas Craig • chscraig@gmail.com
(559) 493-8219

WWW.ACDCLUB.ORG

A WORD FROM THE CHIEF JUDGE

By Allan McCrary, ACD Chief Judge



Winter time is excellent for routine maintenance or even restoration of your ACD gem, and hopefully you were able to make some progress with it! It is also a great time for your Judging department to work on completing those few new Judging Standards that remain and I am most happy to report that that was the case !

As outlined in many columns that have been written since we started that most ambitious project quite some time ago, it begins with a

small group of those most familiar with the particular make and model to build an outline. In this case, Kellie Janousek organized a committee consisting of Randy Cramer, Justin Kerns, Andrew Birkhold, Thomas Craig and Brad Janousek who have been meeting weekly since early December.

Chief of Judging Standards, Steve Waken, has overseen and facilitated the gatherings as they put together the basics which include the 1931-1933 Auburns (8 & 12 cyls). The 1931-1934

8/12 Speedster standards will be reviewed and incorporated at a later date. We greatly appreciate their efforts to tie up these few remaining standards!

This follows the approved Standards development process where a small group of knowledgeable members put together a draft, then submits it to a larger group for review. Next, it will be included in an upcoming issue of the **ACD Newsletter** for general membership review and comments. Finally, shadow cards will be used at Auburn 2026 for a test 'in the field' before they become permanent.

More good news in that Steve reports interest has been shown by a few Model A Duesenberg owners towards establishing new Standards for them as well. Due to their rarity, Model A experts are not as plentiful as others, making it more difficult to complete. So, this is good news, indeed.

It's time once again for the update to our **Membership Directory** and general catch-all of our club guidelines. As far as judging, only a few changes are in store. One is a rewrite of policies governing Regional Meets (West Coast, East Coast) primarily concerning awards criteria. Also, there will be changes to 'New Coachwork' in the overall judging rules. Previously, there was a 35 point deduction, taken by the Chief Judge, but there is now a 100 pt. deduction. This is in addition to any point reductions found in judging. This is necessary for maintaining club award integrity and to ensure that only authentic ACD cars are eligible for the top awards.

Finally, Bill Driest has seen a whole lot of ACD considering he has been attending Auburn since **1956!!** He has been a faithful and contributing member and Duesenberg judging coordinator for all those years. However, he has decided that it's time to throttle back a bit. He'll still be maintaining and enjoying his Cord and 'signature' Duesenberg, but it will be an adjustment not to see the Duesey gracing the 'pole position' on Saturday morning in Eckhart Park. Thank you for all the great years, Bill. You have certainly been a 'Duesey of a Fellow' and the epitome of the club creed "for those who have never relished the commonplace". Well done ! ♦

1933 Auburn 1250 Salon Cabriolet

*1936 Auburn 852 Supercharged Cabriolet
by Labourdette*



NO COMPROMISES

When only the right buyer—or the right car—will do.

Contact us today for an honest, expert perspective—whether you're buying, selling,
or simply evaluating your options.

Shawn Miller, President
smiller@significantcars.com

800-837-9902 | 317-636-9900


SIGNIFICANTCARS.COM
Indianapolis

J.C. TAYLOR INSURANCE

Since the 1960s, J.C. Taylor has been America's premier specialty insurance
provider for classic cars, antique autos, modified, and custom vehicles.

NO HASSLES. COMPETITIVE PRICING.
AGREED VALUE.



JCTAYLOR.COM

888-ANTIQUE



70th Annual ACD Eastern Spring Meet

Memorial Day Weekend
STOW, OHIO – MAY 22-25, 2026



Event Highlights:

- **Featured Tours:** Enjoy an exclusive tour of the **Crawford Auto/Air Museum's Restoration & Storage Facility** in Macedonia and the **Maltz Jewish Heritage Museum** in Beachwood.

Additional venues are being determined to ensure a diverse and engaging itinerary and will be updated once finalized (may include a private car collection, an alpaca farm, a historic home, &/or an air museum).

- **Weekend Activities:** Immerse yourself in two full days of guided tours and fun on Saturday and Sunday, culminating in our traditional end-of-meet dinner on Sunday evening.



- **Special Delights:** We plan to drive through the beautiful **Cuyahoga National Park** and of course the itinerary will include the traditional stop at a local ice cream shop!
- **Meet Fee** includes: all tour/entry fees. pizza dinner Friday evening, lunch on Saturday and Sunday, and dinner on Sunday.

Registration:

- **Online at** <http://www.acdclub.org/events>
\$140 per Adult (under 6 free), mail-in form available on-line
- **Host Hotel: Fairfield by Marriott Inn & Suites Stow**
4170 Steels Pointe, Stow, OH 44224
ACD Group Rate: \$169 plus tax (includes breakfast and hospitality room)
(Make your reservations by **May 1, 2026** and ask for the ACD Car Show Rate)
Reserve online via the [ACD 2026 link](#) or call 330-940-1450

Questions or Registration? Contact our ESM Meet Coordinators:

- Holly Olszewski: 281.788.4198 / holly.olszewski@gmail.com
- Keith Olszewski: 281.788.4193 / olszewski.keith@gmail.com
- Jim O'Brien: 610-417-0726 / Ob7879@outlook.com

**Register by
May 1!**

70th Annual ACD Eastern Spring Meet
Discover Northeast Ohio
May 22nd – 25th, 2026

Register Online (CC or Check):
<https://acdclub.org/events>

Name _____ Spouse/Partner/Guest _____

Mailing Address _____

City, State, Zip Code _____

Cell Number _____ Spouse/Partner/Guest Cell Number _____

E-Mail Address _____

Car Registration

If bringing an ACD car Make _____ Year _____ Model _____

Body Style/Color _____

Serial # _____ Engine # _____ Cert # _____

Car Insurance Company _____ Policy Number _____

Car information is turned into the Club and becomes the property of the ACD Club.

Meet Registration Fee*

Adults _____ \$140 each (\$280/couple) # _____ \$ _____

(Children Under 6 yrs old free)

Donation to help with Hospitality _____ \$ _____

Total amount enclosed _____ \$ _____

Make check payable to: **Auburn Cord Duesenberg Club**

Mail to: **Jim O'Brien, 1711 State Street, Mertztown, PA, 19539**

100% of Meet Registration is due by May 8, 2026.

Hotel Reservations at discounted rate must be made by May 1, 2026.

NOTE: Hotel Arrangements must be made and paid for INDIVIDUALLY, ON YOUR OWN, by contacting:

Fairfield by Marriott Inn & Suites Stow

4170 Steels Pointe

Stow, OH 44224

Hotel Rate: \$169/night plus taxes

On-line: [ACD 2026 ESM Hotel Reservations](#)

Or call 330-940-1450 and mention the "ACD Car Show" rate

For discounted rate, reservations MUST be booked by

May 1, 2026

Questions? Holly Olszewski (281.788.4198 / holly.olszewski@gmail.com)

Keith Olszewski (281.788.4193 / olszewski.keith@gmail.com)

RELEASE FROM LIABILITY: The undersigned desiring to participate in the ACD Club Eastern Spring Meet on behalf of himself/herself, his/her family and guests, does hereby agree to hold the sponsoring group, and any affiliated person or persons acting on its behalf, harmless from all claims or liability occurring in connection with this event. I accept the above terms and conditions.

Signed _____ Date _____

*Registration fee includes - Admission to museums / tours, Friday pizza dinner, lunch on Saturday and Sunday, Sunday dinner, and hospitality room. Saturday dinner is on your own.

Trailer parking is available at the Stow Municipal Court, a very short walk from the hotel.



2026 CAN-AM MEET CAMBRIDGE, ONT

(~100 Miles from Buffalo NY or Port Huron MI)

Friday July 10 & Saturday July 11
Warm Up Run Thursday July 9th



Info: sheldon@mitographics.com 519-240-6102

PLAN TO ATTEND THE

**70TH ANNUAL WEST COAST
MEET**

OCTOBER 22-25, 2026

CLOVIS, CA

GATEWAY TO THE SIERRAS!

Watch an introductory slideshow on YouTube by searchin "70th Annual West Coast ACD Meet."

Registration information coming this spring!

- Official ACD Club judging and pre-certification.



- Car storage available before and after.
- Centrally located, major airport nearby, quaint downtown, interesting tours and attractions.

Contact Thomas Craig with any questions.
CHSCraig@gmail.com

Over 60 yrs of
dedicated
ACD service
& restoration
expertise!

**If you own an
Auburn Cord or Duesenberg
ACD Co. can help you with:**

- Engine Rebuild and Service
- Consultation and Research
- Fabrication and Metal Work
- Complete Paint and Body Service
- Largest Parts Inventory on earth
- Maintenance and Repair
- Body work and Repair
- Authentic Interiors
- Chrome Plating

SUPER-CHARGED

Specializing in:

- Award-winning ACD restorations
- Supplying the world with ACD parts
- Professional ACD service work



AUBURN-CORD-DUESENBERG CO.

Broken Arrow, Oklahoma

est. 1938, purchased by Glenn Pray and
moved to Broken Arrow, OK in 1960.

call us 918-251-3161
visit us at www.acdco.com
email us at info@acdco.com

DIRECTOR AT LARGE

Thoughts, history and ACD Club News from the Board of Directors.

Alexandra Waken LeGrant, Treasurer

In 1947, while traveling through Northwest Oklahoma, a 1937 Cord Supercharged Cabriolet developed mechanical trouble and was traded to a mechanic in my hometown of Enid, Oklahoma. My Great Uncle, George Waken, discovered it there and purchased it for \$2,500. At the time, it wore brilliant bronze paint, a tan top, and leopard-skin upholstery, quite the statement!

Uncle George began attending Auburn meets in the early 1960s while working to restore the car for its official debut in 1972. Between 1972 and 2025, the Cord traveled more than 110,000 miles, attending meets from the East Coast to the West Coast. More importantly, it introduced our family to what would become a four-generation love affair with these remarkable automobiles and the extraordinary people who care for them.

While many individuals have influenced my journey, I must acknowledge the foundational role of my dad and Uncle George, along with the rest of our family. Their quiet dedication, enthusiasm, and example shaped my appreciation for the cars as well as the culture and character of this club.

Growing Up in Auburn

Some of my very best childhood memories are in Auburn, surrounded by my ACD family. Seeing friends year after year, listening to stories in the parking lot, and soaking in the knowledge generously shared by members is what kept me coming back as I grew up.

Though my parents likely would have registered me as a member eventually, Mrs. Kathy Kellam beat them to it. My first trip to Auburn was nine months old, and she made sure I was signed up right away. Kathy always kept me excited and engaged. When I was about six years old, she gave me my first Cord necklace, which I still wear today. At fourteen, she made sure I was in the park early on Saturday morning learning the ropes of judging 810/812s. (To be fair, my dad may have strongly encouraged that involvement, too.)

It's never too early to start!!

In 2008, I learned another side of judging through the tallying and scoring process and had the privilege of serving on the Tally Committee from 2008–2019. Using my professional experience, I am honored and



excited to serve our club as Treasurer in 2026.

I joined the Board because this club has been ingrained in me from the beginning. We have some of the best, and perhaps occasionally the most stubborn, members anywhere. I want to help ensure that future generations have the same opportunity to love these cars and these people as much as I do.

Beyond the Cars

Outside of the club, I have worked in grant administration for over fifteen years. I hold degrees in finance and accounting and currently work in cancer research at the Stephenson Cancer Center, where I serve as a research administrator facilitating the awarding of fourteen internal grant programs and submitting applications for major infrastructure initiatives. My husband, Zac, our children Mackenzie (10) and Carter (8), and our two dogs live in Edmond, Oklahoma. We also own a metal manufacturing company where we sell metal roofing and metal buildings, a very useful resource when someone needs a large car garage! Most of our free time is spent outdoors or chasing our kids to their many activities.



Carrying the Tradition Forward

I have attended over 25 Annual Reunions, along with many regional events closer to home. There is truly nothing like being in Auburn on Labor Day weekend.



One of my greatest joys is now watching my own children grow up in this club. Each year, we pile into the car and make the 1,000-mile journey to Auburn. We spend hours in the parking lot talking about cars and catching up with friends. Their excitement fills my heart, though I suspect seeing our friends and family may rival their enthusiasm for the cars themselves!



We also cherish our adopted "car-grandparents" who have so generously invested time and stories into the next generation. When we were young, we would pick our favorite cars in the park and pose for pictures like princesses in the parade. Today, we continue that tradition with our children. It is incredibly special to see those same traditions carry forward.

There are far too many people who have shaped my life through this club to name without the risk of leaving someone out. Please know how deeply grateful I am for every story shared, every lesson taught, every bit of encouragement given along the way.

The cars are extraordinary but without the family and extended ACD family, it would not be nearly as special. It is the relationships that keep us connected year after year. Thank you so very much for allowing me the opportunity to serve you as a Board member.

I always feel a little sad when it's time to leave Auburn but the anticipation of returning the next Labor Day makes it easier. See you there soon! ♦





MEMBER SPOTLIGHT: FRANK CEK

By Vivian LaVine

THE HISTORY OF A MEMBER SINCE 1958

Frank Cek, ACD member #59, is 93 years old. He joined the club in 1958 and considers it his second family.

Frank served on the Board of Directors for seven years. He also has been a judge for over 35 years. In all these years, Frank said he has only missed maybe three or four Reunions in Auburn. He has also attended several Regional Meets, such as Can-Am and others.

Frank has been a long-term Club Technician for the V12 and 1934 through 1936 Auburns. He has shared his knowledge willingly with others and has received multiple club awards over the years, including Man of the Year, in 2024.

Frank is currently working on a 1935 Speedster and a 1931 Sedan along with his son Bob and grandson Andrew, which keeps him busy.

Frank said that he can't remember when he wasn't in love with cars. When he was 15, he bought his first car, a 1929 Plymouth. He got into drag racing mostly on the streets, and said he once got two speeding tickets on the same day.

Frank went into the service from 1952 to 1954. Returning home, he resumed racing and built his last hotrod, a 1936 Chevy Coupe, powered by a V8 Cadillac engine.

He met his wife Sylvia in 1955, and they were married in 1957. After being married, he decided racing was too expensive, so he turned his love of cars to Auburns.

Frank started making Auburn parts in the early 1960s and estimates that he has made over 400 different Auburn parts since.

In 2004, he was invited to Pebble Beach with his 1933 V12 Salon Speedster, which Frank said was one of the highlights of his life.

Frank said the club has always been family oriented, but would love to see more of the younger generation join the club. "We all need to encourage the younger generation to participate in the club. Give your neighbors a ride in your car!" ♦

Below; Frank (middle) with the other Man of the Year awardees, 2024. Photo courtesy of David Turner, TNT Shutterbug Photography.





AUBURN • CORD • DUESENBERG CLUB, INC.

An Organization for the Restoration and Preservation of Original
Auburn - Cord and Duesenberg Automobiles

Minutes

ACD Club Board of Directors Meeting Saturday November 8, 2025; 9:00 a.m. Eastern

Board Members Present (in person): Thompson Smith, Dave Helge Jim O'Brien, and Chris Summers.

Board Members Present (via Zoom): Gretchen Frownfelter-Grimpe, Vivian LaVine, Alex Waken-LeGrant, Cam Petersen, and Bob Becker.

Board Members Not Present: None.

Guests: Lindsey Greene-Barrett, Allan McCrary, and Shannon Olson via written report.

Agenda:

Regular Board meeting

- | | |
|--|--|
| 1. Call To Order: | Cam Petersen presiding |
| 2. Approval of Agenda: | All |
| 3. Secretary's Report/Minutes: | Keith Olszewski (by written report)/Thompson Smith |
| 4. Treasurer's Report: | Vivian LaVine |
| 5. Regional Meet Report: | Gretchen Frownfelter-Grimpe |
| 6. Membership Report: | Gretchen Frownfelter-Grimpe |
| 7. Reunion Report: | Gretchen Frownfelter-Grimpe |
| 8. Chief Judge's Report: | Allan McCrary |
| 9. Newsletter Report: | Shannon Olson (written report only) |
| 10. Advertising Report: | Lindsey Greene-Barrett |
| 11. Certification Report: | Jim O'Brien |
| 12. Awards Chair Report: | Dave Helge |
| 13. Old Business | |
| a. Photo Display Car Update | |
| b. CPA | |
| c. Director at Large Articles | |
| d. President's allowance for meets. | |
| e. Posters - mini and regular | |
| 14. New Business | |
| a. Directory | |
| b. BOD Nominating Committee | |
| c. Online voting | |
| d. Login credentials as a backup | |
| e. Newsletter templates | |
| f. 2025 Festival Poster (Bob and Dave) | |
| g. 'Year of discussion for future years. | |

- h. Non-Competitive Award Nominating updates
- i. Newsletter templates
- 15. Adjournment

#	Action Items from this meeting & carried over	Resp	Due Date
1	Create a new ACD Club video to replace the current video running in the ACDA Museum Awards Hall.	Lindsey, Jordan Orlando	TBD
2	Propose updated by-laws for electronic voting	Thom and Cam	Jan-2026
3	Develop a policy for monitoring, controlling access to Certification and car registry data.	Jim	TBD
4	Replace ACDA Museum Dodge photo op car with an Auburn.	Dave, Bob	Aug-2026
5	Engage a new CPA	Cam	Dec-2025
6	Nominating Committee-Nominate	Chris, Jim, Vivian	Feb-2026
7	Cybersecurity Policy and Best Practices	Alex	Feb-2026
8	Non-competitive awards-submit suggestions to Jim	All	March-2026

Call To Order and Approval of Agenda: Cam, presiding, called the regular Board meeting to order at 9:00 a.m. Bob moved to approve the agenda Cam sent to the Board; Alex seconded; the motion carried.

- **Secretary's Report / Minutes:** Keith emailed the August 28, 2025 Board meeting minutes to all Board members before this meeting and no changes were requested. Bob moved to accept the August 28, 2025 Board meeting minutes; Alex seconded; the motion carried. Per policy, after this Board meeting Thom emailed a copy of the approved Board meeting minutes to: Shannon Olson to be published in the Newsletter; and Tom Lee for the ACD Club website.
- **Treasurer's Report:** Vivian sent out updated Profit & Loss Reports, Balance Sheet, Check Detail, Deposit Detail, and Trial Balance (through Nov-8) to the Board. Vivian has resigned from her Treasurer's position, but will remain on the Board through the end of her term. Jim nominated Alex for the open position of Treasurer; Chris seconded; the motion carried. Everyone is very appreciative of Vivian's work as Treasurer for the last several years.
- **Regional Meet Report:** See the Newsletter for the most up to date ACD Club regional meet info. Steve Waken is writing up a report on the West Coast Meet for issue number 6. The new Texas meet from April 23-26, 2026 is starting strong and producing a lot of interest. It will be held in League City, Texas, and will include a first-class lineup of sites to see. Attendees will be visiting NASA and have the opportunity to attend the Keels and Wheels Concours Event. Gretchen will make sure it and all other regional meets get added to the Calendar of Events.
- **Membership Report:** Gretchen indicated that we are holding steady and the consensus is that holding steady is a "win" given the average age of Club members. It was suggested that we add a QR Code on the membership renewal form to make it as easy as possible to renew. There was discussion of adding a link making it easy to join on both Facebook Groups. Cam indicated that he will pursue adding a sign-up box or "join here" link on Facebook with all of the various active Facebook accounts. Foreign membership has come up a little which is encouraging and Chris indicated that there has been an uptick in European interest in pre-war American cars recently.

Gretchen is working to determine if Charter Member Ernest Bennett still wants to receive mailings from the Club. Thom and Chris will investigate and pass on information to Gretchen. Many membership brochures were passed out at Hersey and Gretchen will print additional membership brochures as needed. Bob moved to accept the Membership report; Alex seconded; the motion carried.

- **Reunion Report.** The 2025 Annual Reunion went well. There are always some curveballs and this year was no different. All challenges were met and resolved. Some of the bills came in higher than budgeted, but we are in an inflationary period and vendors must pass on cost increases to the end payer. It is standard with catering contracts to have cost adjustments. The museum is raising their fees for next year and we will have difficulty maintaining the current ticket prices. Costs are going up, but the percentage amount component is also going up from a 15% catering fee to a 25% catering fee. The museum does give the club discounts and does comp. board meeting space, the judge's seminar, and the tech seminar space. Options to help with increased costs include sponsorship and the investigation of other possible event spaces. The new vinyl cling signs looked great and are much more professional. Everyone congratulated Gretchen for another successful reunion as the entire board knows how much time she puts into it on a year-round basis.
- **Chief Judge's Report:** Allan McCrary provided a report. The West Coast Meet attracted four cars for judging, which was made up of a Duesenberg, a Cord, and two Auburns. The Cord Westchester earned a primary first and a new Auburn owner increased his score from last year to this year which moved him from a second to a first. The other Auburn earned a primary second. Curt Warner did his usual great job of running the meet, but is stepping down and the West Coast Meet will be chaired by Thomas Craig next year. Dave Helge coordinated the awards and everything went smoothly with respect to awards. The new rules were applied resulting in a Best Auburn because we had two in that category that met the minimum point value of 940 points. The meet is in a good location near the water and everyone should try to attend.
- **Newsletter Report:** Cam summarized (Newsletter editor) Shannon Olson's written report. We continue the dilemma of not getting as much content from members as we need to produce a consistently interesting, high-quality Newsletter, and our classified ads are shrinking. In spite of these challenges, we continue to produce a high-quality and professional magazine that members enjoy. The Board encourages Club members to submit articles (especially with pictures) to Shannon (editor@acdclub.org). The Board of Directors Article Schedule for 2026 is:
 1. Thompson, December 20th deadline.
 2. Alex, February 20th deadline.
 3. Chris, April 20th deadline.
 4. Bob, June 20th deadline.
 5. None
 6. Vivian, October 20th deadline.
- **Advertising Report:** Lindsey Greene-Barrett, Advertising Chair, reported that she honored all 26 past Woman of the Year recipients and 2 Man of the Year recipients with blue badges. This effort

was well received and appreciated by all. All accounts have been invoiced after the reunion and about half are paid. Worldwide paid their invoice of \$3,000 for sponsorship of awards, but also have some other open invoices. Lindsey will discuss open items with Worldwide. Gretchen will assist Lindsey with open invoices as needed.

- **Certification Report:** Jim presented a report with seven cars (5 Cords and 2 Duesenbergs) eligible for certification and re-certification. All cars were reviewed by the certification team. The team has 17 or 18 cars still in process. The Certification Report was approved and Thom signed as Secretary on behalf of the entire Board. Jim will notify owners of the certification or recertification. The Certification Report will be recorded with the minutes.
- **Awards Chair Report:** Awards are right on track and running smoothly. Dave moved best in class and best of show to a new local supplier at a cost savings of \$600 per year. Dave bought an engraving machine with the cost savings that allows for the awards to be produced and distributed timely, which also saves a great deal of time on follow-up after events. Jordan at Awards Makers does a great job for us. The only change Dave will be making is to have a separate plaque for the senior emeritus award as they have been getting the same dash plaque that everyone gets for attending. Dave provided Ken Merusi with a thank-you badge which was well received and meant a lot to Ken.
- **Old / New Business:**
 - ACDAM photo op car: Dave reported that the photo car project continues to be on track. They recently received a donation of brand new dash panels. Paul has the doors on the car. Dave is leaning toward a two-tone red color scheme with straw colored wheels. As a photo car, we want it to really "pop" with dynamic colors for photography. We still need to either source or make the upper and lower bars for the windshield. The Auburn photo-op car is still planned to be finished for the 2026 Reunion, barring any unforeseen events. Donations have been fantastic with many club members stepping up to donate parts, time, labor, and money. During the reunion Don Ghrareeb provided \$10,000 in matching funds which were quickly matched from Lindsey Greene-Barrett and the family of Dick Greene. Steve Moore has also donated generously to the project.
 - Directory: Gretchen is working on the new directory. It seems too early to do a new directory, but that is only because the last directory was delayed.
 - CPA: Cam contacted Carla Butler who previously provided a proposal to be our new CPA. Cam is also checking with a Club Member who also expressed interest. Cam will get proposals.
 - Possible President's Allowance: It was discussed if we should provide a stipend to the president to offset a small portion of the costs of attending meets. After discussion, the Board took no action on providing a stipend to offset costs so all existing policies with respect to reimbursement remain unchanged.
 - Mini Posters: In 2014, a collaboration between ACD Festival, ACD Club, and the Museum resulted in reprinting the ACD Festival Posters from inception through 2014. Cam asked if we should do this again and bring them up to date. Tom Lee provided a summary of the income and expenses from 2014. It did not make much money in 2014, but did not lose money. The consensus was not to proceed at this time because it is a lot of work for a little money. As stated by Cam after discussion: The juice is not worth the squeeze.

- ACD Festival Poster: The Board discussed the 2026 ACD Festival Poster theme and ways to clearly articulate the theme for 2026 and beyond. The Board will continue discussions with ACD Festival about the poster and how to have the best possible poster every year.
 - Future Themes: 2026 is the Year of the Cord 810/812. It is also the 90th anniversary of the 810/812 Cord. 2027 is the 75th anniversary of ACD Club.
 - Possible Electronic Voting: The consensus of the Board is to move toward electronic voting for several reasons. First, it would likely save costs. Second, it would likely increase participation. Third, it would solve timing challenges associated with mail, both domestic and international. Thom will draft a proposed by-law change to allow for mail voting as has always been done, but also allow for electronic voting. Cam will set up a zoom meeting with the eballot vendor and perhaps other vendors so the board can review moving to an electronic voting platform. Any electronic voting platform will be secure and provide one vote for each member. We would also like it to allow for write-in candidates.
 - Nominating Committee: A nominating committee was formed consisting of Chris Summers, Jim O'Brien, and Vivian Lavine. The three of them will decide on a chairperson for the committee and make nominations for open board positions for 2026.
 - Cybersecurity: Alex recommended that we all be conscious of security and also make arrangements to get passwords and backups to the Club secretary for safekeeping in the event of death or incapacity. This access will be for emergency use only. Alex will draft a policy on digital document retention and passwords for the Board's consideration.
 - Non-Competitive Awards: Board Members and Members should submit names to Jim O'Brien who will compile an updated list to review at the next board meeting.
- **Executive Session**: No executive session was held.

Next Board Meeting: The next Board meeting will be **Saturday, March 7, 2026 from 9:00 a.m. through 5:00 p.m. EASTERN TIME**, via Zoom only. Bob moved to adjourn the Board meeting; Jim seconded; the motion carried, and the meeting adjourned at approximately 2:45pm.



EDL SERVICES LLC. 1/27

Restoration & New Parts

EDL Services is a second-generation Auto-Restoration Shop in Troy, Michigan. We provide full mechanical restorations, Hi-Speed Ring & Pinions, and more with over 50 years of experience restoring classic and exotic automobiles.

Ed Linn & Wes Linn
EDL Services
1135 Badder Drive
Troy, Michigan
(248)797-8781
www.edlservicesllc.com

**Hi-Speed Duesenberg
Ring & Pinions
Now Available**



Lucas CLASSIC TIRES

Goodyear • Bedford • General • Universal
Pirelli • Wards Riverside • Firestone • More...

www.LucasClassicTires.com

Best Deals Anywhere!

2850 Temple Avenue
Long Beach, CA
90806
(800) 952-4333
(562) 595-6721

**We Ship
Worldwide!!!**



WANTED! YOUR ACD STORY

Do you have an story or a tech tip to share? Submit it to the ACD print magazine or digital Boattail newsletter. Contact the editor today! editor@acdclub.org

FROM THE ACD ARCHIVES

Looking back at the ACD Newsletter's notable content

ACD #6, 1967

THE CONNERSVILLE STORY

INTRODUCTION

The city of Connersville Indiana played a very large part in the final production years of the Auburn Cord Duesenberg manufacturing and assembly operations. It is with this in mind that we are bringing to our members some of the facts, figures and photos pertinent to the Connersville facilities.

We are fortunate to have among our members a dedicated historian, Henry H. Blommel, of Connersville, whose unending search for, and collection of the historical data and various items of Connersville's history and participation in the saga of Auburn has made this presentation possible.

The complete industrial history of the Indiana city is condensed here to deal with the basic manufacturing facilities pertinent to the automotive industry and especially the forerunners of what eventually became the Auburn Automobile Company in its most productive, yet actually its declining years. Our thanks to member Henry Blommel for this interesting and historically valuable contribution to our knowledge of Auburns and Cords and the people and plants which helped to produce them.

THE AUTHOR

Henry H. Blommel, a Connersville native, was raised in his father's Model T rebuilding business; he found an early love in tracing the family histories of the great automobiles of all time- including stories of the men and companies that built them. His collection goes back 35 years and he is in constant search of new material on the industry today.

Some comparatively recent results of this never-ending search for additional information and memorabilia have been the tremendous discovery of a group of almost 100 original 8 x 10 photo negatives resurrected from the depths of one of the old buildings of the original complex which depict some amazing history and neverbefore published photos of the 810-812 Cords made as these famous cars were either first built or being "mocked up" for later production. These particular factory photographs will be featured in a special edition of this Newsletter in the near future. Another recent discovery made in Connersville was the finding of several of the original full size body templates for a couple of the Auburn Company's later models.

The author spent 38 months during World War II in a third army Ordnance, Automotive Maintenance Company, servicing trucks in England, France and Germany.

Fifteen years of service with the Central Manufacturing Company in Connersville gave the author a thorough working knowledge of the body-building business. The past eight years he has been a letter carrier with the local post office.

We are indeed indebted to Henry's diligent searching for some very interesting additions to our store of historical data on our favorite trio of automobile classics.



INDUSTRIAL PARK 1886 - 1928

"John McFarlan's Corn Patch"



- | | | |
|----|------------------------------|------|
| 1 | Connersville Furniture Co. | 1882 |
| 2 | McFarlan Carriage Co. | 1886 |
| 3 | Connersville Natural Gas Co. | 1889 |
| 4 | Ansted & Higgins Spring Co. | 1891 |
| 5 | Connersville Furniture Co. | 1892 |
| 6 | Connersville Blower Co. | 1893 |
| 7 | Ansted Spring & Axle Co. | 1895 |
| 8 | Rex Wheel Works | 1900 |
| 9 | Geo. R. Carter Co. | 1903 |
| 10 | Indiana Lamp Co. | 1904 |
| 11 | Triumph Safe & Lock Co. | 1905 |
| 12 | Central Manufacturing Co. | 1906 |
| 13 | Lexington Motor Co. | 1910 |
| 14 | Hydro Electric Co. | 1911 |
| 15 | Lexington Motor Co. | 1915 |
| 16 | Indiana Lamp Co. | 1916 |
| 17 | Lexington Motor Co. | 1916 |
| 18 | Central Manufacturing Co. | 1917 |
| 19 | Lexington Motor Co. | 1919 |
| 20 | Ansted Engine Co. | 1919 |
| 21 | Stant Manufacturing Co. | 1926 |
| 22 | E. L. Cord Co. | 1928 |

INDUSTRIAL CONNERSVILLE

FOREWORD

The following listing of industrial organizations which are or have been a part of Connersville's life blood through the years is reproduced here to illustrate the many and diversified industries which influenced and in some cases became a part of the automotive manufacturing complex in the community known locally as "Indiana's Little Detroit". We have featured in this condensation only those of interest to the Auburn chronology.

Gephart Stove Foundry	1846	Indiana Lamp	1904
Roots Woolen Mills	1846	Triumph Safe and Lock	1905
Drew and McCracken	1850	McCombs & Son	1906
Ware and Veatch	1850	Krell Grand Piano	1908
Wm. & Andrew Applegate	1851	United Vacuum	1910
McFarlan Carriage	1857	Lexington Motor	1910
Cooley Morrison	1865	Hoosier Castings	1915
Munk & Roberts	1868	Ready's	1918
Western Hosiery Mills	1873	Tractor Train	1920
Indiana Furniture	1874	Davidson	1928
Connersville Furniture	1882	Connersville Tool & Die	1928
Connersville Buggy	1883	Auburn - American Kitchens	1929
Triple Sign	1888	Connersville Casket	1932
Ansted Spring and Axle	1891	National Metal Products	1933
Mirror Works	1894	Steel Kitchens	1933
Stant Manufacturing	1898	Production Products	1946
Rex Buggy	1898	Metal Plating	1946
Central Manufacturing	1898	Mac Machine	1951
Wheel Works	1900	B & M Lumber	1954
Wainwright-McQuay-Norris	1903	Design & Manufacturing	1959
George R. Carter	1903	Benson Aluminum	1959

From 1813 to 1845 Connersville was a typical small Hoosier village. Then the Whitewater Canal came by on its way from Lawrenceburg to Hagerstown. The waterway used by the Canal Company attracted Ohio businessmen, William Gephart and Alanson Roots and Sons to look into its manufacturing possibilities. Soon afterward carriage and furniture manufacturers became interested.

It was in the year 1886 that John B. McFarlan Sr., through his newly created Connersville Land and Improvement Company, opened that part of Connersville known today as Edgewood into an industrial miracle. Without his efforts and those of others to follow, Connersville could still be a typical Hoosier town of seven to eight thousand inhabitants.

Mr. McFarlan not only brought firms to supply Connersville's Buggy Manufacturers with parts, but he also incorporated the Connersville Natural Gas Company in 1889 at Sixteenth and Illinois. He brought natural gas from the southern tip of Indiana's natural gas belt at Carthage. So it was through Mr. McFarlan's efforts that manufacturers had gas and other facilities to supply their plants.

In its time Connersville built parts for many of Indiana's over 200 different makes of automobiles -- that is, automobiles built in 30 Hoosier cities, including many of the 40 Indianapolis-built cars. Auto pioneers from St. Louis, Michigan, Ohio, Wisconsin and Illinois cities were frequent visitors to Connersville's Auto Industrial Park. In those days you could find in Connersville, within walking distance, the following parts for your car made in mass production: bodies, springs, tops, enclosures, lamps, interior upholstery and leather trim, engine castings and many small parts.

The Automobile Manufacturers Association lists 10 cars that were called Connersville cars. These were: ANSTED 1927, AUBURN 1929-1937, CENTRAL 1905, CONNERSVILLE or VAN AUKEN ELECTRIC 1914, CORD 1936-1937, EMPIRE 1912-1919, KELSEY CYCLE CAR 1913-1914, LEXINGTON 1910-1926, LEXINGTON-HOWARD 1914, and McFARLAN 1909-1928.

Industrial Connersville of today still uses many of the buildings once used by those companies which turned out some of the finest motor cars of their day.

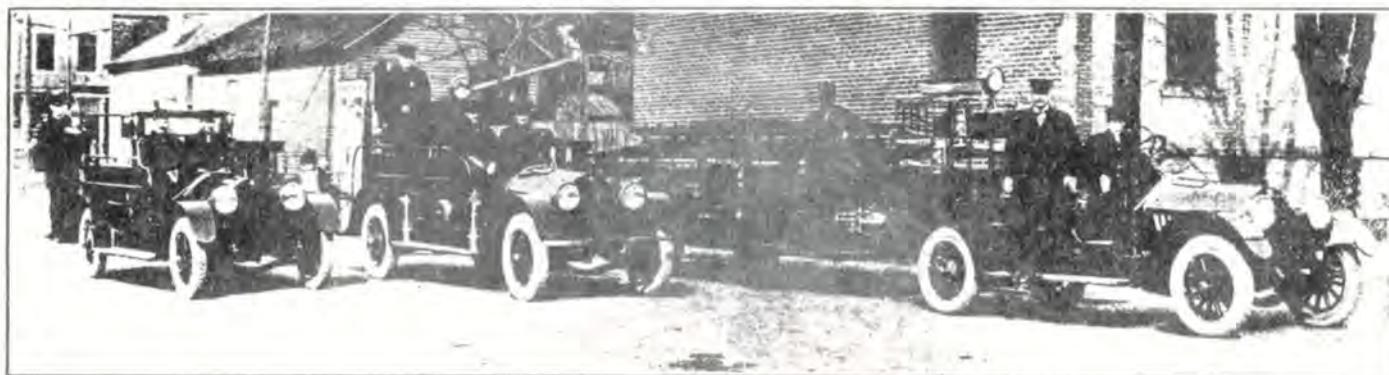
McFARLAN CARRIAGE COMPANY

In 1857 John B. McFarlan Sr. established the McFarlan Buggy Company at 6th and Grand. Thirty years later the buggy business had grown to such proportions that larger quarters were needed, so as part of his newly created Connersville Land and Improvement Co., Mr. McFarlan built at Mount and Columbus Streets a four story building with two wings on five acres of land. After his death in 1909 his grandson Harry McFarlan thought that the automobile business looked good. In the fall of 1909 the initial 40 horsepower 6 of McFarlan's own design set the stage for 18 years of fine automobiles. Motor cars, Fire trucks, hose and ladder wagons, patrol cars, funeral cars, ambulances and limousines were produced in their plant.

From the start, McFarlan policy was as follows: "It is not 5,000 cars built to sell, but instead a limited number, each properly road tested, each a perfect individual in which you and ourselves can have a lasting pride and satisfaction. It is not a car built to price, but an exceptionally low price on a perfect piece of machinery, made possible through 50 years of manufacturing experience."

On Labor Day 1910, in the second of two one hundred mile races at the Indianapolis Motor Speedway track, a McFarlan finished third and fifth. Both went non-stop for the time - one hour, 15 minutes. Clemons was the driver of the #3 car, Barndollar at the wheel of the fifth place car. In 1911 a McFarlan with Marquette at the wheel was running at the finish and came in twenty-fifth in the first try at 500 miles. The 1911 wheels were used again in 1912 and Marquette finished 63 laps before they gave way and his day ended.

Connersville's Fire Department purchased its first motor wagon on November 30, 1914. It was built by McFarlan at a cost of \$3,500 and assigned to Station #1. On March 8, 1915 another McFarlan motor hook and ladder wagon was purchased for Station #2 at a cost of \$3,000. A third McFarlan motor truck was purchased for \$3,500 on April 5, 1915. Air starters, pneumatic shift and electric starters appeared on the next several model cars.



The firm became The McFarlan Motor Car Company in 1917 and their contracts for this period included 6,000 carpenters chests, 500 plotting boards for the Army Engineers Corps and cushions for 170 American Ships made of water proof casing and stuffed with kapok which made them really life bouys.

Their own 40 hp 6 was followed by the Wainwright engine (1912-1914) then Wisconsin; Buda; Brownell; Continental; Teetor-Hartley (Perfect Circle); Lycoming straight eight in the last two models and a T head, 24 valve, 18 spark plug 6 cylinder of their own design with triple ignition that was the largest and most powerful of its day. Dash control gave the driver an assortment of power. This engine was to power their large Rolls Royce type cars to the end.

A heated steering wheel which tilted for easy entry and a Vesta electric transmission with control buttons on the steering wheel spoke were used before World War I and the post war mammoth McFarlan sold for up to \$9,000.

On Oct. 26, 1922 the Company announced an order for a Design #154 to be gold plated, the price - \$25,000! The car was shown in the lobby of the local plant from Jan. 9 to 13, 1923 then shipped to the Chicago Auto Show where the McFarlan exhibit was the hit of the show. Feb. 3, 1923 the Company announced that the gold plated Town Car had been ordered by Harry L. Harris of Chicago and was delivered. During 1923 the light 6 was added to the line of large limousine type cars. From April through October in 1923 the McFarlan Motor Car Company had a contract with the Auburn Automobile Company to build and ship, all the closed car bodies they could produce for the Auburn Indiana plant. The body contract business grew to 35 units a day by 1925 with orders from Locomobile of Bridgeport Conn. and Marmon of Indianapolis.

In 1925 the firm offered 26 models priced from \$2,000 to \$10,000 and the end was in sight. Harry McFarlan was stricken and the Company had spread itself too thin. The 1926 try with an 8 cylinder Lycoming engine caught on fairly well, then the 1927 offerings were trimmed down and reduced in price. By April 1928 the company ceased trying with many of its people joining the fast-moving Central Manufacturing Company just bought by E. L. Cord. August 8, 1928, local attorney Raymond S. Springer was

named Trustee in bankruptcy for the McFarlan Motor Car Co. and the plant machinery was sold.

April 1, 1929 the Auburn Automobile Company bought the McFarlan plant and used it to store leather upholstery materials, small parts and finished Auburn and Cord cars until October 4, 1938 when they sold the plant to the Hetz Construction Co. of Warren Ohio. The Hetz Company announced that they would prepare the buildings for future industrial use but started to dismantle the four story U shaped main building built during 1886. On October 19th the 85 ft. stack came down. By January 5, 1939 when the water tower came down the building was almost gone. The west foundry building was left standing for over 20 years, and was torn down several years ago to make way for extension of a parking lot at Roots Connersville Blower. The Blower Company also cleared frame buildings that T. J. Connell put up as part of his truck and coal terminal during 1940. R. I. P. O mighty McFarlan!



THE CONNERSVILLE BUGGY COMPANY

The Connersville Buggy Company was organized at Eastern and Charles Streets in 1883. Buggies were their chief product through 1912. As the horseless carriage began to challenge the buggy business during this time, the firm began to look for automobile contracts.

The years of 1913 and 1914 saw a cycle car craze much like the compact craze of today. These cars were small narrow tread, usually seating not more than two people. Such a car was tried out by the Automotive Division of the Connersville Buggy Company under contract of the Kelsey Cycle Car Co. By the time the car was ready for manufacturing, the fad had run its cycle and was abandoned.

The next venture of their Automotive Division was contracts with the Van Auken Electric Car Company of Chicago to build Electric Trucks for U. S. Mail Parcel Post Delivery. Electric vehicles of 1914 were not the most practical things and the contracts ended with that year. The Automobile Manufacturers Association lists this vehicle as the Connersville Electric 1914.

ANSTED SPRING AND AXLE

One of the first promotions of the Connersville Land Improvement Company was the bringing of the Ansted and Higgins Spring Company from Indianapolis to Connersville in 1891. The original building along Columbia Avenue just north of Mount was 130 feet by 230 feet. With the addition of the axle works just north, the firm in 1895 became the Ansted Spring and Axle Company headed by E. W. Ansted. Their Swan Loop Buggy Springs were used by 3 Connersville firms among many others throughout the country. Yearly output of springs for the carriage trade averaged 1,200 tons.

Just after the turn of the century, J. Dallas Dort, Charles S. Mott and Charles W. Nash, who helped to form General Motors, came to town to look over the local firm as a source of supply, or to purchase the plant for their Flint, Michigan carriage firm.

As the automobile trade began to assume large proportions and better grades were required, the demand for a spring that would stand all kinds of rough usage forced the automobile manufacturers to seek a better spring than was being produced at that time. The frame of the Ansted Vehicle Springs was such that this seemed the logical place to, make an auto spring strong enough to carry one over all kinds of roads without jolts or jars. In its time the firm became one of the largest of its kind.

Ansted Springs were distributed by the Standard Parts Company through these years. November

1, 1924 the firm was sold to Robert H. Doepke of Cincinnati and he changed the name to Connersville Steel Products Co. on Sept. 10, 1926. After 1929 the buildings were idle until the Better Connersville Assn. took them over on July 6, 1938. The Stant Mfg. Co. bought the buildings on May 28, 1941 and took over December 22, 1941.

STANT MANUFACTURING COMPANY INC.

A couple of years before the turn of the century, a young man by the name of George H. Stant operated a bicycle repair shop in his barn located at the rear of his home. Several years later, in 1900 he started and operated a blacksmith shop near Fourth Street on Western Avenue. In 1902 he purchased a lot across the street and erected a small building in which he first did blacksmithing. Not long after this Mr. Stant enlarged the original structure and began doing general machine work. Finally he built a small brass foundry which supplied brass castings to local industries.

In 1914, Mr. Stant developed automatic machinery for the economical production of piano tuning pins, becoming the largest producer in this country. These pins required finishes in copper, nickel gold and silver; thus began the use of electroplating equipment by the Company.

During World War I Stants had a contract for bed plates for submarine engines and manifolds for Liberty engines. In 1925 the company developed a theft-proof lock for the then popular "Moto-Meter" which was a water temperature guage mounted on the top of the radiator cap and visible to the driver. This was a forerunner of the present radiator and gasoline cap business. On November 3, 1925, the firm moved to 1620 Columbia Avenue in buildings covering 6500 feet of floor space.

The Company developed and patented a new type of cap which became very popular throughout the automotive industry, for radiators and gasoline tanks. During this period the radiator caps carried ornaments in the form of graceful ladies, dogs, birds and other forms which became distinctive insignia for each make of car. This led to a considerable expansion of the polishing and plating facilities, and was the basis for entry into the large scale plating of not only decorative but also functional parts for cars such as radiator grilles, moldings, interior hardware, instrument panels tail lamps and other parts.

During 1933 the Company name was changed to Stant Manufacturing Company Inc. In 1935 the Company developed and patented a novel automatic locking gasoline cap to positively prevent the theft or pollution of fuel in the gas tank. This product was sold in the "after market" which is made up of automotive parts wholesalers who sell to service stations and repair garages. The popularity of this product encouraged the Stant Company to enlarge the number of products sold through this market. At the present time, "after-market" products, which include all types of automotive closures caps account for over 65% of the volume of the Company's business. Stant is the acknowledged leader in this field, shipping automotive filler caps all over the world.

May 28, 1941, the Company purchased the old "Ansted Spring and Axle Company" buildings on Columbia Avenue, where Mr. George Stant worked as a young man. During World War II the firm made closure caps for G.I. cans on gas and water containers and had a contract to develop the use of steel in the making of 60 mm shells.

From a modest size of 500 square feet in the buildings on South Western Avenue, the plant has grown to over 135,000 square feet and currently employs approximately 400 people with an annual payroll



of over \$3,000,000. The Company has established a reputation for quality products and efficient service and thus has been privileged to work closely with the Design and Engineering Departments of all the Automobile Manufacturers. Ingenuity in design and production has kept the Company at the top as a supplier to the automotive trade. (Mrs. Ethel Stant Hassler)

REX BUGGY COMPANY

The Rex Buggy Co. was incorporated Nov. 11, 1898 with a capital stock of \$65,000. Its incorporators were James E. Roberts, W. J. Harris and Frank G. Volz of Indianapolis and Herman Munk and C. C. Hull of Connersville. They set up shop in the Munk and Roberts Furniture plant at 1500 Western.

Rex and Yale buggies were the principal product of the company for 18 years, from 1898 to 1916 and during that period the company was one of the largest producers of buggies in the United States. In 1916 the name was changed to Rex Manufacturing Company, and with the passing of the buggy era, the company started the manufacture of tops and enclosures for automobiles.

During World War I the firm made stretchers for overseas use. A great volume of business was done on tops and enclosures for touring cars with all the manufacturers and distributors of cars including Buick, Dodge, Reo, Nash, Studebaker, Hupmobile, Hudson, Essex, Oakland, Cadillac, Haynes, Lexington and Chevrolet - both in this country and abroad. It was during this period that the Rex Manufacturing Co. had a branch plant in Montreal Canada for the Sedan top business. The Rex "one-man-top" and California Top along with the Rex enclosures made quite a name for Connersville at this time.

The Wheel Works was operated by the Company during the Empire Automobile stay in Connersville in 1912-1919 and buggy storm shields were made a Rex storm shields in a building along Columbus Ave. now a part of Roots Connersville Blower Co.

The market died out for tops and enclosures about 1925. The company used the original Indiana Furniture buildings at Eastern and South First during the twenties as the Fayette Paint and Trim. They painted and trimmed auto bodis for Lexington, Stutz, Bartholomew, Auburn, Moon, Apperson, Elcar, Star, H. C. S. and many others. The Rex Trailer was built in these buildings and was sold to the Rex Trailer Company of Indianapolis on Dec. 29, 1939.

During the 1920s the company purchased the Anchor Top and Body Company of Cincinnati and moved this business to Connersville. This business consisted of the painting and trimming of taxicab bodies for the Willys Overland and Oakland Cars. This proved to be unprofitable and beginning in 1927 the company started manufacture of cabinets for mechanical refrigerators.

In 1930 the company was reorganized as Rex Manufacturing Company, Inc. and the refrigerator business grew and prospered with such names as Philco, Westinghouse, Sears, Stewart Warner, Fairbanks Morse, Trupar and Crosley. Up to 1942 when the company went to 100% war work they were producing 10% of the total refrigerator market.

The Rex Manufacturing Co. received the Army-Navy E Award four times during World War II. The first Award was presented on Feb. 18, 1943 followed by White Star recognition on Sept. 15, 1943, April 20, 1944 and April 20, 1945. These awards were given for 71 Army contracts completed and 10 contracts for the Navy. War items were: Aircraft Depth Bombs, Aircraft Parachute Flares, Bazookas and Rockets, Mortar Shells, Fragmentation Bombs, Cartridge Storage Cases and many other items.

Air Conditioners were added in 1954. The Rex Mfg. Co. Inc., in 1947 became a wholly owned subsidiary of Philco and in 1960 a Division of Philco. On December 11, 1961 the Ford Motor Company bought Philco and Connersville is again back in the Auto family. The new Philco building at the north edge of Connersville was erected during 1953-54 for refrigerator and freezer production. With the addition of Philco Ranges and Laundry equipment to the Connersville plants the local Philco subsidiary of The Ford Motor Co. can ship in carload lots the many appliance White Goods used by homeowners today.

CENTRAL MANUFACTURING COMPANY

The Central Manufacturing Company was incorporated on April 7, 1898 to manufacture vehicle woodwork at 123 West Seventh. In 1903 they began the manufacture of auto bodies. The first were the old style rear entrance models made for the Cadillac Motor Car Company. During 1905 the Central Car was built in its plant and burned in October 1905 in a fire that destroyed the original building. A reorganization was effected, and in 1906 a building was erected north of 18th Street along the canal. This building was 620 feet by 60 feet. In 1907 the company began to manufacture metal auto bodies and a building 142 x 76 feet was constructed. Mr. W. B. Ansted Sr. came from Greensburg to take over the Central in 1908. During that year an addition 236 x 76 feet was built on the north side and in 1910 another addition 240 x 76 feet was built on the south end. In 1912 another addition, 192 x 76 feet was added to the south end which brought the entire length of this single building to 810 feet by 76 feet wide, making a building nearly three blocks long. In 1913 a blacksmith shop 150 x 40 feet and a building 240 x 60 feet were built for the metal buggy and brass departments. The company had dry kilns with a capacity of 135,000 feet of lumber.



In 1909 the company began the manufacture of one-piece buggy seats, the only one-piece tulip shape metal seats in the United States. By 1915 the firm had 150,000 square feet of manufacturing space all on one floor, employing 250 men practically all of whom were skilled mechanics receiving the very highest pay. Through the years the Central Mfg. Company had many hammer men and other tradesmen who aligned themselves with the body building business. During the next few years the Central made bodies for many cars, besides Connersville built cars, including the following: Stutz, National, Premier, Cole, H. C. S., Moon, Gardner, Wescott, Davis, Auburn, Elcar, Haynes, Apperson, Paige, Overland and others. A major fire on March 30, 1917 destroyed some buildings but better ones were rebuilt.

During the years 1924-1928 Auburn's star was on the rise and E. L. Cord kept the Central full of Auburn work. The Cord Corporation bought the Central from W. B. Ansted Sr. in May of 1928 soon after their purchase of the Lexington and Ansted Engineering Company plants. The new firm soon announced the 40,000 bodies would be built at the Central during 1929.

CONNERSVILLE WHEEL WORKS

The Connersville or Rex Wheel Works was organized in 1900. Their first location was along Eighteenth Street near Columbia. For twelve years they built vehicle wheels. On April 22, 1909 C. S. Sommers, an Indianapolis furniture dealer organized the Empire Automobile Company in Indianapolis. By 1912 his Empire "Little Aristocrat" had outgrown his Indianapolis facilities and since more than half of its parts came from Connersville, it seemed logical to build his car there. In 1915 alone, 6,000 Empires were built in the wheel works plant. By 1919 Mr. Sommers found the auto business too fast a speculation game so he decided to drop it and return to his furniture business in Indianapolis. The wheel works buildings became a part of their neighbor to the east, The Central Manufacturing Company in 1915.

THE INDIANA LAMP COMPANY

The Indiana Lamp Company was organized by E. W. Ansted in 1904 in a building at Sixteenth and Columbia next to the Ansted Spring Works. Early lamp manufacture was started here and the Russell Rotary Valve Engine was tried for a time. The engine would not oil itself and had to be abandoned.

The lamp business grew to such proportions that in 1916 a new larger plant was built at 2000 Illinois just north of the Central Manufacturing Company. Head lamps, driving lamps and the Inco-Ryan light were among their products. During 1925 the firm was building lamps for Buick, Oakland, Chevrolet, Willys-Knight, Marmon and Velie. June 1, 1929 Aeroplane lamps were made by the local Indiana Lamp Co. now a Division of Allied Products of Detroit. Monthly production of lamps during period reached 300,000 units. On April 21, 1931 the local plant was merged with Corcoran-Brown of Cincinnati, Ohio and on Dec. 2, 1932 the lamp building machinery was moved to the parent firm. Nine months later the Steel Kitchens Corp. took over the plant at 2000 Illinois. The south half of the original building at Seventeenth and Columbia fell in on March 3, 1936 but the north half used for several years by the Faught Plumbing Co. now houses the garage for the Stant Mfg. Co.

LEXINGTON AND ANSTED ENGINEERING COMPANY

A Lexington, Kentucky horse racer and promoter, Kinsey Stone, organized the original Lexington Company in that city in 1909. The company soon outgrew the building and a Connersville team headed by Local merchant, A. E. Leiter, and E. Dwight Johnston, Roots Blower president, brought the infant firm to a building at Eighteenth and Columbia in 1910.



John C. Moore was Chief Engineer through its 17 year run and he kept the firm far ahead in engineering. His 1911 multiple exhaust gave thirty percent more power on less fuel. Each cylinder had a separate exhaust and exclusive ejector. Dual exhaust pipes and mufflers were used. Lexington had a car in the 1912 Indianapolis 500 but crankshaft trouble forced the car, driven by Knight, out in the early laps of the race.

In 1913 E. W. Ansted acquired the firm and assembled the Howard Six for a Chicago Distributing firm. The larger Howrad failed pay off and was dropped in August of 1914. The Lexington - Howard Company, later changed to Lexington Motor Company began to pay off in 1915 when the regular 4-cylinder was joined with a big six and the new lighter "Thoroughbred Six". In 1916, Lexington brought out its Model 6-0-16, priced as a touring car at \$1075 FOB Connersville and met with instantaneous success. Plant expansion went steadily ahead keeping pace with an increasing demand from the trade. Also in 1916 the basic touring selling for \$1,185 became well-known as the "Minute Man Six"

In 1917, improvements brought Mr. Moore's new frame with its rigid bridge box section eliminating jammed doors with 126 fewer parts and with an emergency brake affixed to the propeller shaft. Real hardtops with Rex enclosures were made for 1918. During World War I Lexington had Navy contracts for hemp rope, and an Army contract to build General Motors trucks in their local plant. On April 1, 1918 Perfect Circle sold their Teeter-Hartley engine division to the newly formed Ansted Engineering Company. During 1919 the new 85,306 square feet Ansted Engine building was erected just north of the Lexington, extending to Twentyfirst Street and making the firm building 3 blocks long. Over 106,000 square feet of manufacturing space was also built in 1919 just west of the original building.

The United States Automotive Corporation was formed during the fall of 1919 but was not announced by its president Frank B. Ansted until the New York Auto Show on January 12, 1920. It was a 10 million dollar preferred stock corporation with 200,000 shares of no par value common stock issued. Its original companies were: The Lexington Motor Car Co., The Ansted Engineering Company, The Connersville Foundry Corp., The Teeter-Hartley Motor Corp. of Hagerstown, Ind. In March 1920 Lexington leased the empty East Connersville Moorish Tile Works for storage.

August 12, 1920 Frank Ansted was named President of the Ansted Radiator Co. of Newark, New Jersey and he announced the purchase of The Local Service Co. garage on the Southeast corner of Tenth and Eastern, a two story building with 24,000 square feet of floor space just 5 months old.

Sept. 7, 1920 Colorado Silver Mine operator Spencer Penrose added to the first post war Pikes Peak Hill Climb a 43" high trophy made of Colorado Gold and Silver, worth \$10,000. Lexington had two cars entered in the 1920 event. Otto Loesche and Al Kline drove these cars to first and second place victories. Loesche set the overall record for that year, 22 minutes 25 2/5 seconds on the 12 mile course 2,200 feet up through all kinds of weather.



January 19, 1921 The Ansted Engine Division was building 50 engines a day and national publication "Automotive Industries" devoted a 7 page picture story to the plant. On March 3, 1921 Lexington opened their new \$500,000, four story Indianapolis Sales and Service building at 1142 North Meridian. On April 1, 1921 United States Auto bought the Ansted Spring and Axle from Standard Parts Company. July 20, 1921 United States Auto organized the Fayette Paint and Trim Co. in the old Indiana Furniture Co. Plant at South First and Eastern where they painted and trimmed 50 cars a day. December 16, 1921 General Motors founder and former president William C. Durant, ordered 30,000 Ansted Engines for his new Durant Motors Car. The Durant 6 he built in Muncie, Ind. Central Mfg. got orders for bodies for this car also. During the 1921 model year Lexington production reached nearly 1,000 cars a month.

January 4, 1922 at the New York Auto Show held at the Grand Central Palace, 92 firms had cars on exhibit. Lexington had a ground floor space which said that they were one of the 20 largest manufacturers of automobiles during the past twelve months. The new Durant car had an Ansted engine and 20 makes of autos had Connersville built Indiana headlamps. Through ownership of 10 factories building parts for their cars, Lexington and the parent United States Automobile Corp. represented a complete manufacturing unit. It was a great alliance of parts making plants that found the culmination of its efforts in the finished Lexington car, giving it the benefits of quality production without its drawbacks, safeguarding every phase of manufacture, controlling sources of supply and overall quality of workmanship and effecting vast economies at the same time.

April 6, 1922 Tommy Milton set a new track record at the Los Angeles Speedway with a Durant car equipped with the Ansted engine at 115.20 mph. July 8, 1922 William C. Durant was in town to sign contracts for Ansted Springs, Central Bodies and Ansted Engines as parts for his 1923 Durant 6. He said he would build 300,000 cars during the 1923 model year.

The American Automobile Industry just after World War I had many growing pains. General Motors was bankrupt during the later months of 1920, lead to the wall for a second time by their over-expanding founder William C. Durant. The DuPont family bought the firm and production continued. It was during the next year 1921 that a team of efficiency experts told the General Motors Board that Chevrolet should be eliminated as it would never be a money maker. Henry Ford fresh from a fight with his dealers and stockholders was in good shape financially and on Feb. 4, 1922 purchased the Lincoln Motor Car Co. at a tax sale. Willys Overland and Maxwell Chalmers both had borrowed too much money from bankers and former Buick president, Walter P. Chrysler was asked to save both. He saved Willys first at an annual salary of one million dollars. Then he turned to Maxwell and they began to show a profit. He used his stock options to purchase the firm to start in 1925 the present Chrysler Corp.

Lexington and United States Automobile Corp. met many of the problems in that industry during the early twenties. In April 1923 the Ansted Engine Co. was taken over by the local attorney Hyatt L. Frost as receiver and it was announced that William C. Durant was a principal stockholder. A few days later William P. Herod was named Lexington receiver.

Labor Day 1923 Otto Loesche sets divisional record at Pikes Peak, his 19 minutes and 29 4/5 seconds is nearly one minute short of the days overall record and the Penrose Trophy goes to Essex. On May 6, 1924, Earl Hanker was named receiver for the Ansted Company and on Nov. 1, 1924 the firm was sold to Robert H. Deopke of Cincinnati, Ohio. On September 2, 1924 Lexington won its second overall victory at Pikes Peak. Otto Loesche sets a blistering pace of 18 minutes and 15 seconds to win the Spencer Penrose Trophy and it is Lexington's to keep. On Sept. 16, 1924 a giant victory parade was held in Connersville with 60 Lexingtons dating back to 1912. A victory dinner was held at the McFarlan Hotel and

fireworks at Ninth and Central in the evening . The short wheelbase Pikes Peak cars were used in a demonstration on Fifth Street Hill to thrill the people of Connersville.

May 11, 1926, Service for the Ansted engine was sold to United Service of Detroit \$18,000. Lexington receiver Herod resigned and George Barnard was appointed in his place. May 13, 1926 The Ansted Engine plant equipment was sold at auction for \$185,000. The Hagerstown plant was also sold at this time. The Lexington service inventory of merchandise and stock of completed cars was sold in bulk to a Chicago company and several of these cars were sold in Los Angeles as the 1927 Ansted Car.

On August 26, 1926 E. L. Cord bought the Ansted Engine plant for \$40,000. In November of that year The Lexington plant was sold to the Bigger and Betier Connersville Committee for \$35,000 and was turned over to the Auburn Automobile Company. On May 23, 1927 Auburn took over the Lexington plant.

So the once great Lexington name was gone from the Connersville scene, but E. L. Cord, a man on the rise in the automotive world was picking up the pieces and would prepare a far greater automobile plant for Connersville.

AUBURN AUTOMOBILE COMPANY

Founded in 1874 in Auburn Indiana as the Eckhart Carriage Company, The Auburn Automobile Company was established by the Eckharts in 1900 with a capital of \$2,500. Their single cylinder model first appeared in a national way at the Chicago Auto Show in 1903. In June 1919 Morris Eckhart who had control of the Company at the time, sold his interest to a group of Chicago bankers.

In August 1924, Errétt Lobban Cord was asked to leave John Quinlan's Chicago Moon Auto Agency and become vice president and general manager. Later he purchased control of the company from the Chicago owners. Cord introduced a new line of straight eight cylinder cars and came to Connersville to have the Central Manufacturing Company build his closed car bodies. Production during 1924 totaled 2,600 units with company assets at \$1,000,000. During the next five years Cord increased Auburn sales 1,300%. In 1925 he became President and doubled sales. During 1926 Auburn sold 8,500 units and bought Duesenberg Motors.



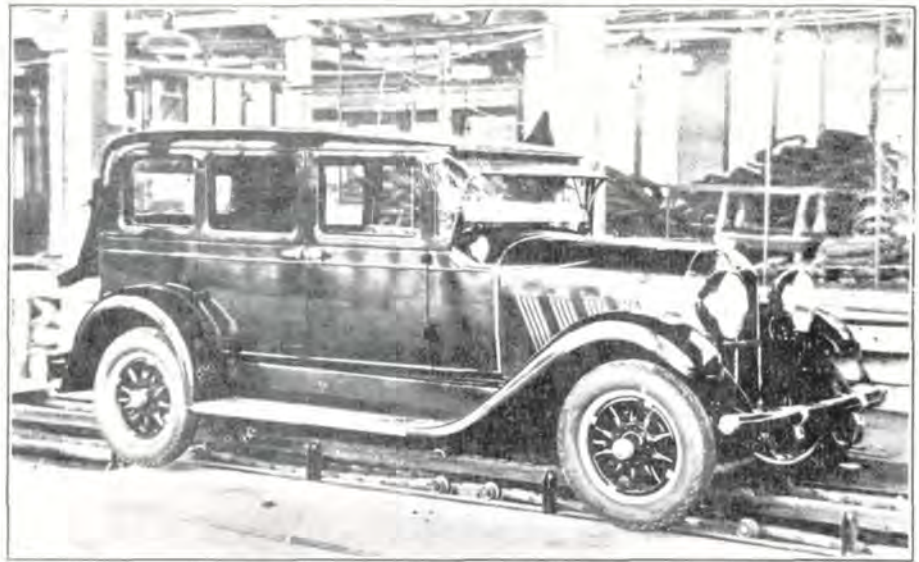
In 1927 Cord had a net profit of \$1,300,000 from 14,000 cars and he bought Lycoming Engine Company. In an 18-month period during this time E. L. Cord gained control of Connersville's idle Ansted Engine Company, Lexington Motor Car Company and with his purchase of the Central Company in May of 1928 he owned 82 acres of Fayette County Real Estate. During 1928 6 models of Auburn Autos made a profit of \$1,500,000. The first Connersville Auburn, a model 6-80 sedan came off the assembly line on January 15, 1929. The Connersville plant after a Cord rebuilding program costing \$2,000,000 had 20 modern buildings so arranged that all materials went through the entire factory in a regular forward movement with almost 1,500,000 square feet of floor space available for production of 400 bodies and 250 completed cars a day. 1,500 people worked in the local division at this time. On January 28, 1929 the Auburn Company bought 140 acres just north of Connersville along the Milton Pike.

CONNERSVILLE UNIT STARTS PRODUCTION

CAPACITY OUTPUT SEEN IN TWO MONTHS

For months and months there has been an unusual amount of activity around a group of buildings in Connersville. New railroad spurs were run in, new buildings built, new signs painted on water tanks, older buildings completely revamped inside and new equipment of the latest designs installed, but it was not until January 15th that the fruits of a long and hard labor began to be visible—the first Auburn, a 6-80 Sedan was run off the end of the long assembly line.

Everyone connected with Auburn from the smallest dealer to the president of the company is vitally interested in this new unit yet we are sure no one held the suppressed joy in their hearts when the first car come off the line as did the executives of the Connersville unit and their corps of capable assistants who have been toiling for months to complete a plant that would be second to none in the world for producing automobiles. They have made a beginning that is truly remarkable



The First Car

and now it is up to each one of us to work a little harder and a little longer to sell more cars so that this noble beginning may grow into an even greater undreamed of realization.

There was no formal ceremony to mark the occasion—just a group of interested officials and workmen of the Connersville unit who have waited a long time, yes, worked night and day for months to prepare this unit for production.

Mr. Ellis Ryan, Vice-President in charge of Connersville, and Mr.

Arthur Landis, General Manager, have scoured the country for months and have brought to Auburn at Connersville equipment and a plant lay-out that is second to none in the United States.

Twenty buildings comprise the Connersville plant and these are so arranged that all materials go through the entire factory in a regular forward movement, by that we mean there is no backtracking or unnecessary carrying of materials from one department to another. Almost one and one-half million square feet of floor space is available for production. Eighty-two acres of land are owned by Auburn. The body unit at Connersville has a capacity of 400 bodies daily and the Auburn Plant has a production capacity of 250 automobiles per day.

One of the particularly interesting points in the Connersville layout is the unusual inbound railroad facilities. There are four sidings right off the main line of the Big Four railroad that take materials directly to the departments in which they are to be used. One spur runs parallel with the Sheet



Assembly line without cars shows the massiveness of the building—note stock bins on right



Mechanical hoists and riveting machines speed up production



One man with device can handle 250 frames easily a day



Frames piled on metal horses so they can be picked up by device shown in picture above

Metal Department Buildings and all sheet metals are delivered directly with one handling to their respective positions.

Another Big Four spur runs parallel with the Mill Room, Cooling House and Dry Kiln of the body unit making it unusually convenient for unloading all raw materials that enter into the construction of Auburn bodies.

The B. & O. railroad runs spurs directly off their main lines, one of these running along the door framing and paneling departments of the Body Unit, another along the east side of the boiler room, plating room and machine shop clear back to the building where all lacquers and paints are unloaded. The third spur off of this track runs along the east side of the main assembly building making it very convenient to unload all parts that are used on the main assembly line right into their correct bins. Other spurs of the B. & O. railroad come in on the far west side of the buildings and run parallel with the long domestic loading dock.

In addition to the spurs mentioned above there is one more, a real long one that comes off the Big Four and runs clear back to the frame storage.

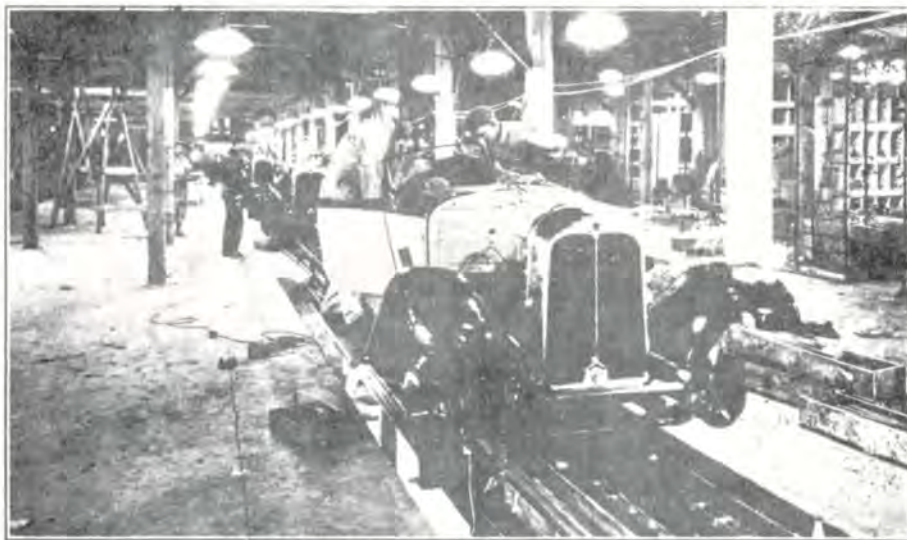
Here all frames are unloaded directly onto a "Hi-Lo" Tractor arrangement that carries ten frames at a time and places them on steel horses so that when the frames are needed in the frame assembly one man with this "mule" or tractor can go to the frame storage and bring ten frames at a time to the door of the frame assembly where they are received by an overhead conveyor and one at a

time a few men with a motor conveyor, which permits them to easily place the frame in any desired position, cold rivet all the step-hangers and brackets onto the frame and then deliver it in an upside-down position to the frame assembly conveyor.

As the frame moves sideways along this conveyor as shown in the picture the front and rear axles are brought from their assembly lines by overhead conveyors and dropped into position on the frames. As the frame moves along on the conveyor each man does one particular operation and by the time it reaches the end of the line it is completed and is carried by another conveyor to the start of the main assembly line where it is placed right side up on trucks and started down the "home stretch".

As the frame goes down the final assembly line it gathers unto itself all the parts that make it a completed automobile. One of the first units that is placed into the frame is the motor.

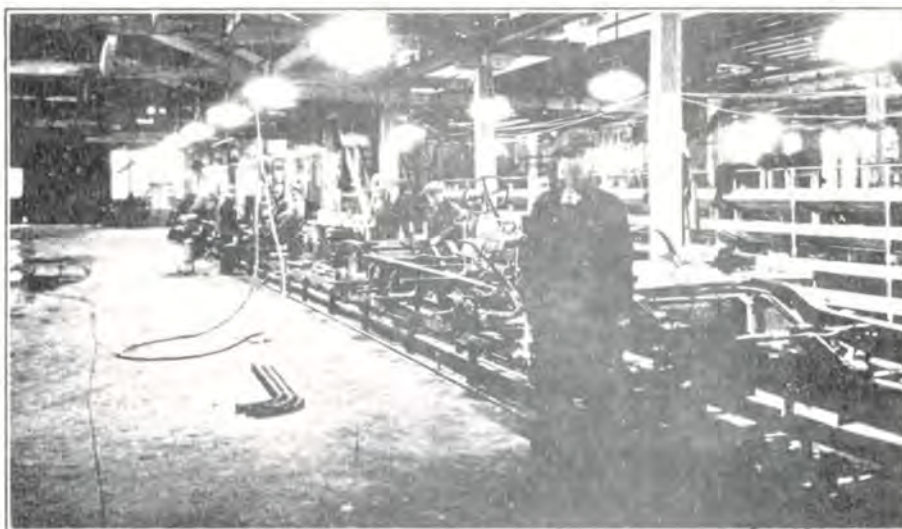
The motor assembly is practically a unit all by itself and as the motors move along on their own assembly line, 356 feet long, they are completed by the time they reach the end of the line and are in the exact location to be dropped into the waiting chassis. A great deal of careful thought has entered into this particular lay-out so that the finished motors would be on hand at the exact moment for placing into the waiting chassis, and, likewise, a chassis must always be on deck to receive the completed motor so that work in both of these departments goes along smoothly.



The Main Assembly Line



Note how the frames travel on this line—crosswise and upside down



View in First Assembly



Interior sheet metal lacquer room—Note ovens on right and overhead conveyors



Interior of new Central Building before equipment was installed



Powerful presses stamp out the metal body parts

As the chassis goes down the main assembly line it step by step nears completion and finally comes to a point directly under a drop-hole in an overhead tram conveyor where a body is lowered onto it. A finished body, completely painted and trimmed with seats and all—but, where did it come from. This is the first we have seen anything about bodies so we'll investigate.

You will recall that earlier in our story we mentioned that one of the sidings from the Big Four railroad runs parallel with the Mill Room, Cooling House and Dry Kiln of the body unit.

All lumber that goes into the manufacture of Auburn bodies is unloaded directly from the freight car into the large dry kiln cooling house where it goes through a rigid seasoning process. (Daily tests of wood materials are made to insure that the wood has gone through the proper seasoning processes.) The Mill Room supplies go through the body framing operations and then on to the body assembly line where they meet with the metal parts coming from the sheet metal department.

The parts that come from the sheet metal department are produced in one of the most modern and up-to-date metal working departments in the country. Over \$100,000 has been spent for the latest equipment which enable the workmen to handle all parts easily, rapidly, and at a minimum cost per operation.

It is really difficult to describe or at least do justice to the way sheet metal parts such as fenders, hoods, aprons, etc., are handled. The metal goes into a combination wash, rinse, and burn-off process

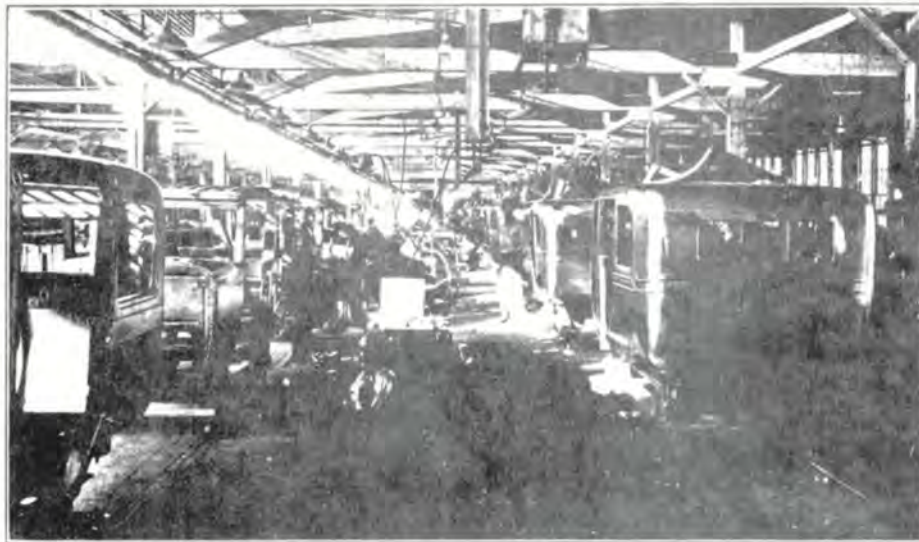
which automatically cleans it and prepares it for enamel or lacquer—whichever is to be used on that particular part. After this it goes through one oven if it is for lacquer and is primed and through another system of ovens if it is for enamel. When it comes out of these series of ovens it is placed on a continuous over-head mono-rail conveyor travelling through spray booths and through low temperature ovens where the various lacquer operations are performed and comes off after this work has been completed and is placed into the finished metal storage in a location convenient for the assembly line.

In this connection we want to mention that all lacquers and paints are stored in their own individual building and pipe lines are run from this building to the various departments where paints and lacquers are used and these materials are forced thru the pipe connections directly to the spray guns in the hands of the painters. This is only one of the unique features of the Connersville unit and is one of the economical features as we naturally save money on insurance rates.

In this sheet metal department are prepared the metal parts for the bodies. Ponderous presses that weigh many thousands of pounds stamp out a fender, a door, or a metal side quarter in one operation.

These parts move along in their lines until they meet the wooden parts that come from the Mill Room and as they are joined together a finished body finally emerges from the end of the line. There are four of these assembly lines with a capacity of from 50 to 75 bodies daily.

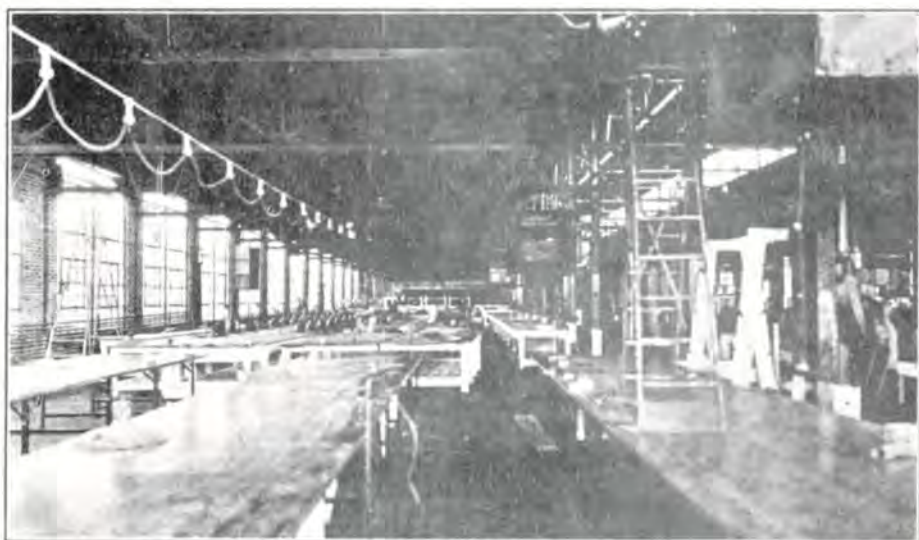
(Continued on page 11)



View along Body Building Assembly line



Bodies going through the modern paint and trim department



Where all upholstery is cut and sewed for the trim shop

(Continued from page 7)

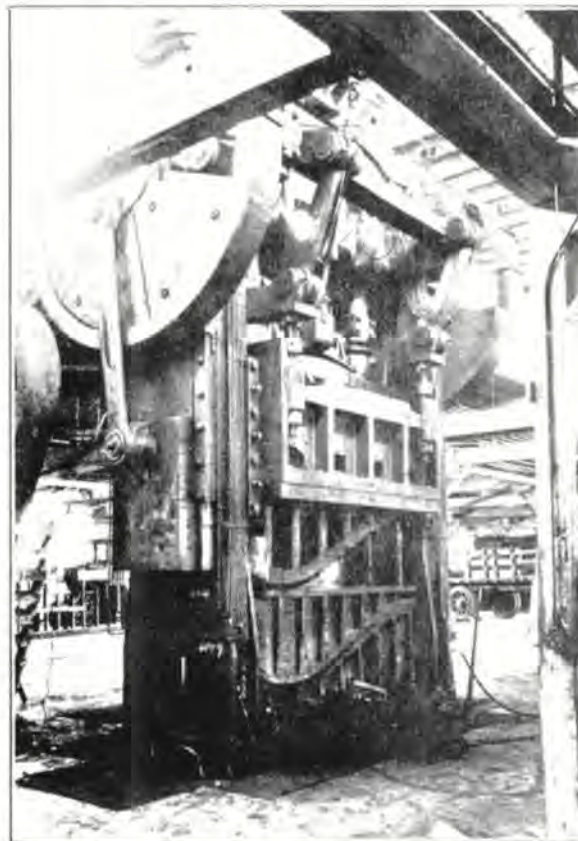
Now the body is ready to be delivered to the paint and trim shop, but before going over we want you to see where the body engineering is done. Here is a very complete pattern shop, for as you know, there must be a wooden model made of every part that goes into a body. Here are the various patterns and we can't help but wonder how they were formed complete in every detail and by hand.

Now let's follow the body over to the paint and trim shop. It goes over on a conveyor and travels through an overhead ramp and is delivered to the assembly line that takes it through the paint and trim shop. As the bodies travel back and forth along the line in this department they are completely painted. At one point along this line all of the trimming materials are placed into the car ready for the trimmers. In this way the trim shop is free of all confusion as the materials are inside the car and are not being knocked off of trucks or otherwise becoming soiled. It can be said without exaggeration that our body paint and trim line is as efficient if not more so than that of any other automobile company in the country.

In a large wing off of the body paint building is a trim stock room where all trimming material is stored—the other half of this same wing is the sewing and cutting shop where all pieces of upholstery are cut and sewed and as this material works its way down the line it is finally delivered to a body—just enough material to complete one job.

After the body has gone through the paint and trim shop it is carried across this building and goes to another conveyor and travels on an overhead ramp above the assembly line in the main assembly building until it comes to the drop hole where it is lowered onto the waiting chassis which we left a little while ago in our story to find out where the bodies were coming from.

Now the many parts we have followed are beginning to shape into the product. As they con-



The Big Press—compare with truck shown on right

tinue down the line bit by bit is done until they are completed.

As the chassis go down the final line they pass over two pits which are well lighted and enable the workmen to clearly see what they are doing. When the chassis goes over the first pit all underneath work, such as fastening the body to chassis, body moulding,

etc., are placed in position. The second pit is a final underneath inspection pit to make sure that nothing was overlooked.

Just as the body comes off the end of the line it is given water, oil, and gas and driven over testing drums where the car goes through testing operations which will insure a great deal better and more thorough inspection than is commonly given production cars.

A finished car storage warehouse is joined on this building at the end of the assembly line and this building is right next to the domestic loading docks on the other side. Here all cars for our domestic requirements will be loaded for shipment.

A little farther down we see a mammoth steel overhead conveyor. This is the export loading crane where the Auburn cars are boxed and loaded with this overhead crane into the freight cars. This crane serves two tracks and permits exports to be loaded with a minimum of handling.

DESCRIPTIVE!

Little boys with vivid imaginations occasionally unroll some good stuff in analyzing the different animals, both wild and domestic. A little fellow outdid himself on geese in the following essay:

"Geese is a low, heavy set bird which is mostly meat and feathers. His head sits on one side and he sits on the other. Geese can't sing much on account of dampness of the moisture. He ain't got no between-his-toes and he's got a little balloon in his stumuk to keep from sinking. Some geese when they gets big has curls on their tails and is called ganders. Ganders don't haff to sit and hatch but just eat and loaf and go swimmin'. If I was a goose I'd rather be a gander."—Little Wanderer.

On June 14, 1929 E. L. Cord formed the Corporation consisting of Duesenberg Motors, Central Mfg., Limousine Body, Saf-T-Cab, Expando, Spencer Heater Etc. The profits that year were \$3,600,000. June 16, 1929 Cord announced that Connersville was to get a new Aircraft plant and it was not announced until Oct. 22 1929 that the 140 acre plot north of the city was to be the site of the 200 x 400 foot Corman Aircraft Co. Black Friday a few days later put an end to this venture. During the first week in August of 1929 the Auburn Indiana plant started production on the new Cord L-29 car with the bodies coming from Connersville's Central Division.



In 1930 profits dropped and Cord diversified, buying Columbia Axle, Aviation Manufacturing Company, Airplane Development Co., Auto Aircraft Accounting Company, Checker Cab, New York Shipbuilding and Stinson Aircraft. On December 15, 1930 Auburn Automobile Co. placed orders for their new 1931 Auburn car in the amount of \$9,000,000 worth of materials. Production of the 1930 Model had been 11,154 units.

1931 saw 1,000 new Auburn Dealers added and profits were \$14,401,084. By January 26, 1931 the Connersville plant was building 225 cars-a day, working 6 days a week and the Central had a night shift. The first week of February the final line was working 11 hours and employment had reached 1,870 people but by the 20th of the month Auburn had 7,000 unfilled orders and the local payroll had 2,349 names. March started out with the first week of Connersville production totaling 1,108 completed cars

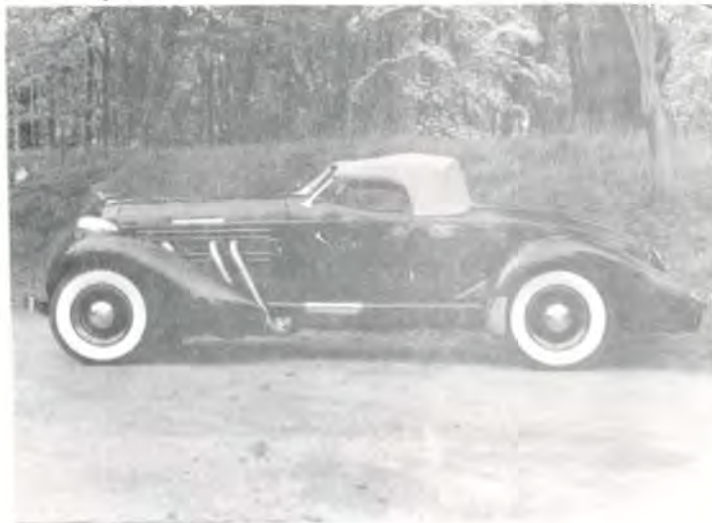


The middle of March saw 2,500 names on the payroll where the final assembly reached 222 Auburns a day, the Auburn Indiana plant was building 60 Auburns and 20 Cords a day and all of the closed car bodies came from the Connersville Central Division. Total March production reached 5,649 units and the 3 month figure totaled 11,718 finished cars, 564 more cars than they had shipped during the entire 1930 model production year. April shipments totaled 6,003 cars and by August 4 1931 the July figure of 2,580 units gave them a 7 month total of 30,240 Auburns and Cords shipped to dealers.

January 9, 1932 the company announced the 1932 line of Auburns would include a 12 cylinder with dual ratio. The New York Auto Show the following week produced 250 car orders in one day! On August 16, 1932 a 12 cylinder Auburn broke all stock records at Muroc Dry Lake, California. By the middle of November Cord solicited a proxy in the The Aviation Corp., later AVCO as he then owned 30% of their stock and by March 1933 he had won a victory in the Aviation Corp. battle for control.

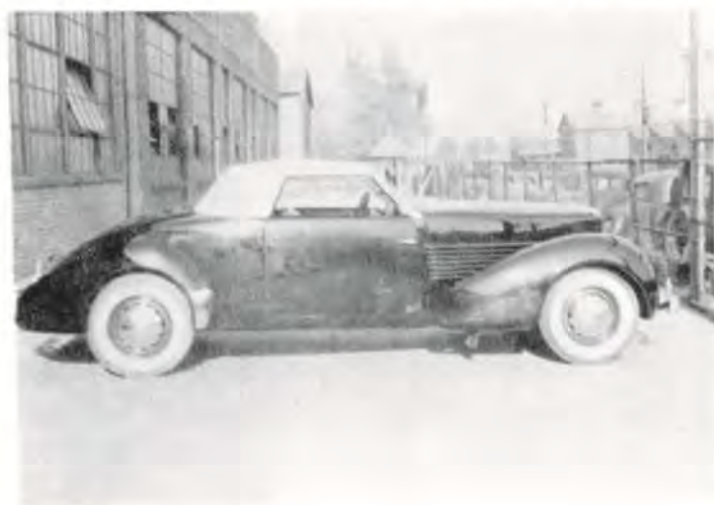
Jan. 17, 1933 Auburn announced three lines of eight cylinder cars and the twelve cylinder in August of that year. In line with other industries during 1933 Auburn announced on May 9, that a 5% wage increase would be effected. During December of the same year the Limousine Body Division which had built Auburn and Cord open car bodies in their Kalamazoo, Michigan plant joined the Connersville Central Mfg. Division and all of the company's were built here until the end of the summer of 1937. Several Duesenberg bodies were built here with the company's famous boatail rear end but as that car was built in Indianapolis, almost all of the bodies were special built in the many custom body shops throughout the country.

The Cord Model L-29 was in production 4 years from 1929 - 1932 during which nearly 4,500 units were built. From 1933 to 1936 there were no Cords produced but a new car was being designed first as a baby Duesenberg which was shelved for a while and then revived for the 1936 model year as the Model 810 Cord. The patent design for this new front wheel drive car was filed for on May 17, 1934.



Roy Faulkner returned as the president of the Auburn Automobile Co. on August 24, 1934 and hundreds of Auburn Dealers visited Connersville to view the Company's 1935 line of cars. During this same time the company started production of a line of sinks and kitchen cabinets and contract work in several sheet metal fabrication projects.

On August 5, 1935 Gordon Buehrig filed his second design for an automobile with the United States Patent Office. The Auburn pattern and tool departments were to some time to work out problems on this radical design. Lead time was often 18 to 36 months on a project of this kind. E. L. Cord decided over night that the car would be built and the entire company must have 100 show cars ready for the November Automobile Shows. This Cord model 810 car could never be made in mass production as the body parts were made in sections soldered together. The 100 show cars had their cowls bolted to the rear to keep the door alignment straight. The new V-eight engine built at the Cord Corp. Lycoming Division was set in reverse where the short drive shaft drove the front wheel drive unit. The transmissions did not arrive in time for the show so the display cars were pushed onto trucks then pushed to the exhibit halls on arrival in Chicago and other cities. November 22, 1935 the Cord Car was the center of interest at all the Auto Shows and orders poured in from New York, Los Angeles, San Francisco, Buffalo, Toronto and other big cities. By Dec. 9, 1935 the Auburn Auto Co. had received 7,639 requests by mail



for information on this new Cord Car. It had become an over night sensation. During the early months of 1936 the accounting, sales and almost all of the Auburn Automobile Company's force moved to the city of Connersville for the last year of production on Auburns and Cords. The firm announced on Oct. 28, 1936 that Auburn would have a new car for 1937 but all effort was put into the 1937 Model 812 Cord with the addition of superchargers and side exhausts being the most notable change from the Model 810. Nearly 3,000 Cord cars were built in Connersville from the show cars in the fall of 1935 until the end of production in August 1937 of which nearly 2/3 of them are today restored by car buffs in all parts of the world. The original convertible show cars were returned to Connersville and stripped to the bare metal then torched to remove the huge amounts of body solder in each car. The remains of these bodies are now a part of a flood control project at the rear of Connersville's Roberts Park.

During the summer of 1936 Ab Jenkins set 144 speed and endurance records with Auburn and Cord cars on the Salt Flats of Utah. Jan. 8, 1937 he announced that work had started at the local Auburn plant to build a new car to be known as the Mormon Meteor II. This new 200" wheelbase racer had 2 1800 horsepower engines. He said that Augie Duesenberg, Russel Howe and Jim Robinson would help in building this new car. Ab Jenkins lived in Connersville during the 7 months that his new car was taking shape and on May 15, 1937 gave a program at the Connersville High School auditorium where he praised the 1937 Cord car. On July 10, his new Mormon Meteor left the local plant on a truck for the salt flats of Utah.



On April 22, 1937, cowboy movie idol Tom Mix visited the Connersville Auburn plant to have a talk with Auburn president Roy Faulkner and was driving his 1937 Cord supercharged phaeton in which he later was killed in an accident in Arizona.

On August 6, 1936 came the sad news for the Cord Corp. Their holdings were sold to Emanuel and Comapny (AVCO) and the Schroeder Rockefeller and Company of New York City and during the next two weeks they planned the fate of the Connersville Cord plants. The local plant then had to depend on its sink, kitchen cabinet, and refrigerator parts fabrication contracts for a time. During the first week of January 1938 the Auburn Auto Connersville plants were ordered to retain the properties and to reorganize under section 77B of the Federal Bankruptcy Act.



On August 25, 1938 the Pac-Age-Car of Connersville was formed as a wholly owned subsidiary of Auburn. The Stutz Motor Car Company of Indianapolis sold the tools dies and fixtures and design of their milk and bakery goods delivery trucks to the local firm. Diamond T Trucks of Chicago sold many of these Connersville built trucks during the next several years.

Feb. 8, 1939 the Hupp Motor Car Company of Detroit filed a \$900,000 mortgage to the Reconstruction Finance Corp. at the Fayette County Court House and received the tools, dies, jigs and fixtures of the 1937 Cord Car. They built in Detroit their own Huppmobile Skylark rear drive automobile for the 1939-1940 model year, then Graham-Paige Motors of Detroit brought out the Graham Hollywood rear-drive car for the 1940-1941 model year, both using the Cord body dies.

During 1939 Howard Darrin who later designed Kaiser and Frazer cars had a contract with the Packard Motor Car Company to build special convertible bodies known as the Packard Darrin. The Packard chassis were driven to Connersville where Darrin set up the body shop and built his special body and these Packard Darrins were then shipped to Packard dealers. The War put an end to this project however.

AUBURN CENTRAL

April 20, 1940 the federal courts approved the reorganization of Auburn under the Federal Bankruptcy Law, section 77B. More than 57% of its 3,500 stockholders had joined in the reorganization agreement and on May 14, 1940 Auburn Central Manufacturing Corp. had filed articles of incorporation and received authority to issue 25,000 shares of preferred stock at \$50 a share and 500,000 common at no par value. Stockholders received one new share of common for each 10 of old common stock. December 23, 1940 Auburn Central planned an aircraft parts unit as Harry Woodhead, chairman of Vultee Aircraft and president of Aviation Mfg. became the new president of the Auburn Central local plant with 700,000 sq. ft. of manufacturing space. The new president predicted plant expansion on January and by February 21 1941 Auburn Central received a large airplane parts order from Vultee Aircraft for wings for military aircraft and announced that 1,500 to 2,000 more men would be hired soon. March 10, 1941 Willys Overland Motors of Toledo Ohio awarded Auburn Central the contract to build 1,600 Jeep bodies and this was the first contract of many that lasted through 1948 for Willys and Ford. Just 41 days after receiving the first contract, a complete Jeep body was loaded in a box car and shipped to the Willys Toledo plant.

On June 23, 1941 Saunders P. Jones became the new A. C. president and set up a new product development department for post war products as Connersville became a Defense area. Aug. 4, Auburn Central received a \$950,000 contract from Willys Overland for 16,000 Jeep bodies and by Nov. The contracts totaled 27,000 units when Auburn Central gave Connersville people a demonstration of this new small Army vehicle just west of the plant along Eighteenth Street.

On Jan. 12, 1942 Auburn Central declared their first dividend and in March the company name was changed to American Central. In August of that year a Vultee Vengeance dive bomber thrilled the at the American Central Bond and Flag ceremonies. The wings for this bomber were built at the local plant. By June 30, 1943 American Central had produced its 150,000th Jeep body and by July 22 the plant had received an Army A Award. On September 28 1943 Jeep-body production was doubled with the Ford Motor Company joining Willys Overland in the production of military Jeeps. The local plant at this time was also building Bantam trailer bodies and exhaust manifolds, turret decks over wings and bomb bay doors for the Consolidated Vultee B-24 Liberator bombers.



July 22, 1944 American Central received the Army-Navy E award as the 325,000th Jeep body produced since March 10 1941 was assembled on a chassis sent from the Willys Overland plant. It was announced at the same time that the local plant had built 200,000 trailer bodies, several hundred wing sections for the Vultee dive bomber and for the B-24 Liberators, large wing sections, collector rings and carburetor air ducts. On Aug. 23 1944 Willys Overland announced a contract with American Central to build 25,000 post war Jeep bodies when civilian materials were available and the firm was to build these through 1948. The addition of 45,000 War Jeeps in a contract on Dec. 14 1944 would bring the total over the 45 month period to 445,000 military Jeep bodies.

January 16, 1945 American Central was awarded their second Army-Navy "E" and on Feb. 27, they bought the 12 acre site of Steel Kitchens Corp. plant next door adding 70,000 sq. ft. of manufacturing area to their plant. On June 7 of the same year they got the go ahead to set up assembly of the Admiral 7 and 9 ft. refrigerators, both standard and dual temp for the Admiral Corp. of Chicago. The equipment for this project cost \$700,000 and the original Ansted Engine plant was used to house a new porcelain enamel system. On October 23, 1945 the first Admiral refrigerator built at American Central was given to Indiana Governor, Ralph Gates in ceremonies at the end of the assembly line. It was then taken to Indianapolis to be used in a State Building. By early 1946 the kitchen cabinet and sink lines were turning out white goods and on November 20 1946 the firm became an operating division of Aviation Corporation later known as AVCO. American Kitchens was 50 years old on April 7, 1948 having started as the Central Manufacturing Company. During that year they had an open house celebration and announced that in addition to the many peace time Jeep bodies for Willys and Admiral Refrigerators, their domestic kitchen equipment was being marketed by 81 wholesale distributors and more than 5,000 retailers over the United States.

A new product was ready for the Fifties, developed in Connersville and it made this city one of the largest Dishwasher producers in the world. The Korean War (1950-1953) brought several government contracts that were completed during this time. AVCO during 1945 purchased the Crosley appliance name and set up in the early fifties a line of Crosley kitchens built along side American Kitchens in the Connersville plant. National Homes of Lafayette Ind. were using Crosley Kitchens in early 1953 which helped to increase the business at that time.

At the end of 1958 AVCO decided to sell their Connersville properties and on January 1 1959, Design & Manufacturing Corp. bought the original Central, The Lamp Co., and the Ansted Engine Co. plants on the East side. Architectural Products Div. H. H. Robertson Co. purchased on Feb. 8, 1960 the original Lexington Motor Car Co. - or West side.

Ken's Classics



Restoration of Classic Cars

Specializing in
L-29 Cords & Parts
(parts list available)

**907 Main Street
Pittsfield, Maine 04967**

T: 207-487-3622
F: 207-487-3622
kmc@l-29cord.com

www.L-29Cord.com

AUBURN/CORD STAINLESS STEEL EXHAUST COMPONENTS

CORD 36-37 Standard exhaust complete, 409SS, \$1,550.

CORD 812 Outside exhaust kit in 304 Stainless: 14 pc.
Kit Includes 8 front pipes, Y joints, hanger
tube, exhaust pipe, tailpipe, muffler, \$3,075.

AUBURN 31-33 8 cyl. Complete exhaust, 409 SS, \$625.

AUBURN 34-36 8 cyl. Complete exhaust, 409SS, \$490.

EXHAUST COMPONENTS

CORD 36-37 Super-Charged outside exhaust manifolds
for 125" WB machined, unporcelainized,
\$1,700, pr.

CORD 2 bolt cast flange, machined, with insert for
above, \$45 ea.

CORD 36-37 Std. front manifold pipes 409SS, \$535 pr.

CORD 36-37 Std. resonator & Y pipe 409SS, \$535.

CORD 36-37 Std. 2-1/4" exhaust pipe 409SS, \$335.

CORD 36-37 Std. oval muffler 409SS, \$165.

CORD 36-37 2" or 1-3/4" tailpipe 409SS, \$110.

CORD 812 S/C muffler, 3 bolt mounting 6" dia. 409SS,
\$340.

CORD 812 S/C Resonator, \$360 - S/C flex tube, clips,
clamps available.

AUBURN 31-36 8 cyl. Muffler 409SS, \$165.

AUBURN 31-36 8 cyl. Tailpipe 409SS, \$130.

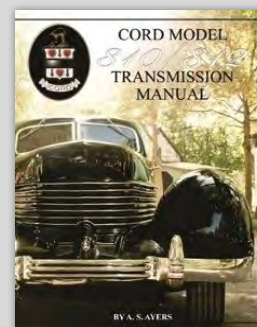
AUBURN 31-33 8 cyl. Front exhaust pipe 409SS, \$340.

AUBURN 34-36 8 cyl. Front exhaust pipe 409SS, \$185.

AUBURN 6 cyl. V12 & some earlier exhaust components
also available.

CALL DON SIMMONS

Silvertone Exhaust • 118 Culloden Rd.
Ingersoll, Ontario, Canada N5C 3R1
(519) 485-1966



CORD 810/812 TRANSMISSION MANUAL

Many updates and corrections to the
original manual. Includes numerous
drawings and photographs.

Buy it on eBay from seller:
acd_club_store. Along with our
digital newsletter archive and
cloisonne club logo bumper badges.

\$40.00 plus S&H

Questions? Contact Justin Kerns at
auburn8105@gmail.com
or (303)748-3579.

Letters To The Editor:

RESTORATION COMPLETED

Hello Shannon,

After more than 10 years of work, I'm finally finishing the restoration of my 1937 Cord 812 Custom Beverly, which you featured in two articles in newsletters numbers two and three in 2015, and a thread on the club forum (Cord 812 Custom Beverly restoration).

I wanted to thank all the ACD members who helped me with this great adventure.

Now that the 812 can finally cruise the backroads of France, a new project can take its place in the workshop. I've just found a superb barn find, a 1930 Cord L29 (what else!), originally sold new in France, serial number 2927025 and I'm now researching its history.

Of course, I'll still need the help of club members to complete this restoration properly. A few parts are missing, such as the spare tire, the steering wheel, and the carburetor.

I'll soon post more photos of the 812 on the ACD forum for its first test runs.

CORDially,

Youenn Perrin, France



THE 47TH ANNUAL FOUNDER'S DAY & CLASSIC CAR EXHIBIT

A red vintage popcorn truck is parked on a paved area. The truck has signs for "HOT POP CORN", "HOT PEANUTS", "FRESH ROASTED PEANUTS", and "CORN CRISP". In the background is a large, white, multi-story building with a flagpole, surrounded by green trees and a lawn.

**JULY 18, 2026 9:00 AM - 5:00 PM RAIN OR SHINE
PARIS HILL, MAINE**

A one-day public viewing of an extraordinary private automobile collection with antique dolls, toys, carriages, and more. A variety of vendors on the Village Green.
Donations: Adults \$15, children (12 & under) \$2.
Proceeds benefit the Hamlin Memorial Library and Museum.

1942 Creators Automobile Machine Popcorn Truck Photo & design by Ethan McNerney emcnerney.com

ACD INVITATION

Dear ACD Members,

The Hamlin Memorial Library, a non-profit library and museum, invites ACD Club members to a one-day public viewing of the private collection of 45+ year ACD member Sandy Bahre, on July 18. Included in this collection of more than 60 vehicles are six fantastic Duesenbergs, 25 Classic cars, a Tucker and early Brass-era cars, along with antique dolls, horse-drawn carriages, musical instruments and antique toys.

The day's events also include a craft fair, live music and refreshments held on The Green in Paris Hill, where visitors are surrounded by some of Western Maine's most beautiful mountain scenery and historic architecture.

Admission into the car collection is \$15 for adults and \$2 for children under 12. Proceeds benefit Hamlin Memorial Library and Museum, Paris ME.

This is a rain or shine event and is from 9:00am to 5:00pm.

https://www.hamlin.lib.me.us/founders_day.html

BRUCE WAYNE'S CAR WAS A CORD

I just returned from Chicago, where I attended a comics and collectible convention called C2E2. As I made my way from my hotel to the attached McCormick Place, I noticed several rooms that were clearly meeting rooms or something equivalent. They were all named after cars like Stutz and Hudson. Then, I noticed an Auburn room and a Cord room. I have to assume there was a Duesenberg room, but I didn't notice it on my walk to the convention floor.

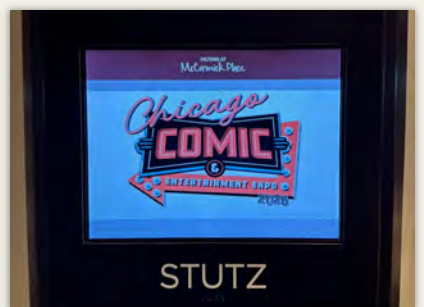
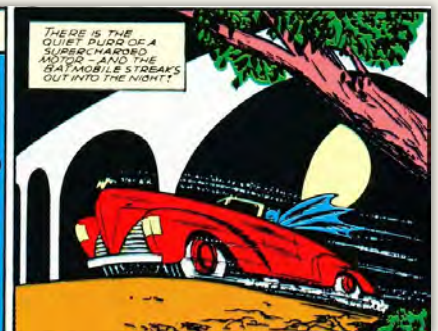
When I got to the convention, I found a dealer selling original animation cells from *Batman the Animated Series*, produced by WB. It's easily the best iteration of Batman ever done in my opinion. As I started flipping through some of the cels, I found a few partials featuring Bruce Wayne's personal vehicle (not the Batmobile). That car was modeled after the Cord 810/812. In fact, I believe the first Batmobile was actually a Cord 812. In the cartoon, Alfred even refers to it as "the Cord." It's always amazing to me the reach these cars have had in pop culture and beyond.

Clearly artists did their thing and modified as needed.

For another fun fact, since NATMUS is so close to our hearts...the Futureliner was used as inspiration for some of Gotham City Police Department's vehicles as well. Both in the afore mentioned cartoon and also some of Scott Snyder's work in modern Batman comics.

I hope you enjoy this as much as I enjoy seeing the cars I love being used in other arenas I love.

Cheers to you and yours!
Cameron Petersen, ACD President



OLSON'S

GASKETS

ENGINE GASKETS FOR OLD CARS, TRUCKS, TRACTORS, & INDUSTRIAL

3059 OPDAL ROAD E. • PORT ORCHARD, WA 98366
EMAIL: INFO@OLSONSGASKETS.COM

PHONE/FAX 360.871.1207 | WWW.OLSONSGASKETS.COM



NEWSLETTER

Do you have ACD information, comments, a story, restoration/maintenance tip or other information to share with the members of the ACD Club? Write to:

ACD Editor
350 Afshari Drive, Florissant, MO 63034
Or email editor@acdclub.org



DISPLAY & COMMERCIAL CLASSIFIED ADVERTISING

FOR THOSE WHO HAVE NEVER RELISHED THE COMMONPLACE

	AD TYPE	DIMENSIONS & STYLE	1 ISSUE	ANNUAL	6 PRINT &
				6 ISSUES (10% DISCOUNT)	6 DIGITAL (12 TOTAL ISSUES)
ACD MAGAZINE PRINT ADS	Inside Front Cover	7.5" x 10"	Color	\$500	\$2,700 \$4,185
	Inside Back Cover	7.5" x 10"	Color	\$500	\$2,700 \$4,185
	Outside Back Cover	7.5" x 10"	Color	\$500	\$2,700 \$4,185
	Inside Full Page	7.5" x 10"	Color	\$350	\$1,890 \$3,375
	Inside Half Page	7.5" x 4 3/4"	Color	\$150	\$810 \$1,350
	Inside Quarter Page	3.5" x 4 3/4"	Color	\$90	\$486 \$1,026
	Inside Sixth Page	2 1/4" x 4 3/4"	Color	\$60	\$324 \$864
	Inside Economy Ad	3.5" x 2.5"	Color	\$35	\$189 N/A
	Inside Small Ad (text only)	2" x 2"	B&W text	\$14	\$76 N/A
	Commercial Classified Ad	Up to 75 Words	B&W text	\$10	\$54 N/A
BOATTAIL DIGITAL ADS	Premium Placement (side banner)	Digital	Color / Link	\$275	\$1,485 Comes with the purchase of all full page and cover ads.
	Standard Placement (middle)	Digital	Color / Link	\$100	\$540 Half/Quarter/Sixth
	Classified Placement (bottom)	Digital	Color / Link	\$10	\$54 Economy/Small/ Classified
ACD MEMBERSHIP DIRECTORY PRINT ADS	Inside Front Cover	7.5" x 10"	Color / Glossy	\$1,000	N/A N/A
	First Page (opposite inside front cover)	7.5" x 10"	Color	\$800	N/A N/A
	Inside Back Cover	7.5" x 10"	Color / Glossy	\$900	N/A N/A
	Last Page (opposite inside back cover)	7.5" x 10"	Color	\$700	N/A N/A
	<i>The above ads will be given to the first advertisers who request them.</i>				
	Inside Full Page	7.5" x 10"	Color	\$500	N/A N/A
	Inside Half Page	7.5" x 4.75"	Color	\$300	N/A N/A
	Inside Quarter Page	3.5" x 4.75"	Color	\$180	N/A N/A

Note: Cover positions are based on availability of the space. Please contact us before reserving advertising space to check for availability.

PUBLICATION SCHEDULE

The ACD Club magazine is published bi-monthly. Deadlines for materials and creative are December 20th, February 20th, April 20th, June 20th, August 20th (Reunion Recap issue) and October 20th.

The Boattail, our digital newsletter, is also published bi-monthly. Deadlines for material and creative are January 10th, March 10th, May 10th, July 10th, September 10th, November 10th. Each issue will be emailed within 7-10 business days of the deadline.

ACD Member Directories are published bi-yearly.

FILE SUBMISSION

Files may be submitted to editor@acdclub.org prior to, or on the deadlines outlined above. Ads that arrive late will be inserted into the following issue. Files must be under 25 megabytes in size and be one of the following file type: pdf., png., tiff, or gif. When creating ads with bleed, please make sure the ad is made with 1/4" bleed, in addition to the trim size stated on the Ad Profile Option page (see back). All files must be sent in high resolution (150 to 300 dpi.)

PAYMENTS

Please make checks payable to the Auburn Cord Duesenberg Club. Remember to include your advertising information with your payment. Payments may be mailed to:

Auburn Cord Duesenberg Club
4309 Native Dancer Dr.
Edmond OK 73025

CANCELLATIONS

All cancellations must be made in writing prior to the corresponding issue's deadline for materials and creative. Preferred positions may only be canceled 90 days prior to the corresponding issue's deadline for materials and creative.

QUESTIONS?

Commercial Classified & Display Advertising Manager

Lindsey Greene Barrett
advertising@acdclub.org

CALLING ALL MEMBERS AND PHILANTHROPISTS

The entire inventory of Auburn Cord Parts, formerly operated by Stan and Carol Gilliland, is in storage, looking for a new owner. The parts and tooling to make various new parts are stored in three semi-trailers. This incredible treasure cannot be lost, but must be saved for the good of all present and future ACD Club members.

INTERESTED PARTIES, PLEASE CONTACT:

*Carol Gilliland 620-440-7061, Beau Gilliland
316-519-9471 or Stacie Gilliland 316-519-9470*



keleen^Kleathers
Keleenleathers.com
630.590.5300
PREMIUM AUTOMOTIVE LEATHERS
1,000'S OF STOCK COLORS
CUSTOM COLOR/GRAIN MATCHING
Contact our automotive leather specialists Gina or Linda today!
1933 DUESENBERG



**DAILY DRIVER
TO CONCOURS
LEVEL DETAILING**

Exterior & Interior Detailing
Ceramic Coating
Paint Protection Film
Window Tinting

**PRAXIS
DETAILING**

(260) 333-7887 • praxisdetailing.com
220 W. Ensley Ave. • Auburn, Indiana 46706

AUBURN & CORD

REPRODUCTION PARTS

Manufacturing 1935-36 parts for original and replica Auburn Speedsters: bumpers, grills, mesh, all moldings and castings

Prototype Research Ltd.

230 Albert St., Campbellford
Ontario, Canada, K0L 1L0
1-705-653-4525 Fax: 1-705-653-4800
www.prototype-research.com
Email: sales@prototype-research.com

MEMBER NAME BADGES

Durable plastic, with your name engraved and the club logo in color.
Print your name as you would like to it appear, and your city and state (optional).



AUBURN
CORD DUESENBERG
CLUB, INC.

YOUR NAME HERE
CITY, STATE

NAME TO APPEAR ON BADGE:

CITY: _____ STATE: _____

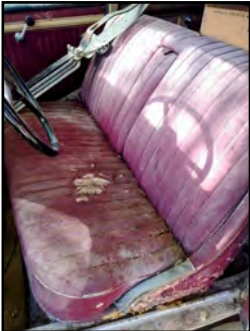
PIN BACK _____ @ \$15.00 EACH (POSTPAID TO USA)

MAGNET _____ @ \$15.00 EACH (POSTPAID TO USA)

TOTAL ENCLOSED \$ _____

Make checks payable to: **ACD Club** (US funds only please)
and mail all to:

ACD Name Badges
c/o Linda Frownfelter
12006 Colbarn Drive, Fishers, IN 46038

CARS FOR SALE	CARS FOR SALE	CARS FOR SALE	PARTS FOR SALE
 AUBURN - 1932 six-wheel cabriolet. AACA Junior and Senior, Concours d'Elegance, Pilot Rays, Trumpet horns, trunk rack, trunk, tools. Two-tone Marron. Asking \$130,00. Robert Fischer, (484) 574-9153, Lewes, DE (5/26)	Co. restored transmission last year. Very good driver. Needs nothing. \$95,000 OBO. Jim Bereck, (713) 557-8293, JLBereck@hotmail.com (2/26)  CORD - 1937 810 Beverly. Many know me and my late husband, Oscar Roberts. We owned the restored Sinclair Gas Station on North Main Street in Auburn, Indiana. I have decided to sell our collection. Bonita Roberts (678) 943-4255 (2/26)	CORD - 1936 810 Full Armchair Beverly. Serial # 1497S. FB721. C90 404. This is a rust free, never wrecked Palm Beach tan California car with maroon interior. It's a true full armchair Beverly. All restoration work has been done to concours level. All numbers match and it is ACD certifiable. All paint and body work and chrome is done. It was an excellent running and driving car before disassembly. Large photo album available, email for link. \$40,000.00 Pat Daniels, Wichita, KS, 316-641-5505, pat_daniels@sbcglobal.net (2/26)	the factory. We are the #1 supplier of Auburn and Cord parts in the world. Over 50,000 parts available. NOS, as well as used. We are constantly adding parts to our growing inventory. Visit acdco.com or (918) 251-3161 for parts/orders/requests. Office@acdco.com. AUBURN - Running board covers in the correct 1-piece molded patterns for: 1931-33 8cyl., 1931-34 12cyl., 1934-36 6 cyl. & 1934-36 8 cyl. Northfield Ltd., PO Box 88, Northfield, OH 44067, (440)786-8141, broadstreetltd@msn.com, northfieldltd.com.
 AUBURN - 1935 851 Phaeton. Many know me and my late husband, Oscar Roberts. We owned the restored Sinclair Gas Station on North Main Street in Auburn, Indiana. I have decided to sell our collection. Bonita Roberts (678) 943-4255 (2/26)	 	CARS WANTED AUBURN, CORD, DUESENBERG automobiles wanted. Please contact Mark Hyman, 2310 Chafee Dr., St. Louis, MO 63146. (314) 524-6000, mark@hymanltd.com AUBURN, CORD, DUESENBERG Any Year, any model, any condition, and any location in the US. Top \$\$\$ paid. Please call Peter Kumar at 1-800-452-9910, 24-30 46th St., Astoria, NY 11103, peterkumar@gullwingmotorcars.com.	AUBURN - 1931 - 1934. Auburn script heater in excellent condition. 1931-1934 accessory Auburn script steering column radio. 1931-1934 dash light switch. 1931-1936 factory assembly line speedster wiper motors with script Trico knob. 1935-1936 speedster convertible top rear window frame, mint. Ron Monte, (973) 226-6184, ron@ronmonte.com. (2/26)
AUBURN - 1935 851 Cabriolet. After twelve years of restoring and enjoying, it is time to find a new owner. All technical items done by Brian Oliver and Tony's Automotive Restoration of Stratford, CT. Upholstery and roof are new. Hans Middelberg, (914) 589-1527, hans@diptec.com (3/26)  CORD - 1936 810 Westchester Sedan. Cadet Gray with dark blue interior. #1123A, FB 323. Owned since 1962. Restored multiple times over the last 63 years. ACD	 CORD - 1937 C-179 812 Custom Beverly. FB1945. Serial #10257S. This car will need restoration. However, it is mostly complete. More information available. Car is located in Kansas. Asking \$20,000, OBO. Carol Gilliland (620) 440-7061, or Beau Gilliland (316) 519-9471 (4/26)	CORD - I am looking for a fully restored, original turn key Cord Westchester, in Cigarette Cream. I may have Cord taste with Chevy money. But what I can offer is a good home to carry on the legacy of the care that was given to your Cord. I am an active member of the AACA in the Homet Nest Region, in Charlotte North Carolina. Please give me a call for further discussions of any opportunities of my acquiring a Cord Westchester. Thank you for your concentration. Jeff King, (704) 599-5885, jeffking@att.net (2/26) PARTS FOR SALE AUBURN, CORD, DUESENBERG PARTS - We are	 PARTS FOR SALE - Some miscellaneous items from my dad's garage. A. AC air cleaner decal 2 1/4"x 2", B. Autolite badge stamped 2 1/4", C. Autolite two-charge registration badge 2", D. Electric Autolite badge 2 3/4", E. Autolite badge—blank 2 1/4", F. Autolite badge—blank 3", G. chrome trim pieces. \$25.00 each or \$100.00 for all items. Gregory Folk, chip.rph@gmail.com (2/26)

PARTS FOR SALE	PARTS WANTED	SERVICES OFFERED
 DUESENBERG - Pegasus Mascot. A rare Art Deco mascot made by F. Bazin, in 1925. These were available from Duesenberg and were listed in their Accessories Catalog. Finished in the original nicked bronze, this is a rare large version, measuring 6 3/4 inches high. It depicts a stylized winged horse on an original radiator cap. Located in Australia, with postage included in the asking price. \$2,000 US. Ken	Roberts, ken.roberts59@bigpond.com. (3/26)  	CORD - 810/812 engine rebuilding restoration and repair. Several proven upgrades available. I also offer other mechanical and cosmetic services to improve the drivability of your Cord. As always, free advice on any subject, unencumbered by fact. Peter Morgan, (406) 842-7655 (6/26) REMEMBER TO MAKE CHECKS PAYABLE TO THE ACD CLUB WHEN PAYING FOR CLASSIFIED OR DISPLAY ADS. CLASSIFIED ADS RUN FOR TWO ISSUES OF THE ACD NEWSLETTER AND THE BOATTAIL DIGITAL NEWSLETTER. IF UNDER 75 WORDS, CLASSIFIED ADS ARE FREE. EACH WORD AFTER 75 COSTS \$0.30 PER WORD. PHOTOS ARE \$10.00 EACH.



REPRINTED LITERATURE FOR SALE FROM THE ACDA MUSEUM

Wide assortment of owner's and service manuals, parts books, sales books, blueprints and photographs. To see our list of items, or to place an order, visit our website at automobilemuseum.org. Click on Museum Store, then click on Archival Literature. Or call (260) 925-1444 and ask for the Archives Department.

AUTOMOBILEMUSEUM.ORG


RESTORECARS

Celebrating
50
years
In Business

What can we do
for you?



Whether it is a complete restoration,
or just a tune-up, we can do the job.

Shop (303) 688-4035

Cell (303) 886-9125

Mark Clayton

Mark@RestoreCars.com

www.RestoreCars.com



Engine Clean Room
Body Shop
Dyno
Paint Booth
Machine Shop
Wood Shop
Upholstery
All In-House



Register to Bid for the *Auburn Spring Auction*

KruseAuctions.com | +1.260.927.0000



7 CARS OFFERED
WITHOUT RESERVE



From The Oscar Roberts Estate Collection | 1935 Auburn 851 Phaeton

ACD Club Certified A-389, Comprehensive ground-up restoration completed in 2016, Acquired by the collection 21 years ago, 2024 servicing by noted Auburn-Cord aficionado Ken Clark, Well known among the ACD Club faithful; 2025 Hoosier Tour participant



1936 Cord 810 Phaeton

ACD Club Certified C-493, Beautifully restored and presented, Art Deco styling with impressive eight-cylinder power, Eligible for CCCA, ACD Club, and various other collector car events

Also Featuring

THE
DANE MILLER
ESTATE COLLECTION
OFFERED ENTIRELY WITHOUT RESERVE