

Special Edition

FROM THE

SWAMP FOX

Old Car Club



Swamp Fox Region

CELEBRATING OUR 38th YEAR AS AN ACTIVE CLUB

NEXT MEETING

Golden Corral
2510 David
McLeod Blvd.
Florence, SC
July 8, 2019
6:30 PM for eating/fellowship
7:00 PM for Club Meeting

July 8, 2019



HAPPY BIRTHDAY TO:

Dan Felker	7-1
Stacie Warfuel	7-8
Gail Blunk	7-15
Celeste Spence	7-16
Harriett Hill	7-23
Mary Fincher	7-26

WELCOME NEW MEMBERS

2019 CLUB OFFICERS

President	Al Robinson	496-7207
Vice Pres.	Tom Spence	773-0189
Secretary/	Susan Pace	230-0212
Treasurer.		

CLUB WEBSITE:

swampfox.aaca.com

Email:swampfoxoldcarclub@gmail.com



Robinson's Ramblings'

As I commented in the July Newsletter issue, the ACD Museum was more than just a memorable experience. The car I am standing by is truly a work of Art, AND huge!! I have seen a couple of RV's that were not as long as this car!! As you look at the pictures of these cars, try to visualize them on the streets in the 1930's and into the 1940's, what a sight that would have been.

I am old enough to remember the days that the unveiling of the new models was a special experience. In the 1950's all us young "CAR GUYS" would gather around the show rooms of whatever car dealer was revealing the "latest and greatest model" for that year!! Just think what it would have been like in 1929 to see the L-29 Cord in the Cord dealer's show room for the 1st time.

As you look at these pictures you are "in the show room" in 1929 or 1933 or 1938!!!

ENJOY-AL

[2019 Car Show Schedule](#)
**Sweet Potato Festival, Darlington,
SC 10/12/19**
Pecan Festival, Florence, SC 11/2/19



The Editors Turn

This Special Edition of the Swamp Fox Old Car Club Newsletter is created to feature our tour of the Auburn Cord Duesenberg Museum while we were participating in the 2019 AACA Annual Grand National Meet in Auburn, IN.

The ACD Museum is a beautiful facility that presents the history of the Auburn Cord Duesenberg Company and its products with very high quality restored and preserved vehicles and displays. It is located in the former Auburn Automobile Company administration building.

As I took the self-guided tour of the museum I couldn't help but think about the history of our country in the 1920's and 1930's. What an amazing time to design and manufacture luxury cars when considering the economy, and the engineering, manufacturing and materials technology available at that time. Check out the history of the ACD business and museum per their web site at the end of this issue.

A full day was just not enough time to take it all in and also take a few pictures.

I encourage you to see it in person if you are ever in the northern Indiana area. Until then, I hope that you enjoy the picture tour of the Auburn Cord Duesenberg Museum.

Curt Smith
Editor

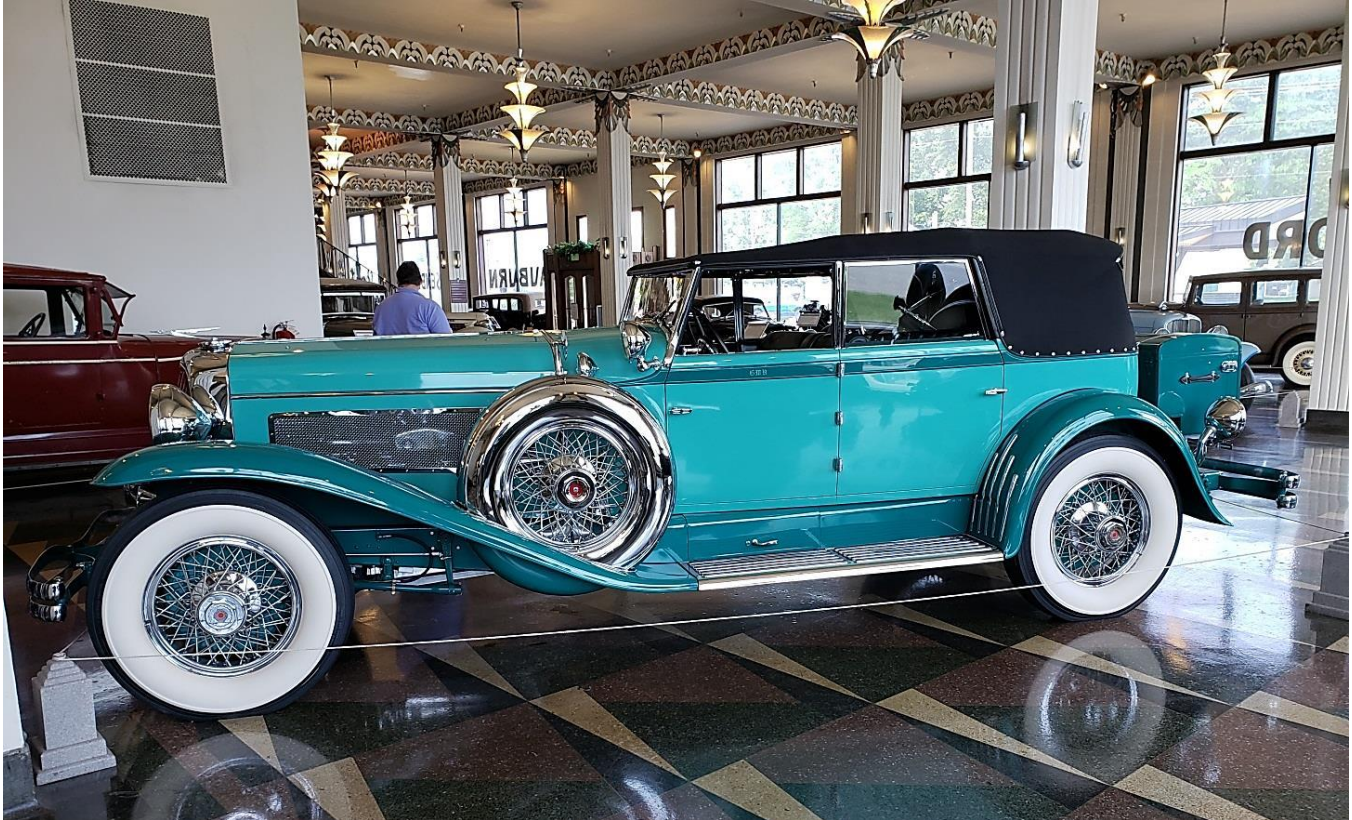
(Photos by Curt Smith)



Welcome to the Auburn Cord Duesenberg Museum. It's a "Duesy" ... of a museum!

The Auburn Cord Duesenberg Museum

(Photos by Curt Smith)



1930 DUESENBERG MODEL J CONVERTIBLE SEDAN

This stunning Duesenberg was restored by C.W. "Bill" Bocock, who was an inventor and engineer. Mr. Bocock purchased his first Auburn in the 1930s while in high school. This started his life-long passion for Auburns, Cords and Duesenbergs, which he and his wife, Martha, collected exclusively. This vehicle was their pride and joy. After restoring this car, the couple exhibited and toured with it for more than thirty years. "It always stood out at shows like a jewel," said Mrs. Bocock. The Auburn Cord Duesenberg Club annually presents the "Bill Bocock Owner Restoration Award" to a club member who has performed his own restoration of an Auburn, Cord, or Duesenberg. The Murphy Convertible Sedan was one of the most popular and stylish bodies built by the Walter M. Murphy Company for a Duesenberg chassis.

Donated by the C.W. "Bill" Bocock Estate of Kerrville, Texas.

Specifications
Model: Model J Sedan
Wheelbase: 142.5 inches
Engine: Straight eight-cylinder, twin overhead cam
Transmission: Three-speed manual
Displacement: 420 cubic-inches
Horsepower: 265 at 4,200 rpm
Weight: 5,550 lbs.
Price When New: \$14,750

This year in history
There are five Duesenbergs entered into the Indianapolis 500 in 1930. Peter DePaolo finishes fifth, which is Duesenberg's highest place in the race that year.



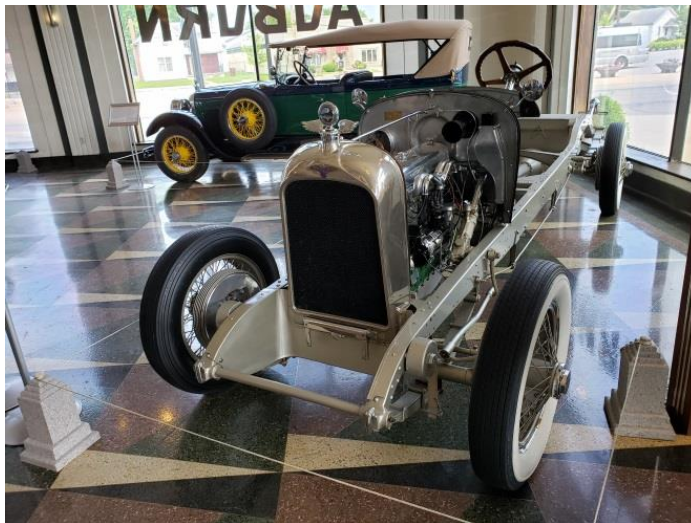
The Auburn Cord Duesenberg Museum

(Photos by Curt Smith)



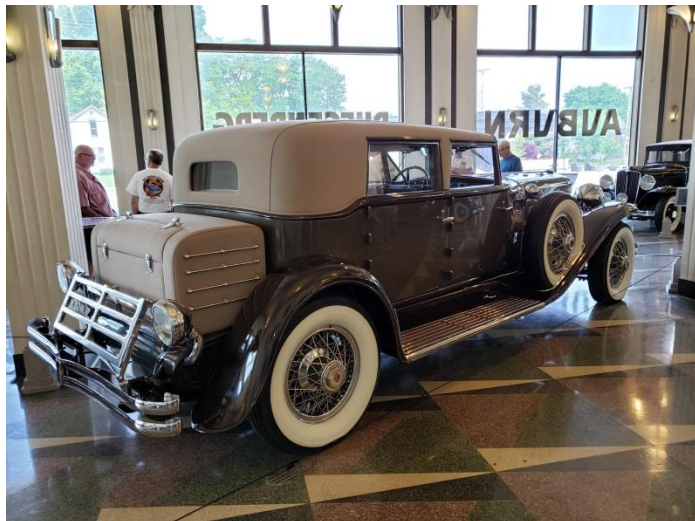
The Auburn Cord Duesenberg Museum

(Photos by Curt Smith)



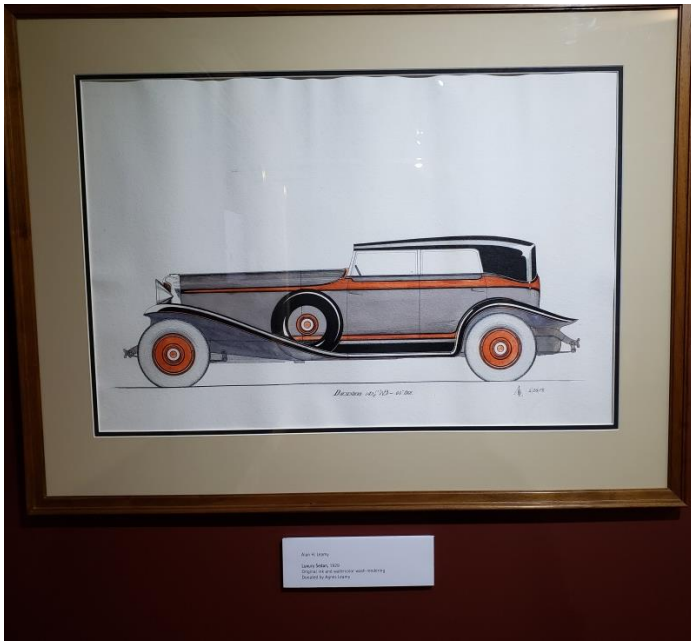
The Auburn Cord Duesenberg Museum

(Photos by Curt Smith)



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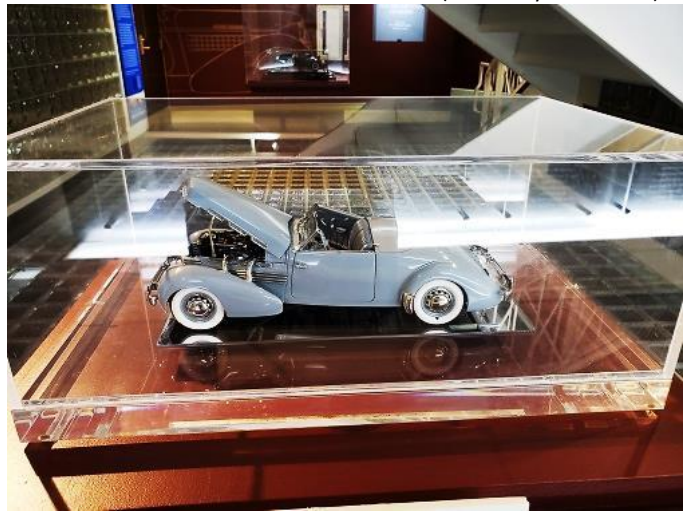
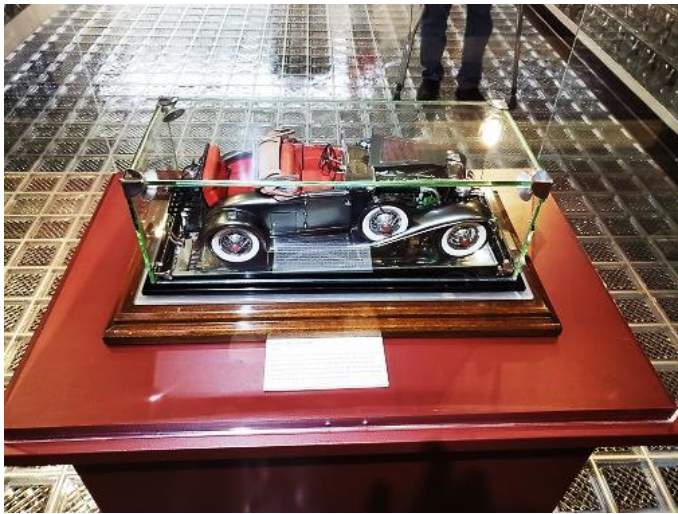
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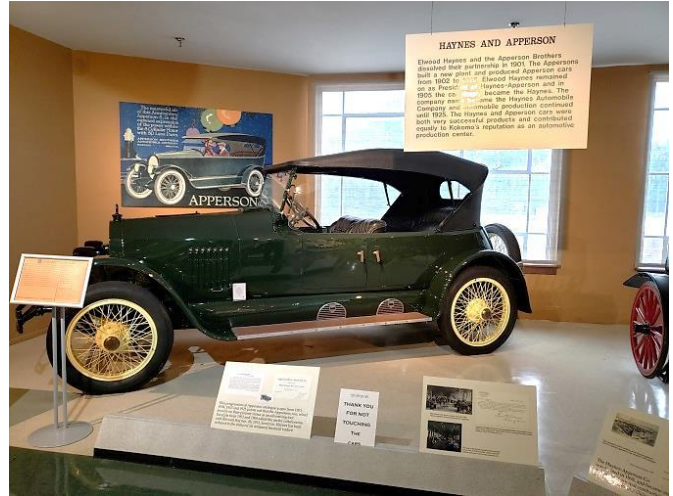
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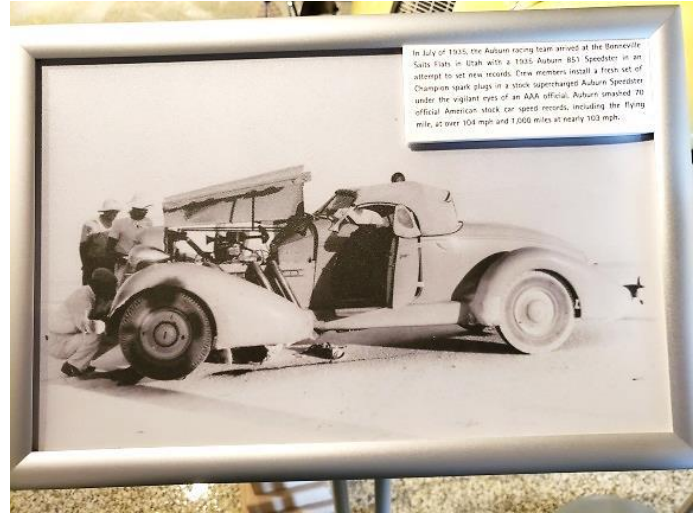
The Auburn Cord Duesenberg Museum

(Photos by Curt Smith)



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The Auburn Cord Duesenberg Museum

(Photos by Curt Smith)



Living the Dream at the 2019 AACA Annual Grand National, Auburn, IN



The Auburn Cord Duesenberg Museum

<http://www.automobilemuseum.org/about/the-museum>



The History

1900 – The Eckhart family founded the Auburn Automobile Company. It was incorporated in 1903.

1903 – The Auburn Automobile Company produced its first automobile for sale to the public.

1912 – The Auburn Automobile Company produced its first closed automobile.

1913 – The Duesenberg Brothers entered their first Indy 500 with a Mason race car.

1915 – Charles Eckhart died. Frank and Morris took over ownership and administration of the Auburn Automobile Company.

1917 – The Duesenberg Automobile and Motors Company operated by Fred and August Duesenberg in Elizabeth, New Jersey, built aircraft engines for the U.S. Government.

1919 – The Auburn Automobile Company was sold to a group of Chicago investors, including William Wrigley, Jr. The new ownership group oversees the manufacture of a new model called the Beauty-Six, which was designed by the Eckhart family prior to selling the company.

1921 – Duesenberg Automobile and Motors Company debuted its first passenger car, the Duesenberg Model A.

1921 – Duesenberg driver Jimmy Murphy and riding mechanic Ernie Olsen won the French Grand Prix at Le Mans.

1924 – E. L. Cord was hired as Vice President and General Manager of the Auburn Automobile Company by the Chicago ownership group.

1926 – E. L. Cord became President of the Auburn Automobile Company and owned controlling stock interest. He also purchased Duesenberg Automobile and Motors Company of Indianapolis and renamed it Duesenberg, Inc.

1926 – Cord named long-time business associate Harold Ames as Executive Vice-President and Fred Duesenberg as Vice-President in charge of engineering.

1927 – The Duesenberg racing team won its third Indy 500 of the 1920s.

1927 – A transitional model for the Duesenberg marque was created by Fred Duesenberg and Duesenberg, Inc. The Duesenberg Model X was introduced at the New York Auto Show.

1927 – E. L. Cord purchased a production facility in Connersville, Indiana, in order to expand the manufacturing capability of the Auburn Automobile Company.

1928 – The Duesenberg Model J and Auburn Speedster were created and debuted. Gordon Buehrig became the stylist for Duesenberg, Inc. at twenty-five years old.

1929 – E. L. Cord founded the Cord Corporation, a holding company based in Chicago of which the Auburn Automobile Company and Duesenberg, Inc. became subsidiaries.

1929 – The first Cord automobile was produced by the Auburn Automobile Company. This automobile, the Cord L-29, was the first ever successful mass-production front-wheel drive automobile in America.

1930 – The Auburn Automobile Company administration building, designed by Alvin M. Strauss, was completed and opened. The approximate cost to build was \$450,000.

1931 – The Auburn Automobile Company had its best sales year, selling 34,000 cars. By this time, the Auburn Automobile Company had over 100 international dealers and distributors in 93 different countries around the world.

1932 – The Auburn Automobile Company debuted a line of 12-Cylinder automobiles.

1932 – Fred Duesenberg died from complications of pneumonia after an auto accident

1932 – Harold Ames was named President of Duesenberg, Inc.

1933 – All mass-production of automobiles manufactured by the Auburn Automobile Company was moved to the Connersville, Indiana, production facility.

1934 – Auburn introduced its all-new automobile line with “All-Steel” construction. Public reaction to the Auburn’s styling was lukewarm. Harold Ames was transferred from Duesenberg in Indianapolis and was named Executive Vice-President of the Auburn Automobile Company. He brought Gordon Buehrig with him to restyle the 1935 Auburn.

1935 – Former Auburn Automobile Company designer Alan Leamy died from blood poisoning as a result of a medical injection.

1935 – Auburn introduced a line of supercharged speedsters styled by Gordon Buehrig, with the supercharger work done by August Duesenberg.

1936 – The Auburn Automobile Company introduced the Buehrig-designed Cord 810.

1936 – All Auburn and Duesenberg production ended.

1937 – The Auburn Automobile Company offered an optional supercharger on the Cord 812.

1937 – E. L. Cord sold his interests in the transportation industry and the Auburn Automobile Company filed for bankruptcy.

1938 – The Auburn Automobile Company administration building was sold to Dallas Winslow, who founded the Auburn-Cord-Duesenberg Company, selling new old stock parts to owners of Auburn, Cord, and Duesenberg automobiles, in addition to repairing them.

1960 – Dallas Winslow sold the rights to Auburn, Cord, and Duesenberg to Glenn Pray of Broken Arrow, Oklahoma, who continued to sell and repair Auburn, Cord, and Duesenberg automobiles in Broken Arrow.

1961 – The Dallas Winslow estate sold the Auburn Automobile Company administration building to the Marshall Clothing Company.

1967 – The Auburn Automobile Company administration building was put up for auction by Sam Jacobs, but did not sell.

1973 – The north showroom of the Auburn Automobile Company administration building was leased as a motorcycle sales and repair shop. The south showroom was used by Essex Corporation to store cardboard boxes.

1973 – A fire occurred at the Auburn Automobile Company administration building. Auburn Automotive Heritage Inc. was created.

1974 – The Auburn Automobile Company administration building was purchased by a group of citizens and Auburn, Cord, Duesenberg enthusiasts through Auburn Automotive Heritage Inc. from Sam Jacobs.

1974 – Auburn Cord Duesenberg Automobile Museum opened to the public July 4.

1974 – The Museum sent invitations to various parties to attend the Grand Opening Ball over Labor Day Weekend and during the ACD Festival.

1978 – The former international headquarters administration building of the Auburn Automobile Company is placed on the National Register of Historic Places.

2000 – The Museum added a banquet area (Willennar Hall), a mezzanine level, Education room with a reading room and climate controlled Archive rooms, and a new gallery on the third level that expanded the display of the collection.

2005 – On April 5, the Auburn Cord Duesenberg Automobile Facility became a National Historic Landmark, the highest designation in the nation. There are only 2,596 in the United States; 42 in Indiana alone. Three remaining buildings of the Auburn Automobile Company represented different stages in automotive development and construction.

2005 – As an effort to raise funds, the Museum began what would be an annual Benefit Extravaganza on the Thursday before each Labor Day during the ACD Festival as the Museum’s largest fundraising event.

2010 – A racing tradition was bred through the classic cars and history displayed at the Museum, and its mission continues with support from the Driving Experience. This is a fundraiser where drivers zip around various driving tracks each year.

2013 – The Museum added the Collection Conservation Center a maintenance shop for the collection, which also serves as another education center.

2014 – The Auburn Cord Duesenberg Automobile Museum celebrated 40 years

2015 – Digitization Project began for the extensive 100,000+ piece archival collection project with a 2 year plan projected to be completed 9/30/17; a 4 year plan projected to be completed 9/30/2019; a 6-7 year plan projected to be completed 9/30/21.

2016 – Education & Exhibit Plaza, the attractive gateway to Auburn from the South is completed and available for reservation thanks to Friends of the Plaza.

Future Car Shows of Interest

July 13, 2019

Cars & Coffee Highland Park UMC, 9am to 11am
1300 Second Loop Rd. Florence, SC

July 26, 2019

Hwy 55 & Beef Jerky – Palmetto Cruisers, 5pm to 8pm
Woody Jones Blvd. Florence

August 10, 2019

Cars & Coffee Highland Park UMC, 9am to 11am
1300 Second Loop Rd. Florence, SC

August 31, 2019

Hwy 55 & Beef Jerky – Palmetto Cruisers, 5pm to 8pm
Woody Jones Blvd. Florence

September 14, 2019

Cars & Coffee Highland Park UMC, 9am to 11am
1300 Second Loop Rd. Florence, SC

September 28, 2019

Hwy 55 & Beef Jerky – Palmetto Cruisers, 5pm to 8pm
Woody Jones Blvd. Florence

October 5, 2019

Cars & Coffee Highland Park UMC, 9am to 11am
1300 Second Loop Rd. Florence, SC

October 9-12, 2019

AACA Eastern Fall Nationals
Hershey, PA – Hershey Region

October 12, 2019

Sweet Potato Festival - Swamp Fox Old Car Club
Darlington, SC – Swamp Fox Region

November 2, 2019

Pecan Festival - Swamp Fox Old Car Club
Florence, SC - Swamp Fox Region

April 2-5, 2020

AACA Southeastern Spring Nationals and Auto Fair
Charlotte, NC - Hornets' Nest Region