

Most 1925 and later Franklins are Full Classics® but only a few Grahams and Hudsons qualify

Periodically The Roadrunner runs an article about Full Classics and non-classics. Covered are American cars, excluding customs and "application considered" cars. This article is about "F," "G" and "H" Classics.

By Les Jackson

Most of us know that almost all Franklins from 1925 through the end of the company's production in 1934 are considered Full Classics®. The 1933 and 1934 Franklin Olympics are the only ones that are not Classics.

Actually the Olympics were a belated attempt to enter the mid-priced market as the depression dragged on into 1933 and following years. The Olympic was much smaller than the Classic Franklins, having a 118 inch wheelbase compared to 132

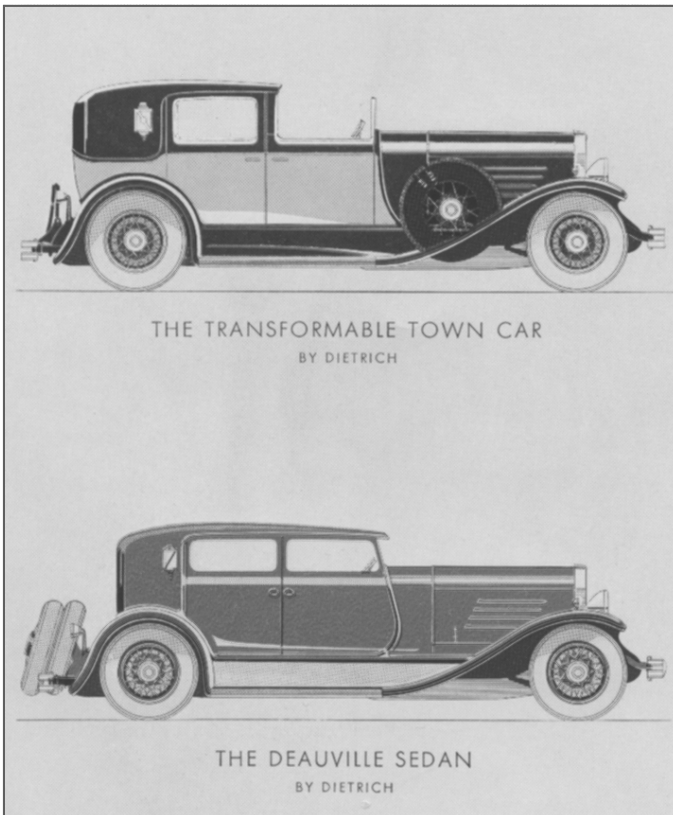
or 144 inch in the senior cars. The Airman and the twelves were about 50 to 100% more expensive than the Olympics.

Franklin lasted from 1902 to 1934

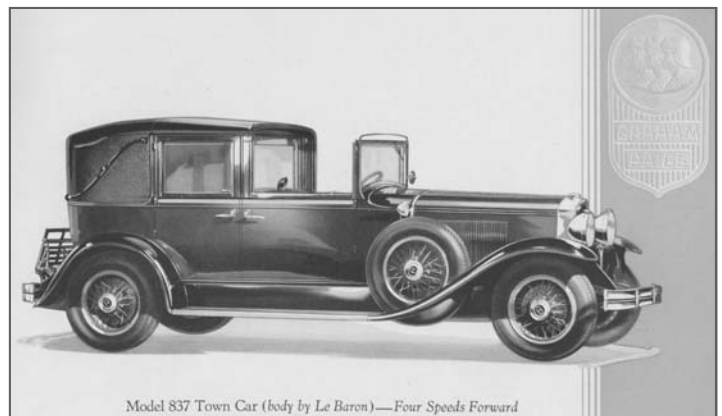
Franklin started making cars in 1902 with 13 vehicles. By 1929 the all time high was reached with 14,432 cars. In the final year of 1934 production had decreased to 360. It was the most successful air-cooled American car.

With Graham (and Graham-Paige) and Hudson the story is quite different. Only a handful of these are Full Classics®.

Graham-Paige was the label on the cars during model years 1928 through the first series in 1930. Thereafter the name was simply Graham.



Two of the Full Classic® Dietrich customs shown in the 1930 Franklin catalog are the Transformable town car and the Deauville sedan. The town car had a price of \$5,100 and the Deauville price was \$5,000.

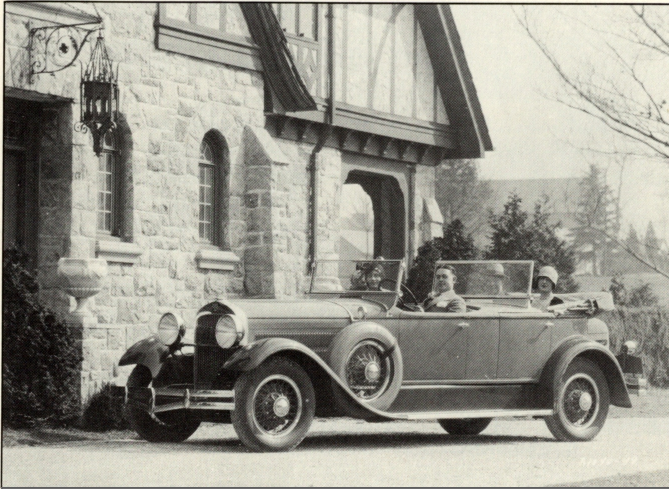


This is a Full Classic® 1929 Graham Paige Model 837 Town Car with body by LeBaron which boasted a 4 forward speed transmission. The price of the car was \$4,180.

Graham's Classics 1929-1931

The CCCA recognizes the 1929 and 1930 Graham Paiges Series 837 cars as Classics and the Grahams 1930 and 1931 Series 137s.

During those years most of the company's production was of non-classics, including the 1929 series 612, 615, 621 and 827. In 1930 and 1931 the non-classics included the Standard and Special 6's, the Standard and Special 8's and the 127 inch wheelbase Custom 8. The 137 inch wheelbase Custom 8 was the series recognized by CCCA. A number of the Graham classics wore LeBaron bodies.



The 1929 Full Classic® Hudson Model L cars were on a wheelbase of 139 inches. This is the Biddle & Smart body 4 passenger dual cowl sport phaeton which sold for \$2,200

The 2003 CCA roster lists 2 Grahams, a 1929 and a 1930.

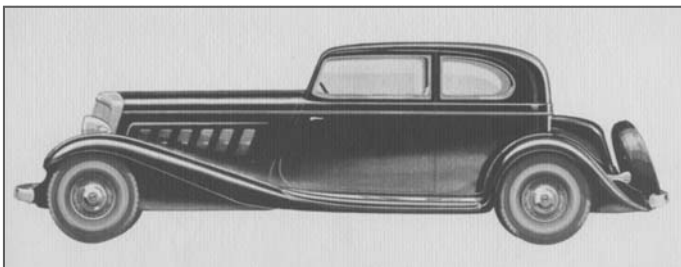
Only the 1929 Hudson Series L is a Classic

Hudson was another make with only a few of the cars recognized as Full Classics®. The only ones are the 1929 Series L cars. There are 8 of these listed by the club. All of these 139 inch wheelbase cars were custom bodies, most of which were by Biddle & Smart.

The other 1929 Hudsons not considered Classics are the model R cars. The L and R cars had the same engine, but the wheelbases were different as the R was 122½ inches. Prices on the model L cars ranged from \$1,850 to \$2,200 whereas the non classic Model R cars were from \$1,095 to \$1,500.



In 1931 two of the more spectacular Franklins were the Pirate touring and the Pirate phaeton. This picture shows the interior of the Pirate touring. Note the dual windshield with the side windows in the front and back. Franklin said that with the top up and the windows raised the car was comfortable for any weather.



Franklin was still in the multi-cylinder race in 1933 with this super-charged 12-cylinder club brougham for four passengers, styling by Le-Baron. The wheelbase was 144 inches and the horsepower was an advertised 150.