

## The Classics and the Non-Classics

# Can You Always Tell the Full Classic<sup>®</sup> From the Non Classic?

By Les Jackson

The Classic Car Club of America Handbook lists those cars that have been chosen by the Classification Committee as being worthy of being designed Full Classics<sup>™</sup>. This means they are "fine or unusual foreign or domestic motor cars built between and including the years 1925 and 1948, and (are) distinguished for their respective fine design, high engineering standards and superior workmanship..."

Obviously there may be more than one opinion about what is and what is not a qualified car. Duesenbergs, 12 and 16 cylinder Cadillacs, Pierce-Arrows and many Packards are unquestionably within the definition.

There are a number of other fine cars which are not now designed by the committee. We do not envy the committee its task, as once you get past the very obvious "must" Classics, there is bound to be controversy. We are reminded of the selections by those that select the baseball Hall of Famers. Players such as Babe Ruth, Ty Cobb, Willie Mays, Hank Aaron, Joe DiMaggio, Walter Johnson, and Christy Mathewson and many others are obvious. There are many others who are in the Hall whose qualifications are often challenged by baseball fans and there are other players they think should be included.

Why should it be any different with the CCCA designation?

Our purpose in this, the first of several articles, is to point out the ones that are included and the ones that are not included among the American cars. The purpose is not to debate or to challenge the cars that have been selected nor those that have not been selected.

The listing in the Handbook is on a single page, and that is great. Unless we have a copy of it in our pocket though, and unless our memory is perfect, we might not always remember which are Full Classics<sup>™</sup> and which are not. In some cases there are only small visual differences.

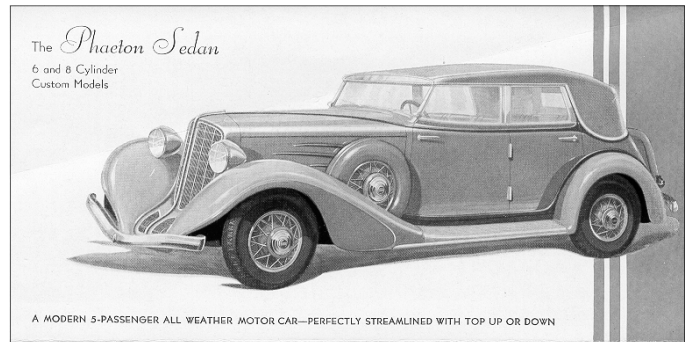
What we will do is to show the ones that are included and the others of that make or year that are not.

We'll do it alphabetically for American made cars:

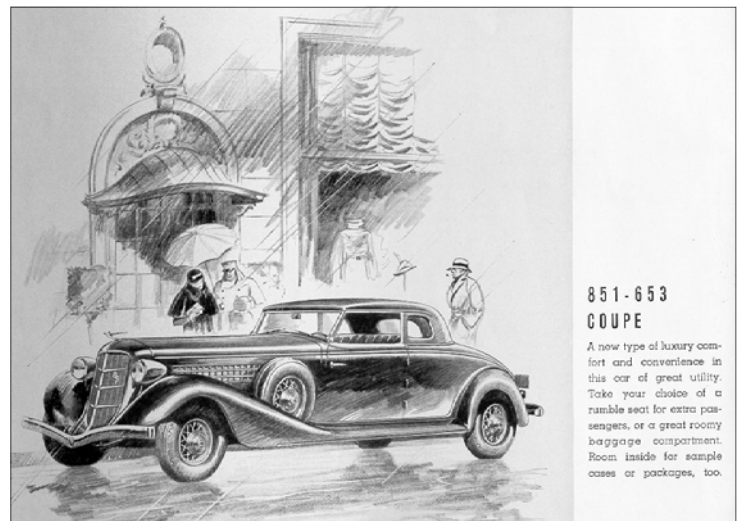
**Auburn Full Classics<sup>™</sup> All 8 and 12 cylinders.**

Non-Classics: 6 cylinder Auburns from 1925 through 1930. Also 6 cylinder Auburns from 1934 through 1936. In many cases one cannot tell the dif-

ference by looking. For example the only visible differences in the 1934 - 1936 non-classics is the emblem with the model designation. In this latter group the 850, 8-851 and 8-852's are Full Classics<sup>™</sup> and the 652, 6-653 and 6-654's are not.



A single picture for the 1934 Auburn Phaeton 6 cylinder and 8 cylinder models



And a single picture for the 1935 Auburn 8 cylinder and 6 cylinder coupes

**Blackhawk Full Classics<sup>™</sup>: All.** That one was easy, but Blackhawk was a separate make only in 1929 and 1930.

**Brewster Full Classics<sup>™</sup>: 1934-1936 all heart-shaped grilles.** This is where you can find a Ford as a Full Classic<sup>™</sup>.

**Buick: 1931-1942 Series 90 and Limited Full Classics<sup>™</sup>.** Non-classics are all Buicks before 1931 and for later years all Series 40, 50, 60 and 70's. The Series 80 Limited in 1940 is a Full Classic<sup>™</sup>, but not other series 80's in 1931 through 1933 and 1936 through 1939.