

GREAT ARROW news

The Pierce-Arrow Museum Newsletter



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Jennie's MODEL 24 Pierce-Arrow Runabout

The Museum was recently gifted a 1909 Model 24-R Pierce-Arrow, from the original purchaser's family. We are extremely grateful for this donation from Charles "Charlie" Henderson of Amarillo, Texas, the grandson of Jennie Adeline Crocker. Jennie bought the car new for use in the San Francisco area, and left it to Charlie when she passed away in 1974.

This car was purchased from The Mobile Carriage Company of San Francisco for the sum of \$3280, plus \$11 for optional rear wheel chains. Although it came with the factory with 26 inch Johnson rims (factory 34 x 4 tire), she soon had it changed to 25 inch Fire-stone rims. The thought was that the smaller tires would help in climbing the steep San Francisco hills.

Jennie was not a tall person, standing barely five feet. Thus, the Pierce required some slight modifications for her to operate it successfully. First, four inch blocks of wood were attached to the pedals, so her short legs could reach them. This resulted in virtually no wear being evident on the pedals. There was also a floor mounted horn bulb, but that had to be relocated to the side of the body so she could operate it. She did enjoy driving the Pierce, and particularly "motoring" - as she called it - at speed. She soon became friends with numerous motorcycle police who observed her habit of ignoring speed limits, and paid numerous speeding tickets.

As delivered from the factory, a 24-R runabout has a single rear seat. When Jennie married in 1912, she had the car modified with two rear seats. This enabled the newlyweds, and her two stepchildren, to ride together. Though the family bought

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PIERCE-ARROW FOUNDATION

Operating the Pierce-Arrow Museum on the Campus of the Gilmore Car Museum

July 2021

Dear Pierce-Arrow Friends:

As I prepare your museum report, the fabulous 63rd Annual Pierce-Arrow Society Meet is now just a blur of fond memories. Karl Krouch and his committee more than met all expectations for the much-anticipated opportunity to see new places with old and new friends while enjoying our cars.

I must note that, of many achievements, this meet set a new record for generating museum donations. Thank you Karl and thanks to all of the meet attendees for making this happen!

Your Pierce-Arrow Museum budget is totally dependent upon memberships, donations and fund-raising projects. Thank you for faithfully renewing your museum membership. I'm grateful that so many of you continue to donate at sustainer levels and above.

Please continue to shop the museum's website store. New reproduction parts and other items are appearing regularly and the 2021 Calendars are listed!

And when your restoration project demands the reproduction of an impossible-to-find part, make a few extras and donate them to the museum. You will be (1) financially supporting your museum and (2) helping to get another Pierce-Arrow back on the road.

Most importantly, visit your museum as often as you can. I guarantee that you will find new and interesting displays with every visit.

Very cordially yours,

Merlin B. Smith

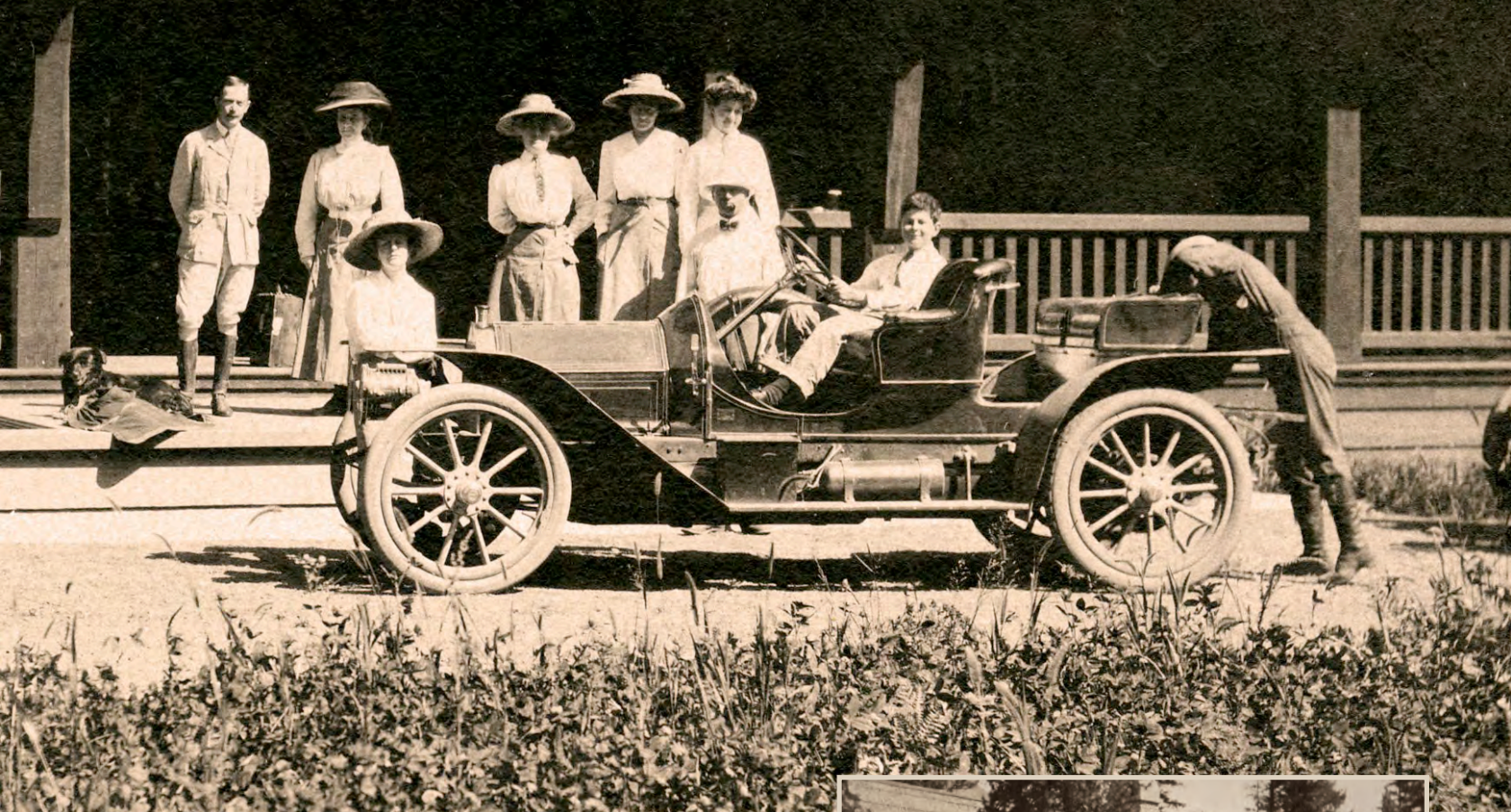
◆ WHITE POST ◆ RESTORATIONS ◆

At this level of restoration there cease to be details

Everything is important.



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The 1909 Pierce-Arrow at Feather River Inn, Plumas County, California, circa 1915. Jennie is standing at the car's front fender, Charles Templeton Crocker (in boots) with wife Helene behind her on porch.

other, larger, Pierce-Arrows during this time period, she kept the Model 24 to use as her personal car in and around San Francisco and for occasional country excursions. She apparently liked the smaller size and agility in the hilly area. It remained in the family, and though it fell into some disrepair, it was completely restored in the early 1960's by Joe Morris in Los Altos, California. It was taken to Pebble Beach in 1962 and took first in class, and the restoration has held up well over the years.

The Model 24 was the only four cylinder Pierce offered in 1909 and would be the last year Pierce ever offered a production car with a four cylinder power plant. It was thus the smallest offering in the Pierce catalog that year, riding on a 111 1/2 inch wheelbase. Even with the smaller engine, performance was exceptional as "bodies were made almost altogether of cast aluminum, ... we have used this metal for this purpose for the past six years, proving this to be altogether superior to wood or sheet metal" the 1909 Model 24 Owner's Manual states. All seats, on both runabouts and....touring cars, are of the individual type". The transmission "is of the selective type, with four forward speeds and reverse, the direct drive being on the fourth speed".

Of the approximately one hundred 1909 24 horsepower Pierce-Arrows built, only a handful remain today. We are very fortunate to not only have this car as part of our Museum collection, but also to have a history of the runabout and owner since new.

Editor's Note: Because this car is such an amazing addition to the PAF Museum, this entire edition is dedicated to chronicling the history of both the car and the family. Such a history is so rarely offered, or known, for an automobile more than eleven decades old. Many thanks to Charlie Henderson for sharing memories of his grandmother, Jennie.



Located in the Sierras, Feather River Inn is still in existence and undergoing restoration.



The 1909 Pierce-Arrow as it was pulled from the carriage house at Homeplace in 1959 before restoration.

Jennie at Pebble Beach

The Pebble Beach Concours d'Elegance is well known as a gathering of extraordinary automobiles, and 1962, only the 12th such gathering, was no exception. The show started in 1950, and to sooth the mathematicians reading this, there was no event in 1960. The 1960 event was canceled due to bad weather.

The restoration of Jennie's Pierce, begun in 1960, was complete, and the car worthy of a place on the field along the shoreline of Stillwater Cove. Showing a Pierce-Arrow at Pebble Beach had some interest even then, as the winners of Best of Show were most often non-American marques. Phil Hill had won with his magnificent 1931 LeBaron Town Car in 1955, and in 1961 a 1930 740 Custom Eight roadster had taken the honor. Up until 1962, those were the only American cars to win the highest award, though in 1963 another Pierce was chosen, a 1931 Model 41 LeBaron Sports Sedan.

It was somewhat natural for the 1909 Pierce Model 24 to be shown. Jennie enjoyed shows, as is evidenced by her lifelong hobby of dog shows. Joe Morris, who restored the Pierce, was surely well acquainted with the event, and Jennie herself was acquainted with the then head judge of the event, Lucius Beebe. Lucius, a bon vivant born into a wealthy Bostonian family, was known for both being flamboyant and for having a distaste for casual clothes, anything to do with foreigners, and any event that was planned to occur before noon. He was surely related to Frank Beebe, owner of the Pierce-Arrow featured in an earlier issue of this newsletter, but that connection hasn't been found yet.

Beebe was involved in the Pebble Beach Concours for years, and when he died in 1966, the first perpetual award established at the show was named for him. The Lucius Beebe Trophy is given each year to the Rolls-Royce which is consider most in tradition of his luscious lifestyle. In fact, his nickname was "Luscious" Beebe.

Besides showing a distinct preference for the finest things in life (he adored any Rolls-Royce automobiles and that marque would win Best of Show in 1962), he was fascinated by anything having to do with railroading. He was the author of the 1959 book *Mansions on Wheels*, mentioned elsewhere in this issue, which included a blurb on the Mishawaka, the Crocker family Pullman railcar.

Jennie's 1909 Pierce Model 24 took Best in Class when shown at the 1962 Pebble Beach Concours d'Elegance, which indicates the restoration was to the highest standards of the time.



Above: 1909 Pierce-Arrow Runabout crosses the awards ramp at the 1962 Pebble Beach Concours d'Elegance for a class win. Joe Morris (restorer) is driving. Jennie Crocker Henderson's grandson Charlie Henderson (PAF Museum donor) is front passenger, his brothers Robert Henderson Jr. and Alan Henderson in the back seat. Note the ramp in early years was of rough wood construction.

Below: Jennie Crocker Henderson in her newly restored 1909 Pierce-Arrow Runabout at the Hillsborough Concours in June 1962. Crocker Middle School in Hillsborough, California is named for her uncle, William H. Crocker.



Jennie

By Charles Snell Henderson ~ her grandson.

Jennie Adeline Crocker was born on February 24th, 1887, to Colonel Charles Frederick Crocker and Jennie Mills Easton in San Francisco, California. She was the granddaughter of Charles Crocker who was one of the "Big Four" to build the Central Pacific Railroad from Sacramento, California to Promontory, Utah. She was the youngest of three children. Her siblings were Mary Crocker and Charles Templeton Crocker. Jennie's mother died the day after Jennie was born. She was raised by her maternal grandmother, Adeline Mills Easton. Her father died in 1897 of Bright's Disease - a kidney ailment. The trustees of his estate built the St. Francis Hotel in San Francisco as a working trust for Jennie and her sister and brother. The hotel was sold by the family in 1948 and is now the Westin St. Francis. Jennie retained an apartment at the hotel for her visits to San Francisco.

Jennie split her time between San Francisco and New York growing up. She traveled by her father's private Pullman railcar named the *Mishawaka*. She was a dog fancier and, at first, had Boston Terriers. Later she showed Lakeland Terriers, and lastly she showed Whippets. She once owned as many as 65 dogs, and when traveling by rail in the *Mishawaka*, she used a second rail car to carry them.



Jennie admiring a cake in the 1960s at her "Homeplace" Estate in Hillsborough, CA.



Jennie Adeline Crocker ~ February 9, 1910

She often showed at the Westminster Kennel Club Dog Show in New York.

Jennie married Malcolm Douglas Whitman on July 16th, 1912. Malcolm was the captain of the first U.S. Davis Cup Tennis Team and had won three singles titles at the U.S. National Championships. Malcolm had two children by a previous marriage, Janetta and Malcolm Whitman, Jr. Jennie and Malcolm had three children of their own, Frederick Crocker Whitman, Mary Crocker Whitman, and Tania Crocker Whitman.

Jennie and Malcolm divorced in 1924. Jennie then married Robert Burns Henderson on January 30th, 1926. They had one son, Robert Easton Henderson, born January 22nd, 1927. Mr. Henderson had a stroke in 1937 and died May 14th, 1940.

After Mr. Henderson's death, Jennie continued to live at her estate, "Homeplace", in Hillsborough, California, and continued to show her dogs. During World War II, she worked for the Red Cross and loaned her pool area out for servicemen who were on R&R. After the war, she enjoyed traveling, her dogs, and her devout faith in the Episcopal Church. She died January 3rd, 1974 from old age.

The early color "autochrome" portrait of Jennie Crocker was taken in 1910 by German-American photographer Arnold Genthe (1869-1942). He was best known for his photographs of San Francisco's Chinatown, the 1906 San Francisco earthquake, and his portraits of noted people, from politicians and socialites to literary figures and entertainment celebrities. From the Arnold Genthe photograph collection, Library of Congress, Prints and Photographs Division.



The Mishawaka on a railroad transfer table at the Pullman Palace Car Company factory south of Chicago

The MISHAWAKA

In today's world, wealth and privilege are often associated with private jets, yachts, and limousines.

During an earlier time, however, and for families with exorbitant wealth, a "private [Pullman] railroad car for three generations was the supreme symbol of the uses of wealth and privilege". This was of interest, though, because a private railroad car was far from the most expensive thing a family in the late 1800s and the early 1900s might own. The fanciest "Mansion on Wheels" might cost a mere \$50,000, when the fanciest steam yachts were in the million-dollar range.

Yet these truly were mobile mansions riding the rails. If one looks at the way a Pullman railroad car could be outfitted, it is soon shown that "such items of operational and decorative economy as French chefs, Italian marble bathtubs and wash-stands, deep freezes, fireplaces, antique Venetian mirrors, English butlers, crystal chandeliers, hidden jewel safes, wine cellars, silver plated trucks, Turkish baths.....and gold table services from Tiffany" were the norm, not the exception.

Jennie Crocker's grandfather had been one of the Big Four involved in the building of a significant portion of the Transcontinental Railroad, and her father Charles Crocker was heavily involved with the Southern Pacific Railroad.

The Mishawaka was Pullman Lot 1782, Plan 845C, and was ordered by the Southern Pacific Railroad on August 11th, 1890. It was delivered in 1891 and assigned to Jennie's father. Pullman historians state that he just had use of the railcar, and that Southern Pacific owned it.

This apparently is not true, however, as the Mishawaka was listed as an asset - valued at \$7500 - in Charles Crocker's estate when he passed away. The car was named after Mishawaka, Indiana, where Mr. Crocker's wife, Mary Ann Deming Crocker, had been born.

Though Mr. Crocker died in 1897, the Mishawaka continued to be "a familiar property on the private car sidings at Del Monte, at Yosemite and wherever else fashionable San Franciscans foregathered in the opulent nineties". It also transported Jennie from coast to coast and upon occasion to dog shows.

The Mishawaka was sold in 1922 to the Georgia Minstrel Show and used in their travels for performances. After that, it was sold again and used as a diner, but at that point the trail grows cold, and its final fate is unknown, as is the case with many private Pullman railcars.

Lucious Beebe says it best of the fate of these majestic railcars, "Unlike automobiles to which family or possessive sentiment is sometimes attached so that vintage Roll-Royces, Packards, and Stanley Steamers are stored in mint preservation...private railcars are seldom, apparently, maintained by owners after their hour of obsolescence has struck. A ninety ton, eighty-three foot souvenir of happy times is too massive a memento for convenient storage...all too often the blowtorch or the maintenance gang shelter await even the most lordly varnish."

References from *Mansions on Wheels - The folklore of the private railway car* by Lucius Beebe (1959). Photos courtesy of Smithsonian Institution, National Museum of American History, Pullman Palace Car Company Photograph Archives



Interior photos of the Mishawaka after it's completion in 1891. Replete with fancy chandeliers, etched glass windows, walnut paneling, rich carpeting, and fine furnishings, this truly was a Mansion on Wheels for the Crocker family.

Can you find the photographer in the photo?





Jennie's 1909 Pierce-Arrow with her step children Malcolm D. Whitman, Jr. (L) and Janetta Whitman (R). Jennie had the runabout (which would normally have just one rear seat) modified with two seats in the back so the children could ride along.

Below: 1912 Model 48-SS Landau ~ Serial No. 9323. Jennie Crocker Whitman's chauffeur, John Caulkwell, entertains young Fred Whitman in May 1915. Also the Original ledger entry for the automobile's purchase from 1912.



11 By Jennie R. Crocker
Pierce-Arrow Sales Co.
1-48 H.P. 6 cyl. 1912 Pierce-Arrow
Landau #9323
Self starter, horn, license
Automatic Transmission, Hubcap
11 By Malan

6280
212
158.75
75



<<<< 1909 Pierce-Arrow Runabout in 1926 - still in use and being enjoyed by some of the Whitman children and friends on a sunny California afternoon. John Caulkwell (Jennie's chauffeur) on the battery box. Frederick Crocker Whitman behind wheel. Mary Crocker Whitman in rear seat. Tania Crocker Whitman on left rear running board. Note whimsical elephant radiator mascot.

Paid The Mobils Carriage Co.
1-24 H.P. -4 Cylinder Pierce
Arrow Runabout #20047 3280
1 pr 34x4 Weed Chains 11

A Crocker Family Model 48 on a picnic ca. 1915 >>>>
(L-R) Henry T. Scott, Jennie Crocker Whitman (back seat),
Charles Templeton Crocker, Helene Irwin Crocker.
The family obviously loved Pierce-Arrows!



Mary Ann
Deming
1827-1889

Charles
Crocker
1822-1888

Chas. Frederick
Crocker
1854-1897

Jennie Adeline
Easton
1858-1887

William H.
Crocker
1861-1937

Other children
of Mary Ann &
Charles Crocker

Mary
Crocker
1881-1905

Chas. Templeton
Crocker
1884-1948

Janet McCook
Whitman
1881-1909

Malcolm
Whitman
1877-1932
Married 1912 • Divorced 1925

Jennie Adeline
Crocker
1887-1974

Robert Burns
Henderson
1877-1940
Married 1926

Janetta
Whitman
1908-1975

Malcolm P.
Whitman, Jr.
1909-1958

Robert Easton
Henderson
1927-2021

Susan Scott
Snell

Frederick Crocker
Whitman
1913-2004

Mary Crocker
Whitman
1915-1931

Tania Crocker
Whitman
1918-1995

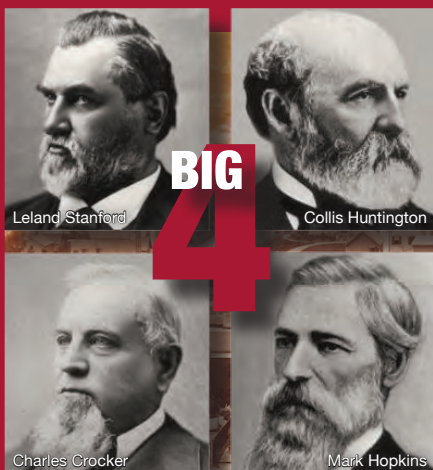
Charles Snell
Henderson
1953-

Robert Easton
Henderson
1954-1985

Alan Scott
Henderson
1955-

The Lineage Of
JENNIE ADELINE CROCKER

The BIG FOUR - How Jennie Could Afford Her Pierce-Arrows



This panoramic view by photographer Eadweard Muybridge in 1877, shows California Street Hill transforming into Nob Hill with the Big 4 associates constructing their mansions

“The Big Four” was the name given to the very wealthy businessmen who funded the building of the Central Pacific Railroad. This railroad formed the western portion of the Transcontinental Railroad, built from the Mississippi River to the Pacific Ocean during the 1860s. These four men preferred to be known as “The Associates”, the group being comprised of Leland Stanford, Collis Potter Huntington, Mark Hopkins, and Charles Frederick Crocker. Charles Frederick Crocker was Jennie’s grandfather.

Crocker was born September 16th, 1822, in Troy, New York. Son of a farmer, he quit school at age twelve to try to help his family eke out a living. When he was seventeen, a major disagreement with his father caused him to leave home, and he set up a small foundry business. Still struggling, the California Gold Rush of 1849 lured him to head west with his two brothers. They soon realized working the mines was not worth the effort and instead set up a general store with his siblings. The store did well, and they soon moved to Sacramento and set up an even larger store.

In Sacramento, Crocker became involved in politics, and became a supporter of the Republican Party. He met Huntington, Stanford, and Hopkins in 1856 through that organization. Huntington was adamant about wanting a railroad line that connected all of California, and in 1861 the Central Pacific Railroad was organized. Involved in the construction of the western section of Transcontinental Railroad, the Central Pacific would connect with the Union Pacific Railroad at Promontory, Utah, on May 10th, 1869. Thus, the coast-to-coast railroad line was completed with Leland Stanford driving the famous golden spike (or Last Spike as it is sometimes known).

While it was Huntington who was aggressive in wanting to build the railroad, Crocker was the one chosen to oversee the actual construction of that western line, and



The physical construction of the rail line, which began in 1863, was a job of enormous scope. Crocker's construction crews had to cut grade, build snowsheds, blast through hard rock and lay track through snow. Deep fills, as seen above, switchback routes, high trestles, huge rock cuts and fifteen tunnels were necessary to make it over the Sierras.



At the completion of the last piece of rail being laid, Charles Crocker was reported to have said simply“DONE.”

he proved to be a good supervisor. He was instrumental in hiring Chinese workers to help build the line, and they labored long and hard for little wages. Crocker would sell his interest in the Central Pacific Railroad in 1871, and he worked in the real estate, banking, and coal industries after that.

The four men were often referred to as *nabobs*, or “nobs” in slang. Historically, a Nabob was a conspicuously wealthy man who had made his fortune in India during the 18th century. Ostensibly, such a man would have gone to India with moderate wealth and returned with a fortune. Origins are murky, but a Portuguese word *nababo* (Portuguese ruled in India at one time) is the likely culprit. It entered the language as a somewhat common term in England around 1612. On occasion the reference was not complimentary, as the source of the newfound riches were oft times questioned.

When all four men bought or constructed mansions in the same San Francisco neighborhood historically known as California Hill, the area soon became known as Nabob Hill. This nickname was later shortened to the name that stuck, Nob Hill.

Charles Frederick Crocker was involved in a carriage accident, and he died in 1888 from injuries sustained in that incident. He was sixty-five years old when he passed away. His net worth was estimated to be twenty million dollars when he died. Jennie Crocker would inherit five million dollars, put in a trust until she turned eighteen in 1904. The trust was well managed, valued at that point to be about fifteen million dollars, and the purchase of a Pierce Arrow in 1909 was no great strain on that fortune.

On April 18th, 1906, the great earthquake destroyed most of San Francisco, including the mansions on Nob Hill. By that time, the other three members of “The Associates” had also passed away. The heirs to the estates, faced with destroyed homes, disposed of the Nob Hill properties. The Stanford and Hopkins properties would become sites for the Stanford Court Hotel and the Mark Hopkins Hotel. The Huntington property was donated to the City, and is now Huntington Park.

The Crockers went a different route, donating their property to the local Episcopal Diocese, since Grace Cathedral had been lost in the disaster. The new Grace Cathedral on this site was begun in 1910, and not fully finished until 1964.



The Crocker Mansions on California Street and "Nob" Hill. William H. Crocker, son of Charles, built his Queen Anne brick and stone mansion in 1888 next door to his father's Deuxieme Empire-Italian Villa style built in 1877.

The Crocker Mansions' Fate



INSCRIPTION READS:

AT THIS LOCATION, "1150" CALIFORNIA STREET, NOW THE SITE OF THE CHOIR, STOOD WILLIAM H. CROCKER'S QUEEN ANNE STYLE MANSION (1888). THE DEUXIEME EMPIRE-ITALIAN VILLA STYLE MANSION (1877) OF HIS FATHER, CHARLES CROCKER, WAS AT THE N.W. CORNER OF CALIFORNIA & TAYLOR. BOTH BUILDINGS WERE DESTROYED IN THE EARTHQUAKE AND FIRE OF 1906. SUBSEQUENTLY, THE CROCKER FAMILY, IN CONSULTATION WITH THE RT. REV. WILLIAM FORD NICHOLS, SECOND BISHOP OF CALIFORNIA, DONATED THIS ENTIRE BLOCK AS THE SITE FOR GRACE CATHEDRAL. THE CORNERSTONE WAS LAID ON JANUARY 24, 1910.

IN COMMEMORATION OF THEIR GENEROSITY OF SPIRIT AND IN THE PRESENCE OF THEIR DESCENDANTS, CHARLES CROCKER III AND CHARLES DE LIMUR, WE DEDICATE THIS MEMORIAL.

Stimulus Tax Bill Continues Special Opportunity For Financial Gifts That Make A Difference.

Support Ongoing Operations, Building
Expansion Fund or Endowment Fund.



Please join us in
PROJECT 2021

**Take fast advantage of short-term tax law changes
and raise funds for the Pierce-Arrow Museum
with tax deductible contributions.**

It's an easy way to support the Museum during a challenging time
for revenue and admissions caused by the Pandemic.

The new CARES ACT (Coronavirus Aid, Relief and Economic Security) was
signed into law on March 27, 2020.

It includes two special opportunities for charitable giving:

1. Even if you *do not* itemize deductions, all taxpayers are now
allowed to deduct up to \$300 in charitable contributions
during the 2020 calendar year.
2. For those who do itemize deductions, the new law raises
the charitable deduction limitation from 60 percent to 100
percent of adjusted gross income during 2020.

Pierce-Arrow Museum

at Gilmore

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dstevens3d@msn.com

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merlin.smith.la@gmail.com

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