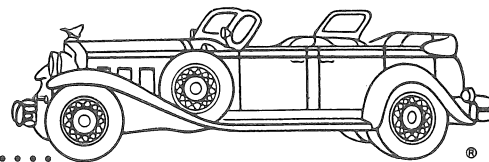


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.....
official publication of the PACIFIC NORTHWEST REGION

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CLASSIC CAR CLUB OF AMERICA

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TURNQUIST:

LEGEND VS. MAN

Have you ever gotten to know someone, after having heard and read a great deal about them, and then discovered that they aren't really as great as you had expected? I have experienced this sort of letdown on numerous occasions, but not with Turnquist. Emphatically not.

This man is a veritable walking encyclopedia on classic cars - and not just Packards either. I'd say it is impossible for anyone to have that much detailed information in his head. That is, I would have said it if I hadn't heard him answer hundreds of questions on every conceivable subject for two full days.

He gave us valuable guidance on club organization and administration, on practical club projects, and, of course, tips on restoration the likes of which you just can't hardly get no place else!

As soon as I can get to it, I will organize and summarize my notes on his restoration seminar and mail to those who attended. But in an attempt to make you regret it if you weren't there, here are a few of the things we learned.

Where to get: bearings rebuilt, new timing chains, lenses, gears, gaskets, tires, instruments repaired, wipers rebuilt, manifolds reporecelainized, full top grain leather, good broadcloth upholstery, authentic convertible top material, wood graining and many others.

Continued on Page 3

MERCER ISLAND CONCOURS

AUGUST 1 & 2, 1964

Mark your calendar, get set to go, and show your classic(s) at one of the most exciting automobile events in the Northwest. Entry blanks will be mailed the week of June 22 to all CCCA members on the West Coast.

You'll be hearing more about it, but some of the highlights, in addition to all those beautiful cars, include:

- .a "flea" market and used car (antique, classic, special interest) sales yard
- .a couples' costume contest befitting the vintage of your car
- .a Saturday Night Banquet with dancing and entertainment

Facilities and services:

- .private club, swimming pool, bar and lounge
- .babysitters, rental cars, private garages, free transportation to and from shopping facilities.
- Motels and the Concours Club.

SPECIAL OFFER TO CCCA PACIFIC NW REGION

Your Board of Managers has accepted a generous offer from the Concours Committee of a block of tickets which the club can sell at a profit. Price is one dollar (\$1) each and 50¢ goes to the club treasury. How about that?

Continued on Page 2

CONCOURS (continued)

In addition, a beautiful 34-page Concours magazine will also be available for us to sell and we get 10¢ of the 35¢ selling price for our lean and hungry treasury.

All we are asked to do in return is to go all out to obtain a record-breaking number of classic entries in the Concours.

Please write Phil Schwarz for as many tickets and magazines as you think you can sell...and don't underestimate your selling ability - you can be mighty persuasive when you are enthused. Bring or send the money to the Club Treasurer, Phil Schwarz, 14 Mercer Island Plaza, Mercer Island, Wash.

BEAUTIFUL BLACK INK

As reported elsewhere in this issue, a fine time was had by all at the Turnquist sessions; but those poor folks who run the Edgewater slipped up somewhere and let us get away with a little money left over. It wasn't their fault; they tried hard enough, but we were just too smart for 'em. That is, George Shufelt was. He handled the finances and reports a small, much-needed profit on the event. Almost enough to pay for the first edition of the bulletin, in fact.

LAST CHANCE TO WIN

FAME AND FORTUNE ...

"NAME THE BULLETIN" CONTEST

CLOSES JULY 3

On that date entries will be submitted to the Board for judging. So far, only two members have entered - Doug Spencer and me. Your chances of winning are excellent. You wouldn't want to lose by default, would you? OK, get those names in before the deadline.

NEW MEMBERS

By the time the Turnquist meeting was over, 5 new members had signed up and paid dues in the Pacific Northwest Region. A new roster will be issued shortly, but meanwhile, please add these names to your current one and, if possible, find a way to personally welcome them into the club.

Bruce Armstrong, Poulsbo, Wash.
J. F. Comrie, Pendleton, Ore.
Julian Eccles, Klamath Falls, Ore.
Richard W. Johnston, Forest Grove, Ore.
Harold W. Nelson, Seattle, Wash.

In addition, applications have been received from the following, but our records are not complete so we aren't sure if they are members of National. This, of course, is mandatory.

Dr. Robert L. Anderson, Portland, Ore.
Capt. James J. Benoit, Tacoma, Wash.
Dr. Brantley P. Davis, Bellingham, Wash.
Harold F. Hanson, Bellevue, Wash.
H. Norman Hoffar, Halfmoon Bay, B.C.
John Kallstrom, Portland, Ore.
Noel S. Kelley, Yakima, Wash.
William H. McVeigh, Drumheller, Alberta
Maurice Wohlwend, Seattle, Wash.

I've already established myself as the sort of fool who rushes in where others etc.....and I demonstrated it again by telling Exec VP Bob Turnquist that I thought we could have 100 members within a year. Sez he: "I know you can!" If we both think so, it must be so....so let's do it!

At our next board meeting a membership committee will be appointed. But don't wait. Every one of us knows at least two people who are either members of National or who are Classic enthusiasts. All we have to do is assign ourselves a goal of 2 new members each, and we've got it made.

HOW TO MAKE FRIENDS

AND INFLUENCE EDITORS

It may interest you to know...and I can state without equivocation or fear of contradiction...that this here publication does have A READER.

Yes sir (or madam, as the case may be), I've got a letter from him to prove it. Haven't met him yet, but he's bound to be a fine fellow - "salt of the earth", as they say.

I'm pretty sure he read the first issue carefully, too, 'cause he started right off by complimenting me on it. He also submitted three good names for it, made a dandy suggestion for improving it and topped it all off by enclosing a worthwhile restoration tip. (See page 6)

Believe you me, he's my friend, Doug Spencer.

Not that I'm forgetting the many nice remarks received at the Turnquist meeting, but there's nothing like having it in writing, you know.

Now, where is that suggestion or idea you were going to send in? The "Name the Bulletin" contest is still open.

* * * * *

Just before going to press, another letter arrived - from Board member Dick Hooper, which automatically made him one of our favorite people. Nothing warms the cold heart of an editor like mail from readers. Whatever the subject - criticism, controversy, even threatening letters - they give us a glow of pride and pleasure. How about some good hot controversial mail for the next issue?

TURNQUIST: (continued)

How to: get 60,- to 100,000 miles from a set of valves, restore crankshafts and camshafts, clean out a honeycomb radiator, improve wiring systems, select wood for structural body parts, get good chrome work, refinish hard rubber steering wheels, obtain perfect dust control for only \$15 and much, much more.

Also, what parts are interchangeable from one car to another.

Now, aren't you sorry you weren't there?

Besides all that vast knowledge which Bob has to impart, both he and Sunny are thoroughly delightful people to be with.

Those who did benefit from the Edgewater/Turnquist meet were:

Rex Altman, Lewiston, Idaho
Bruce Armstrong, Poulsbo, Wash.
Guy Carr and his incredibly youthful mother, Beaverton, Ore.
J. F. Comrie, Pendleton, Ore.
Harold Hanson, Bellevue, Wash.
Mr. & Mrs. Rodger Hein, Davenport, Wn.
Mr. & Mrs. Bob Irwin, Seattle
Mr. & Mrs. Jack James, Eagle Point, Ore.
Mr. & Mrs. Bob Johnston, Tacoma
Mr. & Mrs. Earl Lininger, Ashland, Ore.
Larry Lubin, Portland
Mr. & Mrs. Pete Manello, Bellevue
Mr. & Mrs. Harold Nelson, Seattle
Mr. & Mrs. Ray Radford, Vancouver, Wn.
Hugh Russell, Seattle
George Shufelt, Olympia
Mr. & Mrs. Gene Stuckle, Davenport, Wn.
Bob Sturdevant, Spokane
Mr. & Mrs. Maurice Wohlwend, Seattle
Bill Young, Bellevue

My apologies in advance for any omissions or inaccuracies. I'm still new at this reporting and editing business.

DIRECTOR'S REPORT

by George H. Shufelt, Jr.
Assistant Director

Our Pacific Northwest Region, as new as it is, has been fortunate in having recently had an advisory visit by a ranking executive of the National organization of which we are a part. While a certain portion of the weekend at the Edgewater Inn was concerned with social activities and getting to know each other, the major purpose of the Turnquist visit was to assist the new Region in whatever ways possible. The time devoted to business discussions and the important Board of Managers meeting should be considered the most significant result of the meeting.

Bob and Sunny Turnquist flew in from New Jersey to help us evaluate our administrative problems, to give us whatever assistance was possible to help solve those problems, to insure that we were aware of the responsibilities of a Region, and to remind us of the ultimate purpose of the organization. This is, of course, to promote the restoration and preservation of Classic Cars, and most activities, both at the Regional and National levels, are directed eventually toward that goal.

A point emphasized by Bob during his visit was that the CCCA organization is like a pyramid built upon the wide base of its Regions and only as solid as the soundness of its foundation. While many new Regional members want to know "What is the National Club going to do for us?", the proper attitude would be for them to be asking, "What can we do for the National Club?", since each Regional member is also a National member, and thus benefits from the accomplishments of the National Club.

In discussing future activities of the Region with the Board of Managers, Bob described some of the Regional projects now being produced by other Regions. They include metal spare tire covers, owner's manual reprints, rumble seat step plates, Packard radiator screens, calendars, name & address rubber stamps, identification badges for meets, and many other things. The Club would like to see a trend away from items of the novelty class and toward parts and accessories necessary or desirable in restoration. These projects are not only a help to restorers and enthusiasts but, being made and sold at a profit, are money-making projects for the Regions. Suggestions for possible projects for this Region were discussed, and some looked quite promising.

While we are the newest of the CCCA's 22 Regions, we started in a somewhat peculiar manner and have some problems of distance and geography to contend with, the enthusiasm displayed at our Mercer Island and Bellevue meets in 1963 and at Alderbrook and Edgewater so far in 1964 has been outstanding. We obviously have the potential for a strong and active Region. In the past three months our paid-up membership has grown from nothing to over 40. The boundaries of our Region encompass Washington, Oregon, Northern Idaho, British Columbia and Alberta, where over 300 active classic owners are known to be restoring cars. Every week we hear of restorations being started on newly purchased cars throughout our area.

As our organization grows, our activities will increase. Our schedule of events will get longer, our publication will grow, and eventually we will enter the field of Regional projects. As a result of the Turnquist visit, we have made some minor organizational changes to insure that we have a firm foundation for this growth. We are now certain that we will be able to provide ever-increasing restoration assistance and enjoyable social activities for our membership.

HOW I FINALLY

FOUND MY CLASSIC

by Ben Look Long

Yep, I'm now the proud and happy owner of a gen-u-ine Classic and it was so easy I thought I ought to tell everyone about it so you can all go and do likewise.

All I did was (1) tell everybody I know that I was in the market (in other words, a pushover), (2) read hundreds of thousands of ads, (3) answer thousands of ads, (4) chase all over the country to look at hundreds of cars.

And Presto! only 11 years later, there it was - my baby. My great big, hulking, beautiful, blue baby! The car I had traveled more than 2,000 miles to see turned out to be the right one for me. After all these years of being apart, we had finally found each other.

So I dealt a death blow to my check-book and bought her...and we're still apart. But I'm getting ahead of my story. As my old English teacher would say, "Stories should begin at the beginning, even bad stories like yours - whatever your name is."

Besides, it will use up more space that way and also maybe you'll say, "Hell, I can write better than that" and then you'll send in a personal experience (or something) and we can breathe a little life into this old periodical. (My, he do go on, don't he!)

Now, let's see, where was I? Ah so, the beginning.

It was way back in nineteen-ought-fifty-three when I first contracted the dread disease of classic-caritis. I became a changed man almost overnight. My friends and family began to give me strange, guarded looks out of the corner of their eyes. Then they started talking about it openly: "Have you noticed what an obnoxious bore he's

become? All he talks about is classic cars. Imagine anyone thinking those monstrous old relics are better than modern cars!"

Right away, I formed real definite, specific ideas of what I wanted. Either a Packard Su 8 of the early or mid-thirties, or the "coffin-nose" Cord, preferably a convertible body in either case. The reason for choosing these cars is that I felt that parts would be more available for them. Also, I wanted a car to drive and enjoy, not one I'd have to keep in storage because it would cost too much to run it.

Well, some of you other old-timers know how it was. Believers were few and far between. So were the cars. I looked and looked. Everything worth having was beyond reach of my pocket-book or my traveling radius or both.

After a couple of futile, fruitless years, I heard about the CCCA. This had about the same effect on me as the proverbial straw to the drowning man. In a fever of excitement, I joined and even more feverishly awaited each bulletin. Eagerly, I scanned the ads; but month after month, year in and year out, distance and my miserable pocket-book joined forces to defeat me.

There was no Regional chapter where I lived - no jolly group of enthusiasts to give help and encouragement to each other. If you've never been a National member where there was no Region, you just don't know what loneliness and frustration are.

Finally, the turning point came. Gradually the disease was overcome and I was pronounced completely recovered when I let my CCCA membership lapse.

But, you know better don't you? The virus doesn't die that easily. In my case it laid dormant for five years while I pretended it wasn't there. I avoided my favorite topic of conversation - almost. I only read those articles and ads which just happened to fall into my hands.

(Continued in next issue)

VALVE RESTORATION

Submitted by Doug Spencer, Idaho Falls

If new exhaust or intake engine valves are not available, and old ones have worn stems and badly worn heads, both the stems and heads can be rebuilt. Stems can be built up by hard chrome and ground to the dimension you specify - even a number of thousandths oversize. The heads can be stellited on the seat edge and are ground to the angle and size you specify.

If valves are bent or heads are cracked, repair is not recommended - find another used valve of proper type for rebuilding.

Send parts or a sketch for prices to:

Mr. Clements
Parts Processing Corp.
1499 E. Michigan Avenue
Battle Creek, Michigan

Virtually any part (such as brake pedal jack shafts, water pump shafts, spring shackle bolts, etc.) that is round can be built up and ground to your specified dimension.

WANTED:

IDEAS!

Money-making ideas, that is. The Region needs a department of internal revenue. Sorry, I don't like the sound of that any more than you do. But we have only two choices. Either raise enough dough for an illustrated, well printed publication or settle for a simple mimeo type.

Region dues of \$5 a year won't go very far on the expense of an illustrated version. So how can we finance it? Rent cars for parades? Conduct raffles? Who's got some bright ideas? The more the better.

Classic Car Classified Ads

FOR SALE

Very solid 1941 Continental Coupe with Cad engine. 100% complete and ready for restoration. No rust.

Excellent for restoration. 1947 Continental Cabriolet. No rust. 100% complete.

Continental parts.

Phil Schwarz
4201 - 83rd S.E.
Mercer Island, Wash.

WANTED

Information on any available restored or restorable classic Roadsters. Pete Manello

TRADES

LEADS

1936 Lincoln V-12 Model K 4-door sedan Willoughby body. Phil Schwarz

1935 Packard Super 8 4-door. Excellent. 46,000 actual miles. All original. Phil Schwarz

1925 Lincoln LeBaron Sedan parts car. Complete but body in terrible condition. Located East Coast. \$200

1934 Cadillac Sedan with side mounts. All original and complete. Running condition. New 6-ply tires. Northwest location. \$500

1935 Bentley Drophead Coupe. Mechanically restored. Needs body structure rebuilt, repainted, etc. Good tires. Midwest location. \$1400

For more information on these last three cars, contact W. R. Johnston. Some editors will resort to anything to get reader response.