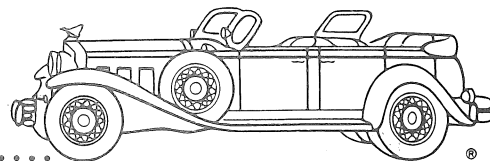


THE BUMPER GUARDIAN

official publication of the PACIFIC NORTHWEST REGION

Editor, W. R. Johnston, 7734 Walnut Ave. S. W., Tacoma, Wash.

1964 MERCER ISLAND CONCOURS d'ELEGANCE



CLASSIC CAR CLUB OF AMERICA

VOL. I No. 3 August 1964



15,000 fascinated visitors turned out to see 150 fascinating and fabulous cars!

For a weekend beset with on again-off again rain squalls, the above figures spell SUCCESS for the 2nd Annual Mercer Island Concours held Saturday and Sunday, August 1 & 2. It definitely establishes this as a major highlight among automotive events in the Pacific Northwest.

The CCCA Region can be proud to be a co-sponsor and although we did not cover ourselves with glory as ticket salesmen, our members did very well with the cars they entered.

To be specific, our club made \$15.00, which means that we sold 30 tickets, less than one per member.

As for the cars displayed, no one could be disappointed in this assortment -- everything from a 1902 curved dash Olds to a 1965 Cheetah. There were 16 classes of judging plus a group of special exhibits.

COMING ATTRACTION

Next on the docket of events scheduled by Dick Hooper's Activities Committee is a wonderful weekend at Ocean Shores, one of the most beautiful spots on the West Coast.

The date is September 12 and 13. Note that this is one week earlier than previously announced to avoid conflict with the University of Washington home football game.

The list of interesting activities will include a tour of the coastline (about a half-hour drive) for a Sunday breakfast of smoked salmon cooked over an open fire...a gymkhana to give you an opportunity to demonstrate the performance capabilities of your classic ...Director Al McEwan will show slides of his European trip and of the Eastern Grand Classic...Board meeting at 10 AM Sunday.

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CONCOURS (continued)

CCCA members entered 14 cars in 8 classifications with very gratifying results. In Class 10 our boys received all three trophies. First place went to J. V. Deshayes's 1927 Model L Lincoln 7-passenger sedan, 2nd was Pete Manello's 1948 Lincoln Continental Coupe, and 3rd was Perry Fowler's 1931 Pierce Arrow Model 43 Sedan.

In Class 11, the Rolls-Royce group, we did almost as well with 1st and 2nd places going to Bob Irwin's 1934 P II Sedan Coupe and Joe Carman's 1927 P I Picadilly Roadster.

In the Antique category, Class 2, Harold Hanson captured 2nd place with his 1911 Franklin G Touring. Other cars entered by CCCA'ers were Maurice Wohlwend's 1908 Maxwell Roadster, Gordon Thomas' '48 Lincoln Continental Convertible, Merle Holmgren's '31 Pierce Arrow Roadster, Keith Billings' '56 Mercedes Gullwing. Of course, Herb Schoenfeld was well represented with a 1913 Fiat Touring, 1912 Cadillac Opera Coupe, 1929 Rolls-Royce P II Fixed Head Coupe and 1924 Buggatti Type 23 Brescia Boattail Speedster. What a collection!

The judges picked a 1911 Stevens Dureya 7-passenger Touring owned by Monty Holmes as the best car in the show, and the "People's Choice" as determined by their coupon votes was the 1928 Packard Phaeton which also won first place in the open classic category for Ernie Crutcher.

Regional CCCA members who are known to have attended the Concours but who did not enter cars are: Ed Byerlee, Sam Fancher, Dick Hooper, Bob Johnston, Al McEwan, Phil Schwarz, George Shufelt, Jim Stafford. McEwan, Hooper, Shufelt, Irwin and Carman served as judges.

Hearty congratulations to club member Phil Schwarz for his excellent job of organization.

COMING ATTRACTION (continued)

Cars will not be entered for judging at this meet, but something unique and informative will be held. An advisory panel or committee will be available for those members desiring a critique of their cars. Here's your chance to get expert opinions on what to do to make your car a high point winner.

Phil Schwarz needs advance information as soon as possible from those planning to attend. Please fill in the enclosed form and return to him right away. More details will be sent you later.

GEORGE SHUFELT COINS

WINNING NAME

"The Bumper Guardian", chosen by the board for the name of the official publication of the Pacific Northwest Region (the great periodical you're now reading), was submitted by Assistant Director Shufelt.

The Board in general and this Editor in particular wants to thank all who offered name suggestions. In all, some 50 names were considered and it was not an easy selection.

There were a surprising number of factors to be considered. First, we wanted a name not used by or likely to be confused with any other group. It should be distinctive, easily remembered and, if possible, have a degree of cleverness. Finally, it was felt it should have a connotation with automobiles and with publishing.

The Guardian is a grand, old, respected name in publishing, and the Board was unanimous in selecting "The Bumper Guardian" as the name which best fulfilled all our requirements.

At an appropriate time and place, George will be awarded a gold-plated cotter pin or other suitable prize.

HOW I FINALLY FOUND MY CLASSIC - Part II

by Ben Look Long

Then, last year I moved to the Northwest and discovered a fellow employee who has the same affliction. That did it. Just the slightest exposure and I had it all over again. Only worse than ever. In a new area, I reasoned, I'll have better luck. Once more, constant ad reading, asking, the relentless search, prowling the hiways and biways.

What happened? Nothing. Not one single thing that even came close. Oh, I found cars all right, but not what I wanted. My car had to be in running condition, either original or partially restored. The pitifully few which were, were ridiculously overpriced, and I didn't pick out a batch of Scots ancestors for nothing.

Am I discouraged? Frankly, yes. Do I quit again? Hell, no. This time, I'm like an old prospector who knows there's pay dirt around somewhere and it's bound to turn up soon.

Off goes my renewal for CCCA membership and wonder of wonders, I learn there is a Pacific Northwest Region. I write the Director; he invites me to come to Alderbrook to get acquainted. I accept with pleasure and plan a business trip so I'll be sure to get back for that weekend.

While I'm gone, my wife accepts a birthday dinner date for that same Saturday night. "Break it," I say. "OK," she says, "but it's your boss's birthday party." "Never mind," I say, "I'll be back in time for the party."

So I got to Alderbrook to get acquainted and to see the cars and to eavesdrop, hoping I'll be standing next to the fellow when he says, "I know where there's a real good Packard Super 8 for sale for only \$500. I'd buy it myself if I had room to keep it."

Well, naturally, that didn't happen. I mean the last part. But I did get acquainted and I did see the cars and I did do some drooling.

What also happened was that 30 minutes after I arrived, I was not only a member of the Region, but on the Board, and Editor of the non-existent Bulletin. Hey, I think I'll enter that in the contest. "The Non-Existent Bulletin". It's better than the non-existent names most of you sent in.

"There he goes again - just can't stay on the subject, somehow."

Awright, awready, back to the car hunt.

I do a bit of business traveling, so lately I've been answering ads from the Midwest thinking maybe somehow I'd find time on some trip to look at a car or two, and maybe somehow I'd get it back to the Northwest.

One ad was for a 1936 Packard Sedan in Illinois for sale by an Estate (?). Sounded intriguing and in answer to my letter the man said it had been in storage since 1950! Just the sort of thing you read and hear about but never dare hope will happen to you. The man also said it seemed to be in good condition but that they hadn't tried to start the motor.

After another exchange of correspondence, I persuaded him that he should do this. He then reported that they had run kerosene through to dissolve the solidified oil, then two changes of oil, put in new plugs and points and that the motor sounded wonderful.

My next trip to the Midwest was painfully slow in coming, but finally I did manage to get to this little town in Central Illinois. Wonder of wonders, I had found an honest man and an excellent car. Before I arrived they had driven a few miles and discovered the radiator was plugged, so it had been rodded out.

Turned out the car is not a 1936 but a 1937 sold late in '36. A model 1500 Touring Sedan. It runs smoothly and quietly, everything is original, nothing is missing, and everything works except the temperature gauge. Body is solid and tight; no rust; tires have almost no wear on them.

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THE DIRECTOR'S REPORT:

THE GRAND CLASSIC

by Alan W. McEwan

Returning from Europe, my wife and I made a point of being in Morristown, New Jersey, on Saturday, July 11th. Morristown, of course, is the location of the Annual Eastern Grand Classic. For a classic car enthusiast, the Grand Classic is "the greatest show on earth". There were approximately 80 classics at Morristown for the judging besides several in the general parking area. To see Hispano-Suizas, Duesenbergs, Cadillac V-16 Phaetons, 540Ks, dual cowl Packards in beautifully restored condition, not just polished up, is a thrill I wish more of us in the Region could share. There was a fabulous tulip wood bodied Hispano-Suiza roadster which once raced in the Targa-Florida; Dr. Scher's boat-tailed, Duesenberg Speedster, finished in black and highly polished aluminum; the flashy ex-Greta Garbo Duesenberg Sedan de Ville by Fernandez & Darrin; and a beautiful 500K Mercedes-Benz that Myra and I wanted to drive home, but there was always someone watching it - or us.

The same wonderful display was taking place simultaneously at the Grand Classics held in Dearborn, Indianapolis and Los Angeles. I'm dreaming now, but hopefully there will be a Grand Classic near or in the Northwest before too many more years. After viewing so many lovely cars, I wanted to rush home and start tearing the Rolls apart piece by piece. Try to realize that third prize in one of the classes went to a car with 96 points! One car in the country received the ultimate 100 points and that was a Fleetwood bodied 1930 V-16 Cadillac convertible coupe shown at Dearborn and owned by Dr. Gill Tinney of Buffalo, New York.

The day in Morristown also gave us the pleasure of meeting many classic owners from the east and especially our national officers. Myra and I had long talks with national president Paul Lamb, vice president for regions Bill Nielsen, executive vice president Bob Turnquist and their wives. These people are all pulling for the Pacific Northwest Region and want to be of assistance in any way possible that will help our Region grow and prosper. Bob Turnquist and I discussed his visit to this Region and covered items which should help us in our organization.

I only wish I could impart to each member the enthusiasm and joy one gains from attending a Grand Classic and especially getting to know the people who are working so hard to keep the Classic Car Club of America the strong, well-run, international organization that it is today.

SPENCER SCORES AGAIN...

When doing a full valve job, you'll get best results if you:

- a) have old valves refaced at a shop, rather than try to grind in by hand;
- b) get block seats ground at a shop, if needed;
- c) get absolutely all grinding compound off valves and seats before assembly. Use several washes or wipes with gasoline and clean clothes.;
- d) check valve springs for equal compression - use 2-15/16 inches for checking Model L Lincolns. If more than 10% difference, try to find stronger springs for the weak ones.;
- e) put strongest springs on exhaust valves;
- f) when setting tappets, per instruction manual, tap valve lightly on top to insure it's fully seated before final feeler gauge check.

by Douglas C. Spencer

WEST COAST WONDERLAND or EXCITING CLASSIC CARS AND EVENTS I HAVE SEEN

by Travel Editor, George Shufelt

The Pacific Northwest Region was represented at the Western Inter-regional Annual Meeting of the Rolls-Royce Owners Club, June 26-28, at Palo Alto, Calif., by Bob Irwin and his Phantom II, Joe Carman and the P-I Roadster, Larry Lubin and myself. Ted Reich of Portland and his P-II was the only other north-of-California car, the attendance this year being below that of last year's Lake Tahoe meeting. The three Northwest cars all crossed the summit in the daytime, and all suffered vapor lock in varying degrees. Solutions were equally varied, ranging from simply pulling off the road to cold wet towels on the vacuum tank. Joe Carman's clothespins clamped to the gas line worked very well and should be remembered by all who travel in vintage automobiles! Luckily, vapor lock was a topic at the meet's technical seminar.

The seminar, first scheduled event of the meet, also delved deeply into leather (Magic Dye being recommended over Flexlife for coloring and Lexol over GB Hide Food for preserving), burl walnut (available in sheets from England as well as from various U.S. sources), removal of scuff marks from leather upholstery (sandpaper!), tire flaps and liners (Dunlop and Denman), old-pattern retreading of vintage-size tires (available for about \$20 each in Ontario, Calif.), and numerous problems relating specifically to Rolls-Royces. One owner found that a Japanese spark plug was working out much better in his car than any available Champion, Lodge or KLG!

Saturday was devoted to judging of the 40 or so cars, and winners received trophies at the Saturday night banquet. First in the P-II class was Bob Irwin for his 1934 Gurney-Nutting Drophead, (which the San Francisco Chronicle insisted was a Phaeton II!) and third in P-I class was Joe Carman for his

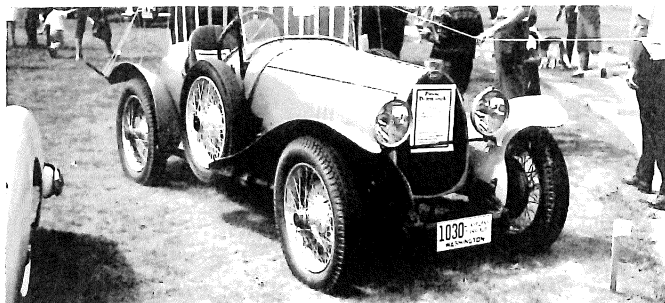
1927 Springfield Roadster. Bob also took the distance-driven trophy. Entertainment consisted of many R-R/Bentley slides, some from last year's Mercer Island Concours.

Sunday, Larry Lubin and I went to Berkeley to see an old friend from Omaha, who recently purchased a 1931 Canadian-built V-16 Cadillac Opera Coupe from England. Jon Lundberg is completing a fairly extensive restoration on the car and may show it in the Northwest next year. Before his wife would let him buy the V-16, she insisted that he buy her a totally unrestored 1931 V8 Cad Convertible Coupe, which is now their everyday car. It was difficult for us to bring to an eventual halt our discussion of "The Olde Days" in Omaha when about six of us used to go out every weekend and bring back a classic from some junkyard, gas station or old garage. It is hard for any of us now to believe that during 1956 we brought in or located over 50 classics, ranging from \$25 parts cars to Rolls-Royce town cars and LeBaron-bodied Lincoln convertibles!

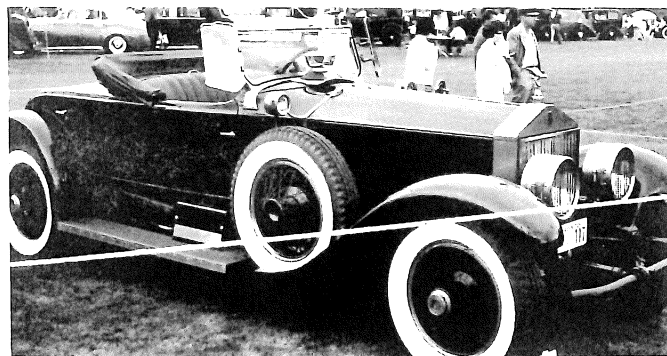
It was quite late when we called Jack Passey at San Jose, but he seemed quite happy to hear from us and said he'd meet us at his "Classic Car Factory" in 15 minutes. After a Coke and a candy bar for supper, we arrived at the same time as Jack, who drove up in his recently restored 1931 Lincoln LeBaron Convertible, which he is readying for the Western Grand Classic. After a tour of his front shops, where restoration goes on slowly on a half-dozen cars and where are stored dozens of old parts stocks he has acquired in the past 15 years, Jack opened a rear door for us. Beyond it, in two neat rows facing each other and going off into the darkness sat about 50 beautiful classics! There were 2 Cadillacs, a Cunningham, 3 Duesenbergs, about 15 Packards, and the rest Lincolns ranging from the first Leland cars to the later KV-12's. Many were custom-bodied, and many

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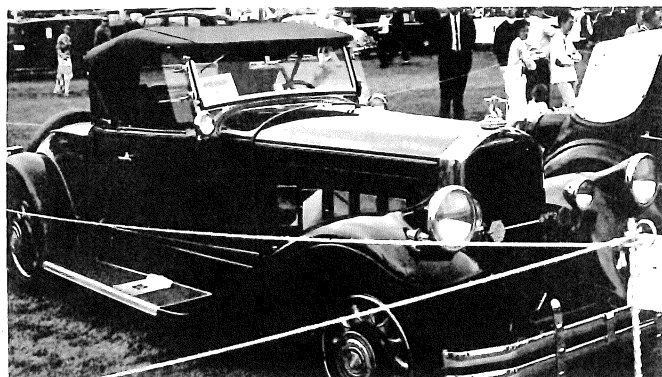
RANDOM SHOTS AT MERCER



Herb Schoenfeld's '24 Bugatti Speedster



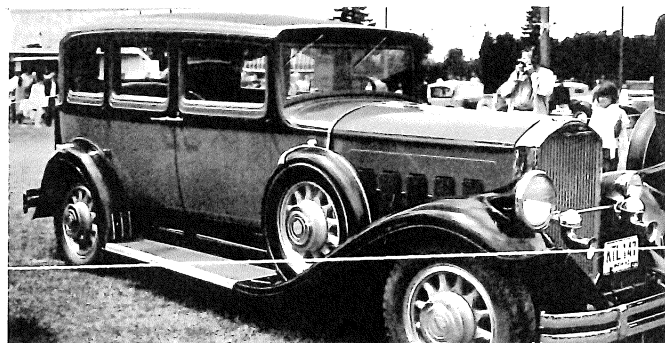
Joe Carman's '27 R-R P-II Picadilly Rdstr



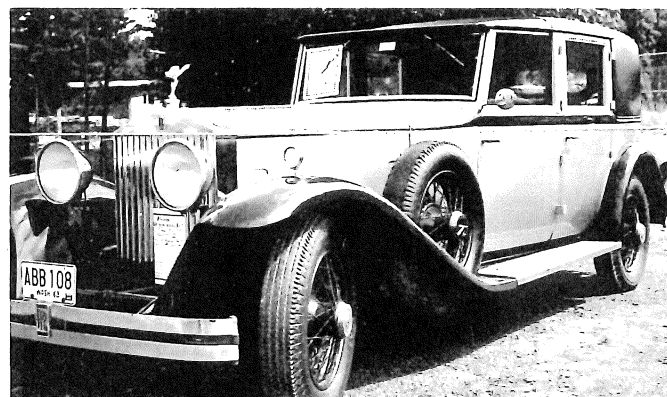
Merle Holmgren's '31 Pierce Arrow Rdstr



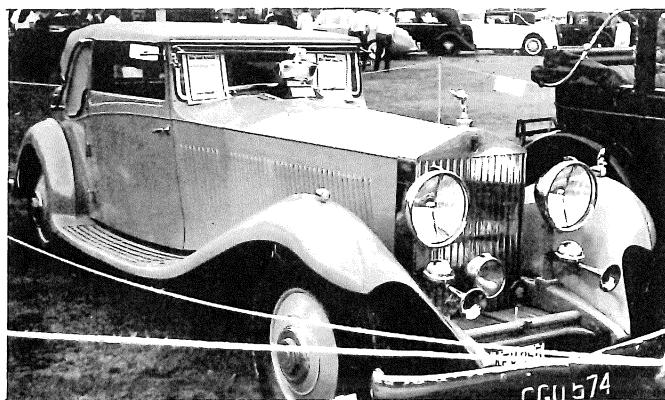
Pete Manello's '48 Lincoln Continental
2nd Place - Closed Classic



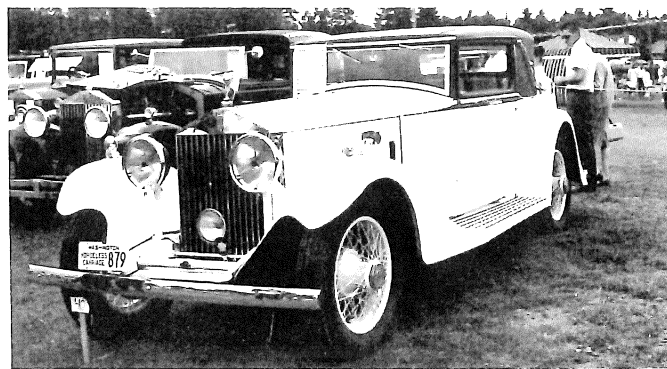
Perry Fowler's '31 Pierce Arrow
3rd Place - Closed Classic



Lost my notes on this one.



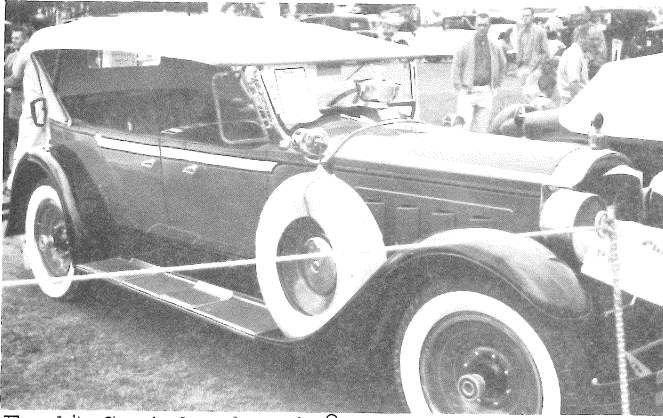
Bob Irwin's '34 R-R P-II Sedan Coupe
1st Place - Open Rolls-Royce



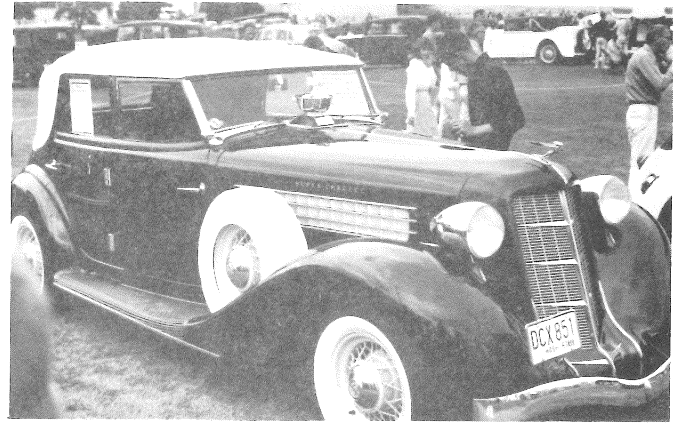
Herb Schoenfeld's '29 R-R P-II F-H Coupe

WANTED: PHOTOGRAPHER WHO KNOWS WHAT HE IS DOING.

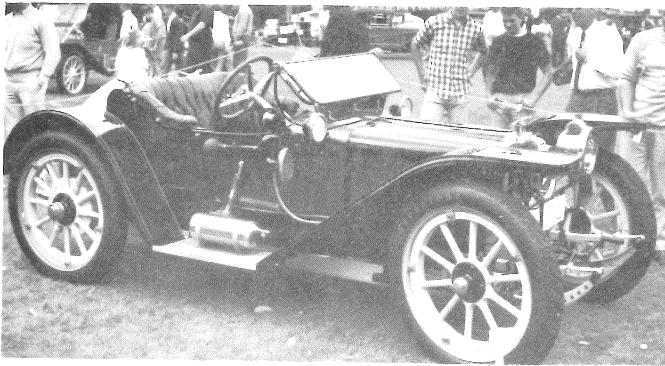
ISLAND CONCOURS D'ELEGANCE



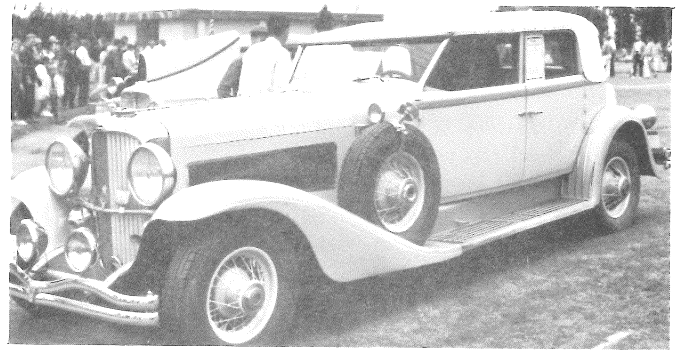
Ernie Crutcher's '28 Packard Phaeton
1st Place - Open Classic



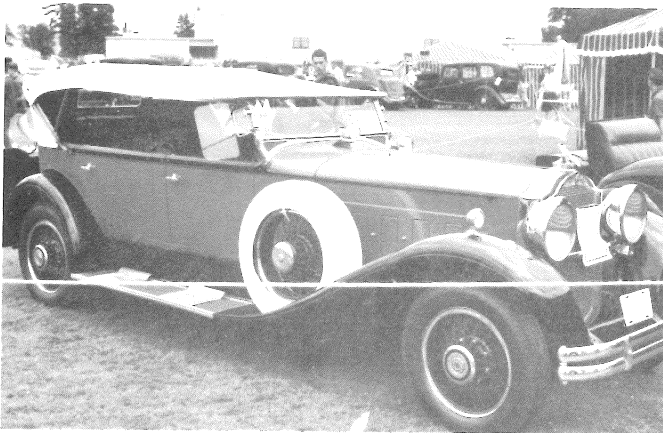
Blair Eastman's '35 Auburn Phaeton
2nd Place - Open Classic



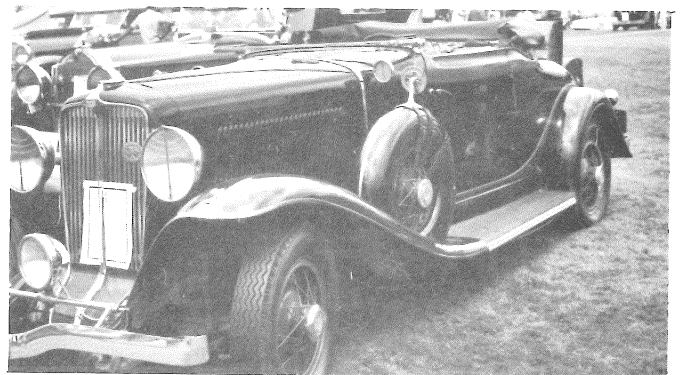
Marion Diederik's '13 American Underslung



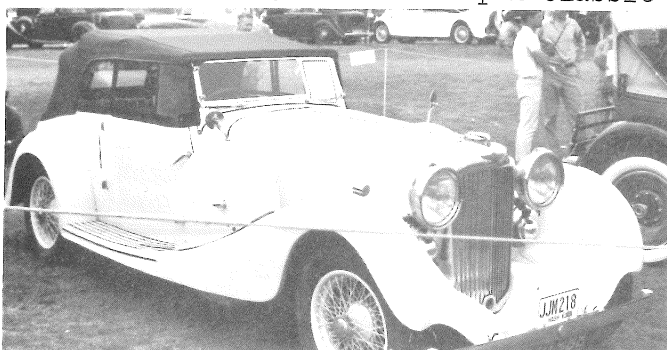
Gilbert Duffy's '33 "J" Duesenberg



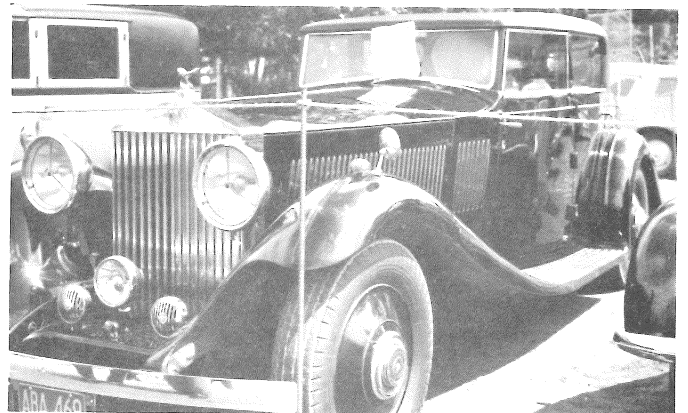
Harvey McEwen's '30 Packard Phaeton
3rd Place - Open Classic



George Laney's '31 Auburn Cabriolet OR
Andrew King's '32 Auburn Cabriolet



Ernie Carlisle's '36 Lagonda Tourer



Lost my notes on this one, too.

WEST COAST WONDERLAND (continued)

were open styled. After an extensive inspection of the contents of this room, we were shown the "Wills St. Goose Dept.", where 4 of them sat in lonely isolation. In a rear "junkyard" sat about 20 varied classics in unrestored or unrestorable states, and Jack calmly mentioned that he "had most of his best cars at home". The total number of cars is about 90. One of the cars, a 1929 Packard roadster, has been purchased by a Regional member and should be seen at future tours in the Northwest. Seeing the Passey collection, especially the "Back Room", is an experience no classic enthusiast should miss. We rode through the night to Carmel-By-The-Sea in reverent silence.

At C-B-T-S, we were to meet Bob and Rita Irwin for an appointment to see Alton Walker, who had trailered his Phantom I Phaeton to Palo Alto for the meet. This car has often been reported to have been originally owned by Clara Bow, and was displayed in the old Kings of the Road museum at Los Angeles for many years until the death of Purcell Ingraham, the museum's proprietor. Larry and I had each known something of the car's probable history and had been comparing notes on the way down, anxious to hear what Walker's research had developed. Visiting Mr. Walker at the same time were Talbot Kendall, whose ex-Eva Peron Silver Wraith limousine with full bullet-proofing had attracted much attention at the meet, and Joe Locey, who owns a number of classics and fine antiques, and had trailered his 1908 Silver Ghost to Palo Alto (to win the top trophy) from his home in Ohio.

While some of the famous Alton Walker cars have recently gone to new homes about the country, we were able to see his 1932 Rolls-Royce Phantom II Henley roadster (a very rare body style), a "Modernized" Silver Ghost roadster with body work updated to the Phantom I styling, a CCA-Senior 1937 Cord 812 Beverly sedan, and, of course, the P-I Phaeton with debatable history. While Mr. Walker has been a consistent past winner at the Pebble Beach Concours with assorted Rolls Royces and Cadillacs, he is now devoting his restoration efforts to final work on the P-II and P-I cars. One of the most notable features of the

P-II is a just-completed power steering installation, using a 1965 Ford truck pump. The installation has been done in a most workmanlike manner, and all visible parts look like the factory has put them there. Even when the huge car is parked, the steering wheel easily turns from lock to lock with one finger! There will undoubtedly be many more such installations over the country in the next few years, and they will represent a tricky judging problem for all of the clubs, especially where the installation is not as perfectly done as this one.

An interesting discussion revolved around the updated P-I and whether such cars should be restored as they now exist or whether they should be returned to their probable original form. The majority of those present felt that since, in most cases, the work was done when the cars were only a few years old and still in regular use, and often done by the factory, the cars should be restored as they are found and considered "original" for judging purposes.

The question of the P-I Phaeton's history was quite well settled when Mr. Walker produced a letter from Inskips in New York showing that they delivered the car when new to Clara Bow. However, in tracing the car's life from 1929 to 1950, we found that there was an as-yet-unexplained gap during which time the car may have been owned by a Seattle doctor. Mr. Lubin is working on this point and will inform us of his findings.

One of our Regional members had considered the purchase of a 1928 Stutz from Mr. Locey, and during a discussion of the car's ability to make the voyage to Washington State without major difficulties, Mr. Walker reported that he had finally solved many of the intricacies of rail shipment for classics, at a price comparable to truck shipment. Since rail handling undoubtedly gives the car more protection in transit, it being boarded up in a freight car enroute, this is somewhat of a breakthrough in cross-country transportation of vintage automobiles.

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WEST COAST WONDERLAND (some more)

After a visit to Mr. Walker's library of antique automobile and airplane literature (during the 30's he barn-stormed with a Boeing tri-motor, which is today being restored as the last surviving example of its type), we reluctantly left for San Simeon.

The fabulous Hearst castle is alone worth a visit to California. Touring the buildings and grounds, it is easy to picture the parade of exotic classics which used to climb the long mountain drive to the summit until only a few years ago.

We drove the famous coast road through Monterey to San Francisco, where an inspection of the Talbot Kendall cars was scheduled. While one of two very high, very well-restored Silver Ghosts, a 6-cylinder MG roadster and two small Rolls Royces were available, we were unable to see what promised to be the most interesting car of the group, a leather-bodied 8 litre Bentley sedanca-deville with J. Duesenberg engine. The car has four large side-draft SU carburetors installed, and with its ultra-light coachwork should be able to move quite rapidly. The bullet-proof Eva Peron car and an antique Renault make up the rest of the collection, and all are now for sale. Mr. Kendall, being "an old newspaperman", thoroughly described and pictured the cars in a 14-page newspaper (The Antique Car Gazette), which he made available to some interested prospects at Palo Alto.

Also in the Bay Area, at San Lorenzo, is the shop of "Dennis Balchin, Ltd., Coachbuilder", where Dennis, formerly of Seattle, and his crew are constantly at work on a number of fine cars. Seen during our visit were a 1931 Packard Convertible, a K6 Hispano-Suiza, a 540K Mercedes, a number of Rolls and Bentleys, and a spectacular K-series Mercedes-Benz roadster which may have lived in Seattle at one time.

While talking to Bay Area enthusiasts it was learned that the "Last Mile Auto Wreckers", who about 10 years ago were

considered the "Sam Adelman of the West Coast", are no longer in business. In their day they specialized in vintage Packards and could supply anything from small parts to whole restorable classics.

Heading north over the Golden Gate bridge, we waved happily at a wind-blown group in a 1931 Packard phaeton headed South, but they apparently failed to recognize our Citroen DS19 as anything to wave back at.

At Klamath Falls, Oregon, a visit was paid to Julian Eccles, but unfortunately we caught him at a bad time and were unable to see his Packards, an 845 Durham Convertible and a 734 Speedster, nor his Murphy-bodied Rolls Convertible Sedan P I which is undergoing restoration in Portland. He was able to show us his 1925 Franklin Sedan and the 1927 Franklin Coupe, and the newest addition to his Franklin Department - a 1931 Speedster, which was recently acquired from a Portland estate, with just over 6000 miles on it. After completing the recent CCCA Yosemite tour, it now has 7700 miles! As interesting as the car is Julian's story of his 20 years of effort in getting the car.

In Portland we met Lou Leonard, who just got back from Europe, where he photographed a few cars and "looked seriously" at a few on the British market, but only came back with a new Mercedes. He reports that the Bugatti factory is now being operated by Hispano-Suiza, presumably making aircraft engines for SUD jets. He was unable to convince the guard at the gate that he needed to go in, and there was nothing in his English-French phrase book like: "Are there any cars left?". In a nearby town is reportedly a Bugatti museum, but it was not open during Lou's visit.

After a quick sidetrip to Portland to see a 27 car Pierce-Arrow collection, we decided to call our vacation over. We felt that we had seen everything to be seen in 10 days!

--THE END--

PART I THE SEARCH

by Alan W. McEwan

Most people go to Europe to see cathedrals, art museums, the Eiffel Tower, etc. This is also the reason my wife, Myra, went to Europe and, on the surface, the reason I went. But secretly, my real reason was to visit all the vintage car dealers in England, see the Continental automotive museums and hunt for that tremendous bargain in a classic (of which there are very, very few).

Frankly, I had little hope of finding something that I wanted and could afford, but I was also actively looking for a drophead Bentley of middle-thirties vintage for board member Dick Hooper. I felt pretty safe looking at drophead Bentleys, as they are of similar style to my Rolls-Royce. Therefore, I shouldn't get that overwhelming desire to own one myself and be forced to trade in Myra or go to some other drastic measure.

The day after our arrival in London, we attended the 60th anniversary celebration of Rolls-Royce Ltd., and there were over 1350 Rolls-Royce and Bentley automobiles present. Everything from 1904 to 1964. However, any car that might have been available was not advertised as such because it wasn't considered good to display "For Sale" signs at a gathering such as this. We viewed some of the greatest bodies ever put on a Rolls-Royce or Bentley chassis, but escaped after the meet without parting with any money or even finding an available car.

In a rented car we toured England, Scotland, and the vintage car dealers. A friend of a friend took us to an estate in northern England where we saw two lovely, unrestored, all-original classics which had been in storage since prior to World War II.

One was a 1928 Bentley $4\frac{1}{2}$ liter Van den Plas tourer with a leather body

and the other a 1934 Lagonda $4\frac{1}{2}$ liter tourer. Both cars had about one inch of dust, flat tires and oxidized aluminum, but to me were the answer to that ever-recurring dream of opening the barn door and finding a desirable classic, untouched in 25 years. The only problem here was that the cars were not for sale -- at any price. The gentleman who owned them was a wealthy antique collector and had buildings filled with various kinds of antiques: bicycles, carriages, furniture and a thousand other things. These were the only two cars -- well protected from the weather, but deteriorating with age.

On our return to London we saw the standard sights, and Wednesday morning, June 3, I left Myra at the hotel while I went out to make final reservations for our flight to Amsterdam the following afternoon. We had visited numerous vintage car dealers and looked at many fine classics but still had found nothing for ourselves. I sent descriptions of several cars home to Dick Hooper and he is now actively engaged in getting further particulars on some of these cars. On the way to the airline office, I stopped by Paddon Brothers to say goodbye to Commander Keller, the Director, and to check on a Phantom II he had been to see in southern England. Paddon Brothers is an old Rolls-Royce and Bentley firm, having been in business since 1907. During our conversation, Commander Keller happened to mention a $3\frac{1}{2}$ liter, 1934 Bentley Van den Plas tourer which he had seen in a body shop the previous week and might be coming up for sale. Van den Plas tourers are very rare on the Rolls-Bentley chassis and were the sportiest of all the Rolls-Royce-made Bentleys.

This body shop was some distance away, but I decided to go take a look. Commander Keller sketched a map for me and gave me the name of the manager at the shop. After winding through some of

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THE SEARCH (continued)

London's back streets, I found the body shop but didn't see any Bentley around. I had to wait about fifteen minutes for the manager to get free from other customers and had just about decided to give the whole thing up. Already it was afternoon and I hadn't gotten anywhere near the airline office yet. Finally my turn came and I described the car I wanted to see but was informed that it had been returned to the owner two days before. However, the manager got on the telephone and with a couple of calls located the car. Fortunately, it was only a mile or two away and not the other side of London.

The Bentley was stored in a huge five-story parking garage and part of the first floor was a dealership for modern English cars. The owner of the establishment was also the owner of the '34 Bentley. Besides the '34, he had a '53 and '58 Bentley, too.

Due to the phone call, the garage was aware that I was coming, and upon my arrival I was informed that a salesman representing the owner was on the way. However, I was given permission to go to the fourth floor and look at the car while I waited for the salesman. As the elevator door opened, I could see this long hood sticking out from behind a concrete pillar. Approaching the car, I knew it was for me. The top was down in the boot, everything very clean, and it looked ready to leave immediately for any place in the world.

Part II ACQUISITION

(will be published
in next issue)

HOW I FINALLY FOUND(continued)

On the minus side is a small dent in the right front fender and deteriorated chrome on the bumpers. Other than that, the work required to make a point-winner would be repainting, re-upholstery, engine paint and porcelain, plus ordinary clean-up.

On the night before I saw it, I had taken the precaution of phoning a fellow employee who was moving from Cleveland to Tacoma and he agreed to drive it out if I bought it. Which I did, with very little haggling.

As soon as I arrived home, I wrote him confirming the purchase and giving detailed directions for finding it. Two weeks later he arrived here without the Packard. Seems that Uncle Sam's faithful boys in grey had put his forwarding address into effect several days before he left and my letter was waiting for him here.

Anybody interested in buying an exceptional Packard in Illinois?

[Editor's Note: Since writing the above, new developments have occurred. Tell you more later.]

WHERE TO GET IT

Region member Julian Eccles in Klamath Falls is Northwest distributor for Denman, Gehrig and Dunlop tires. Carries a well-rounded stock at all times.

Max Merritt, 6176 Carrollton Ave., Indianapolis, Ind., is a potential source for many old car parts.

Temperature gauges are repaired by Huletz Electric, 7th & Westlake in Seattle.

New shutter thermostats for Packards and other cars are available by ordering Cadillac part #1433442. Thanks to Jack James for this tip.

And don't forget BOB TURNQUIST -- he has all kinds of good stuff.

Classic Car Classified Ads

FOR SALE

1930 Franklin Model 147 Dietrich
Speedster 4-passenger sedan, par-
tially restored. 1932 Airman sedan
parts car and lots of new engine parts.
Harold W. Nelson
16711 - 31st Ave. S.W.
Seattle 66, Wash.

Two 7:00-7:50x19 tires, excellent
condition - \$45.00

Two 7:00x19 metal tire covers
(Packard) - \$25.00

1929 Packard 4-speed transmission
- \$35.00

1929 Packard aluminum pan and head
(Small 8) - \$20.00

C. K. Whittaker

Box 873

Bonnars Ferry, Idaho

1935 Packard V-12, 7 passenger
sedan being dismantled for parts.

1937 Packard V-12, 7-passenger
limo. Runs fine and in good
restorable condition. Complete
except for two pieces of running
board trim and one hub cap.

Asking \$750.

Jack James

Rt. 1, Box 331A

Eagle Point, Oregon

LEADS

1929 Pierce Arrow Sport Coupe.
Good restorable condition.
Northwest location.

1929 Reo Flying Cloud. North-
west location.

1923 Model T center door.
12,000 miles. Midwest.

1928 Packard 6 Sedan, excellent
condition. Midwest.

For information on leads, contact
W. R. Johnston, Editor.

EDITOR'S CORNER

Notice how much more interesting this
issue is? That's because it was not
a one-man effort. Several people con-
tributed importantly to its content.
A big vote of thanks to Al McEwan,
George Shufelt, Doug Spencer (again)
and Jack James.

NOW, HOW ABOUT YOU? Maybe you can't
write an article but you can certainly
tell about your experiences in locating
and/or restoring your classic. We can
all profit from the solutions you
discovered in repairing items, finding
parts, and in sources for good, reliable
work in this area.

I'm a neophyte myself and need informa-
tion on everything: who does the best
body work and painting...who repairs
windshield wiper motors, temperature
gauges...where's the biggest selection
of bearings...ETC...ETC...ETC.

Please...share your knowledge.
Let's help each other.