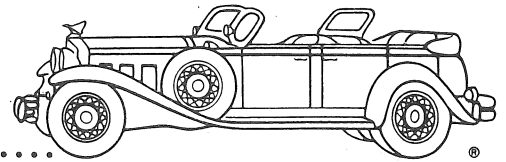


# THE BUMPER GUARDIAN



official publication of the PACIFIC NORTHWEST REGION

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

## CLASSIC CAR CLUB OF AMERICA

VOL. I No. 4 October 1964

### OCEAN SHORES MEET

Sept. 12-13, 1964

by George Shufelt

Blue skies and warm weather greeted the Regional members who attended the Ocean Shores meet which closed out the summer touring season. While the facilities of the excellent Ocean Side Inn were certainly not taxed by the number of members present, (Look at the money we save on name tags!", exclaimed Perpetual Optimist Shufelt to Acting Treasurer Schwarz) all had a good time and got to know each other better in an intimate and unhurried atmosphere usually lacking at a large meet.

After coffee and casual conversation Saturday morning, the gymkhana events were attempted by an assortment of drivers and cars. In the Turn-Around, where a number of parking maneuvers had to be executed in rapid succession, Myra McEwan managed to put the family Phantom II Rolls through the course in 5:28 minutes, but with her handicap subtracted (60 seconds each for being a woman driver, pregnant and a cute blonde), her final score of 2:28 was fairly competitive. Winner was Joe Carman who roared his Phantom I Rolls around the circuit in 2:20.

The Double-Cross event had cars proceeding through a string of pylons in both low and reverse, the latter action being somewhat comparable to skiing backwards up a slalom course. Al McEwan, an experienced skier, won in 1:17.

The Start-Stop event had drivers starting when handed their keys and charging down a short straightaway toward a stop sign, attempting to stop as close to it as possible without destroying anything. For most drivers it was a Flat-Out-In-Low-Gear-Until-Hitting-Brakes procedure. Fastest time of the day of 0:10 was by Vic Deshaye in his '27 Lincoln sedan, although an anonymous timer who was covering BOTH ends of the course claims he once made it in 0:09 on foot.

Merle Holmgren qualified for some sort of Special Award by not wiping out the two bicyclists who nonchalantly toured THROUGH the chute just as he floored the loud pedal. They survived, but may never be the same. Did you ever see two people on a double bicycle each try to go a different direction in a moment of utter panic? Quite funny, really.

Doc Deshaye then proved the versatility of the Legendary Leland Lincolns by winning the 2-lap slow race in 2:39, although not without hearing very strange sounds from his universal joints.

Much appreciation should go to Al McEwan and Russ Keller (and their wives!) for designing such a well-planned series of events, even though one highly complicated item called The Repeater had to be scratched as being beyond human accomplishment after Myra, in testing the circuit, managed to knock over 9 successive pylons and scare the day-lights out of two timers and one dog.

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## MEET (continued)

The evening began with a cocktail party in a private dining room of the Ocean Shores Inn, followed by a well-accomplished dinner (of roast beef or lobster tail) and presentation of the gymkhana awards, "Fully Restored Classics". Winners should not be disappointed in their diminutive size. They are simply Concentrated Classics, and you have to add water.

After a few comments on new members and finances, Director McEwan ran off his Eastern Grand Classic slides, and then the group split into two parts. Those with wives drifted reluctantly toward the dance floor and live music, while those without grabbed the projector and screen and headed for a dark room to go slowly through McEwan's Grand Classic and European Tour slides.

Sunday dawned grey but dry as cars warmed up for the Brunch Tour, north along the beach to Ocean Crest. After a leisurely drive through pine forests and rocky beaches, they arrived at a well-windowed dining room overlooking much sand and surf, and enjoyed ham and eggs and blueberry muffins and orange juice and coffee and other morning-type things. Suddenly the two waitri began beating tom-toms and the owner of the establishment stepped to the center of the room, wearing a full set of headfeathers, chanting something unintelligible in pidgin-Chinook and carrying a disassembled fish impaled on a stick. The latter thing turned out to be "Smoked Salmon Like the Indians Were Supposed to Have Done It" and, according to those who found room for it between the muffins and eggs, was quite a delicacy. Consumption of the fish marked the final scheduled event of the weekend, and cars then headed inland, adding on what would be, for most of them, the final miles of the 1964 season. But, while the cars may lie dormant for a few months, the owners can look forward to at least one more big event of the year - the November meeting in Seattle. See you there!

## DIRECTOR'S MESSAGE

by Alan McEwan

As most of you know, the club's 1965 fiscal year begins on November 1, 1964. So this seems like a fitting time to publish a reminder that new members after October 1 will be considered paid up for 1965. For the rest of us, 1965 dues will be due as of Nov. 1.

However, being a paid-up member of the Regional is only half the story. We must also be members of the National CCCA. Unfortunately, in comparing our roster with National's, we show 2 or 3 names which are not on their list. Since National notifies us promptly of new members, we must assume that these few have neglected to send their application and check to National headquarters.

We will send National membership forms to these people, but if prompt action is not taken we will have no choice but to drop them from our rolls, since our charter specifically forbids acceptance of those who are not National members.

Our next meeting will be the annual business meeting at which time three board members will be elected replacing three who will retire. Altogether, the Board consists of 9 members who serve for three years each, with one-third of them to be replaced annually.

You are hereby invited to submit nominations for these 3 replacement Board members. By-laws require eight signatures for each nomination. The club's officers are selected by the Board each year and anyone wishing to take an active role in committee functions is requested to notify the Regional Director. We need more participants, so please let us know how we can count on you.

## WHAT'S UP

### "DOWN UNDER"

by Ed Byerlee

We streaked across the Sydney Harbor Bridge in a yellow '36 Auburn Convertible sedan chauffeured by Australia's number-one Auburn expert, Tom (Lofty) Cox, on our way to his favorite restaurant known as "Paddies", overlooking the bay, owned and managed by an ex-racer. Over a bottle of vintage wine and an exquisite seafood dinner, Tom introduced us to Paddie as his Yank friends that had just arrived from America, which indeed we had.

My wife and I arrived in Sydney as tourists, not knowing a soul in Australia, with hopes of seeing some of the country and maybe some fine cars down there. I had a name and address that I had copied out of the April, 1959, "Auburn, Cord Duesenberg Club Newsletter" that fascinated me because it was an invitation to all Americans that might come that way to stop in for a visit with Tom Cox. Hoping that five years later the invitation would still be open and Cox still at the same address, we grabbed the electric train for Auburn (a suburb of Sydney). From the train we took a taxi to 46 Beaconsfield Street and big as life sat a lovely '36 Auburn. This must be the place. In the yard stood a jolly chap feeding a cockatoo. I asked if he were Cox and he said, "Yes," with a skeptical look because of my American accent. I told him of reading his five-year-old invitation and he was most pleased that someone finally came. He explained that he was a bachelor and only worked two days a week. Luck was with us catching him at home as he had just returned from Melbourne where he had seen the Kalorama Rally that Lord Montagu had attended. From here we proceeded to "Paddies".

Now my wife and I had figured maybe two weeks around Sydney and then move north, but because of the tremendous hospitality and personality of Tom we stayed five weeks seeing the points of interest and many, many interesting cars. Nearly every day we were given a personalized tour in the Auburn, meeting many collectors and other enthusiasts. Then one day I said to Tom, "Do you know of a man listed in the CCCA directory by the name of John Goddard in New Port Beach, with a Rolls Royce, a Bentley, and two Bugattis?" "No," he said, "But we must meet him, so we shall look him up on Saturday." We had little difficulty locating the address and again luck was with us as Goddard, too, was home. Another dynamic personality with a most interesting collection of automobile photography with most of the cars in action rather than standing parked. He was unable to show us his classics as he kept them in England where he spends about half of his time. The afternoon passed much too quickly in this atmosphere.

The following week we learned that there was to be an inter-club rally at Warwick Farm Race Course to acquaint the different car collectors' clubs with one another and to form a council. This proved to be the largest group of antique and classic cars ever to meet in one gathering in Sydney. As this was the day Tom had to work, he arranged for us to be taken home in a '14 Model T owned by John Cooper, who has a collection of about a dozen cars.

By now the pictures Tom had taken in Melbourne were developed and he had such good Hispano Suiza shots that I had them copied to send home to Ray Radford of Vancouver, Washington, who has an interesting 1929 Coupe deVille. I was amazed to see on page 39, summer '64, Vol. VII No. 2 of the "Classic Car", almost duplicates of the pictures I sent to Mr. Radford.

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## "DOWN UNDER" (continued)

Easter Sunday was scheduled for road racing at Bathurst. At 8 A.M., we filled the Auburn with petrol and took the four-hour drive east to the circuit. A huge crowd and full program of racing filled the afternoon. The problem arose at the end of the race when everyone wanted to return to Sydney on the one road leading there. The trip back took six or more hours with bumper-to-bumper traffic.

We finally headed north to see more of Australia. Of course, I didn't want to miss going to George Gilltrap's Museum about five hundred miles up the coast from Sydney and extremely pleasant it was to see such a nice collection of cars. The conducted tour included demonstrations of many cars which were started and driven for the viewers by one of the Gilltrap boys.

Then more touring farther north to Queensland with less excitement over cars, but there was so much else to see of interest that it was a pleasant break. One could spend a lifetime on the Great Barrier Reef without seeing each species of fish or coral. We met several people that have been there for years that are, however, trying to do just that. After venturing as far north as Cairns, we turned back toward Sydney to say "Cheerio" to Tom and then jet off for a hurried look at New Zealand, Fiji, Hawaii and home.

It was most gratifying to find the car collectors on another side of the world as enthusiastic as we are here. Anyone planning a trip "down under" should not miss seeing Tom Cox. If you have any ideas of stealing a classic from there, forget it...they read our publications and know the values.

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Issue number 3 of Motor Cars Illustrated (35¢) is now out. The Lozier publication is at present about half devoted to classics and will reportedly drift more in that direction in the future. The current issue includes an article and some very fine photos of Castagna coachwork.

## "IT PAYS TO READ

### THE WANT ADS"

Those watching for "sleepers" can ignore a recent Klein Kars ad in the National AACA magazine which listed a 1925 Bentley Boattail, a 4½ Litre Bentley and a 45-hp Bulougue Hispano and assured that "all cars are in conscious condition."

In Section 693, the Antique and Classic department of the Portland Oregonian, an ad for a vintage machine described it as being "particularly assembled".

And Section 181B of the San Francisco Examiner similarly devoted to old cars and oddities came up with ultimate rarity: "Rare 1918 Chevrolet Model T Truck ---"

But probably the ultimate in low-pressure promotion has been reached by the Classic Car Courier of Arizona, the monthly of the Arizona Region, who in their April 1964 issue advertised name tags thusly: "A small supply of name badges are now available. They cost \$.00 each and are well worth it."

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## WE HAVEN'T GOT A

### TREASURER....

#### HE'S A MAGICIAN

I don't know how he does it. The club's only income is that li'l ole \$5 membership fee and we keep on doing things that seem like they put us in the red, BUT every month the balance sheet shows 120 bucks give or take a few. Sure wish I could manage my income-outgo that well. As of September 24, we had \$126.65 in the bank.

## PART II: THE ACQUISITION

by Alan McEwan

[Editor's Note: Remember that in the last issue Al had just opened the elevator door and saw this beautiful Bentley tourer with the top down and apparently ready to go anywhere in the world.]

After I looked at the Bentley alone for a few minutes, the owner's representative arrived. I continued my examination of every little detail, listened to it run and was so impressed I had a difficult time trying to hide my enthusiasm. The salesman knew relatively little about this car and Bentleys in general, but we finally got around to discussing the asking price. This, to my surprise, I found to be quite fair so we made a verbal agreement that the car would be held for me until the following day.

I had to make arrangements with J.W.C. Thornton, the retired Rolls-Royce engineer who represents Rolls-Royce Owners' Club members in England. Mr. Thornton has a working agreement with the Club and may be retained for a small fee by any of the members for an examination of a Rolls-Royce or Bentley automobile. While the car looked great to me, Mr. Thornton is a man with a great deal of experience and the car had to be good enough for our tour of the Continent. There was still one other problem and that was how to sell Myra. She was still expecting me back at the hotel with airplane tickets -- not a 30-year-old car.

The first thing I did after leaving the Bentley was to call Myra at the hotel. Once she came to the phone I cheerfully said, "Hello, dear. Guess what!" Her reply was, "You couldn't get reservations for tomorrow?" I said that I hadn't had time yet; after all, I had only left the hotel four hours earlier.

Gently I said, "Dear, I think we are going to buy a car. Wouldn't you rather tour Europe in our own car instead of spending all the money on a rental car?" Rather than answer my question, all she said was, "What is it?" In my most casual voice I said, "A Bentley. It looks just like your Singer but three times as long." (Myra has a '53 Singer roadster which she loves very much, and anything that looks like it is OK.) My last statement was all that was necessary and she started in, all excited, with a barrage of the usual questions.

Returning to the hotel, I immediately called Mr. Thornton and was fortunate enough to be able to arrange for his inspection of the car at 9 o'clock the following morning. Then I took Myra back to the garage so that she could see the Bentley. Just like myself, she was wild about it the moment she saw it. "And it really did look like the Singer -- just bigger."

We could hardly wait for 9:00 the next morning and the inspection. Mr. Thornton drove the car with Myra, myself and the salesman along. The car ran beautifully, and checks of the clutch, transmission, rear end, etc., by a man who had known these machines all his life, were interesting to witness. Within a couple of hours the inspection was completed and Mr. Thornton told me he felt that this car was an exceptionally fine example. We discussed a few minor problems which could be easily taken care of when I had it serviced. Mr. Thornton's full report, a three-page typed affair, would be ready for me the following day.

Of course, the salesman, Mr. Brown, was around all during the test so he also was aware that very little was wrong with the car. However, as I was preparing to make a lower offer for the car, Mr. Brown piped up and mentioned that he had spoken with the "governor" the night before and the price as mentioned earlier was firm - nothing less. Mr. Brown's

Continued on page 6

## THE ACQUISITION (continued)

timing was perfect (it must come from years of experience as an automobile salesman) and my \$200 lower offer got stuck in my throat. Anyway, the car was extremely reasonable in the first place so I agreed to meet the asking price. A deposit was placed on the car pending the acquisition of insurance and proper license so that we could drive the car on the Continent.

The process of licensing and insuring, an automobile purchased by an American in England isn't too involved, but the insurance costs a fortune, especially if the car is being taken to the Continent. Normal procedure is to go to the Royal Automobile Club headquarters. There you fill out a few forms and a telephone call is made to a large British insurance company. I guess there isn't any problem getting insurance quickly for a normal car but the company did balk a little when the age of the Bentley was mentioned.

As the Bentley hadn't been registered in 1964, it was necessary to obtain an engineer's report and a Ministry of Transport Certificate before the insurance company would accept liability for the car. A MOT certificate was easily obtained from the people from whom I purchased the car and I had Mr. Thornton's report of his examination. Actually, the insurance company wanted an RAC engineer's report, but accepted Thornton's. On no condition would they write collision coverage for such an old car. There is a big premium paid by English people for Continental motor-ing insurance due to the change of driving to the right side of the road instead of the left. I pleaded that I was an American used to driving on the right, but to no avail. The cost of liability insurance for one month was \$55. It also costs a minimum of \$14 for a three-month registration. However, upon application, two-thirds of this amount was refunded when we left England.

All of the above was taken care of on a Thursday afternoon and by dinner time Thursday the car was all mine. The seller had agreed to fix minor things

on the car such as a loose bumper, oil change, minor welding on exhaust pipe and replacement of a bolt missing in the rear deck hinge. This work was accomplished on Friday and then I took the car away.

A scheduled service had been arranged at Paddon Brothers Limited for the following Monday. This would give the Bentley a full tune-up, two new tires and a thorough check of everything in preparation for a few thousand miles of Continental driving.

Over the weekend, Myra and I used the Bentley to see more of the sights of London. During this weekend a rare coincidence took place.

Lou Leonard, one of our new Regional members from Portland, was in London on business over the same weekend. Lou was also sightseeing around London and came upon the Bentley parked in front of a pub near the Tower of London (we were at the Tower, not the pub). As there are very few Rolls-Bentley Van den Plas tourers, Lou stopped long enough to take two photographs of the car. Of course, we didn't know Lou was in town and Lou didn't have the slightest idea that the car belonged to us.

On Lou's return to Portland he had the film developed and showed the pictures to other auto enthusiasts in the area. One Rolls enthusiast, who has been looking for a Bentley, saw the pictures, read the license number, and dashed a letter off to Mr. Thornton in London. The instructions were to trace the car, examine it and buy it if at all possible. Everyone had quite a laugh when we returned home and all parts of the story were pieced together.

When Monday came, The "Big B" went into Paddon's for service while Myra and I prepared for our Tuesday A.M. departure to Dover and the ferry which would take us across the Channel to Belgium. We already had reservations for the boat and were required to be at the dock at 10:45 A.M. for the 11:30 sailing. The girl at the American Express office, who made our reservations, told us to plan on  $1\frac{1}{2}$  hours for driving the 70 miles to Dover.

## THE ACQUISITION (concluded)

Tuesday morning was sunny and warm. The top was down on the Bentley, and the last of our luggage was being carefully fitted. The owner of the hotel was out on the sidewalk bidding us farewell at 8:45 A.M. Her last comment was, "Be sure you plan on at least  $2\frac{1}{2}$  hours for the trip to Dover."

With this comment, we were off in a cloud of dust for what was going to have to be a 2-hour maximum trip to Dover. Three blocks away we slowed to a snail's pace in the London morning traffic. I was a nervous wreck. Here we had \$40 invested in tickets and only two boats leave every 24 hours (11:30 A.M. and 11:30 P.M.).

It was 9:30 before we cleared London traffic and then the Bentley really took off. We passed everything on the road while traveling in the 60 to 70 mph bracket. (The road from London to Dover is no free-way either. It varies from two to three lanes and goes through many little towns.) I think the police are still looking for the two-tone blue flash reportedly seen in southern England.

We arrived at the ferry dock at 10:55 A.M. and were the last car on board. I was never so pleased with an automobile's performance as I was with the Bentley. It ran beautifully and I had gained great confidence in the car.

Part III:Continental Touring

(will be published in next issue)

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### CORRECTION!

It was Harvey McEwen's 1930 Packard Phaeton which was voted "Peoples Choice" at the Mercer Island Concours, NOT Ernie Crutcher's 1928 Model as erroneously reported in the last issue. So sorry, please.

## NEW MEMBERS

Applications have been approved for:

Dean Spencer  
Box 147  
23615 Marine View Drive So.  
Des Moines, Wash.  
TA 4-1674 AC 206

and look at the fantastic cars he owns:

1921 Doble Murphy Coupe  
1924 Doble E Murphy Phaeton  
1925 Doble E Murphy Roadster  
1925 Stearns Knight Touring  
1929 Duesenberg Murphy Sedan

WOW!

also for:

Kenneth W. Beach  
Box 725  
Bainbridge Island, Wash.  
VI 2-3656 AC 206  
Business: 217 Pine, Seattle  
MU 2-7200, Ext. 315

Ken owns two great cars:

1936 Packard V-12 Club Sedan  
Model 1407  
1929 Stutz 8-cylinder Model  
M Sedan

and:

Mr. and Mrs. D. F. McKay  
Williams Lake, British Columbia  
Canada

No information received as yet on their cars.

Please join me in extending a warm welcome to these new members. Write, phone or visit them. Me, I've got to see those Dobles!

## RESTORATION REPORTS

[NOTE: Most of the following tips have been published in other regional bulletins. Their members generously share beneficial experience. Let's do the same. Please send us similar information.]

Technical note: to all '37-38-39 Packard 12 owners: If you need new muffler system, get 1959 Edsel muffler and Lincoln resonator and you will be all set.

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Valve-guide knurling: a relatively recent method of restoring valve stem guides to original clearances. Knurling, basically, is a process of cold-forming the metal in an oversize or worn guide bore to achieve a diameter smaller than standard which can be enlarged by reaming to a desired diameter. The knurling can be accomplished on both integral and replaceable valve guides except chilled or hardened type valve guides.

The knurling tool shapes rather than cuts a spiral pattern of oilbearing grooves through the length of the bore. The metal peaks built up around each groove represent the unfinished new bore diameter and the reaming operation which cuts away part of the metal raised by the knurl establishes a series of new bearing surfaces for the valve stems that are said to be tougher and more resistant to wear.

The whole job is done without reboring, sleeving or removing the guides from the cylinder head or block.

The supporters of this method (which has attracted a small but enthusiastic following of jobbers, rebuilders and speed specialists) claim greater wear life of guides, better lubrication and reduced oil consumption.

Should valve stem wear not be too great --more than .002 inches is unacceptable --and there is no other damage, the old valves may be reused.

D.C. Bearing Co., 1625 - 14th St., Washington, D.C., is reported as an excellent source for ball and roller bearings. Also rebuilt shock absorbers, including old style Delcos and Gabriels, and woven brake linings for ANY classic. The man to contact is P. J. Aquilino.

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Jefferson Spring Works, 1054 Thomas Jefferson St., Georgetown, D.C., are said to supply all kinds of springs and suspension, rare hydraulic brake system parts. They claim that any leaf spring, if not too badly corroded or broken, can be successfully re-arched.

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The Hooven Co., 1101 North Capitol St., Washington, D.C., offers auto body and interior supplies.

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A very important item on your maintenance check-list should be to never take your breaker point gap setting for granted. The cam follower, being usually made from fibre, is subject to wear, and such wear will result in a reduction of the breaker setting. Any change in breaker gap will change the effective setting of the spark timing, a reduced gap due to undetected wear will result in later firing, or retardation of the spark. If your spark should be set to fire, say, at 7° BTDC, this should be done only after getting breaker points to the required gap. Set your gap first, then set the spark timing. Now, all that is needed to maintain correct timing is to keep your points at the required gap. A light application of lubricant upon the breaker cam will tend to reduce wear of the fibre cam follower and your points will require less attention.

Continued on Page 9



## RESTORATION REPORTS (continued)

A neglected distributor can become more and more retarded, finally resulting in badly burned valves.

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That sticky, gummy stuff that coats fuel pumps, carburetors, gas lines and otherwise fouls up the engine-room is the residues that are left when modern gasoline evaporates. The funny part is that gasoline, which carried the derved stuff in the first place, won't even touch it when you try to clean it off. A good remover to try is TOLUENE. If you can't find the pure stuff, try any good lacquer thinner. No need to warn of what can happen when lacquer thinner (or Toluene) gets spilled on your fine lacquer finish...

By the way, the Toluene in lacquer thinner makes it something that should be handled with care. It is not only extremely flammable, but is dangerous when handled (skin absorption) and inhalation of the vapors are harmful. Read the warning on the container.

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One of the outstanding body men in the country advises that the best preparation he has found over a sandblasted surface, or for a primer on any surface for that matter, is ordinary red Rustoleum primer.

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The transmission of a White truck will fit a Duesenberg and certain White truck bearings may be adapted to fit a Duesenberg.

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Zinc chromite primer should be used on carburetors, fuel pumps and other parts subject to the action of gasoline. It is especially good for the interior of fuel tanks and any carburetor with a cast iron bowl. Any other primer will eventually permit the action of the gasoline to "lift" the cover coat of paint.

Any member searching for engine valves is reminded that most large automotive houses have books that list valves in order of size. Usually the valve out of some modern engine will fit your classic.

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George H. Frank at James & Monroeville Rd., Turtle Creek, Pa., operates a garage with a fine stock of old Packard parts.

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and, finally, winding up a little closer to home:

Member Bob Irwin (Bob's Auto Tops and Upholstery, 3602 W. Alaska St., Seattle, WE 5-4445) not only is experienced in doing fine work on classics and antiques, but recently scrounged some rare old wool broadloom carpeting suitable for interior work on the best cars. It is blue, but can probably be dyed black, if necessary.

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### Classic Car Classified Ads

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[/ NOTICE: Advertising revenue from the "For Sale" listings in this column has been insignificant. Right? We might get more ads if we didn't charge for them. Right? If we had more ads, this would be a more interesting publication. Right? OK, after this issue - NO CHARGE. So c'mon, send in those listings. ]

#### FOR SALE:

'41 Lincoln Continental Coupe.  
Excellent for restoration.

Phil Schwarz  
4201 - 83rd S.E.  
Mercer Island, Wash.  
AD 2-0393

'37 Packard Super 8 Sedan  
Complete, original, everything there and worth restoring. Runs well, exceptional throughout.

W.R. Johnston  
7734 Walnut Ave. S.W.  
Tacoma, Wash.  
JU 4-2503

#### LEADS

'35 Packard Su 8 Close Coupled Town Sedan;  
Two 1948 Lincoln Continental Coupes.  
In the \$1200 range. Phil Schwarz