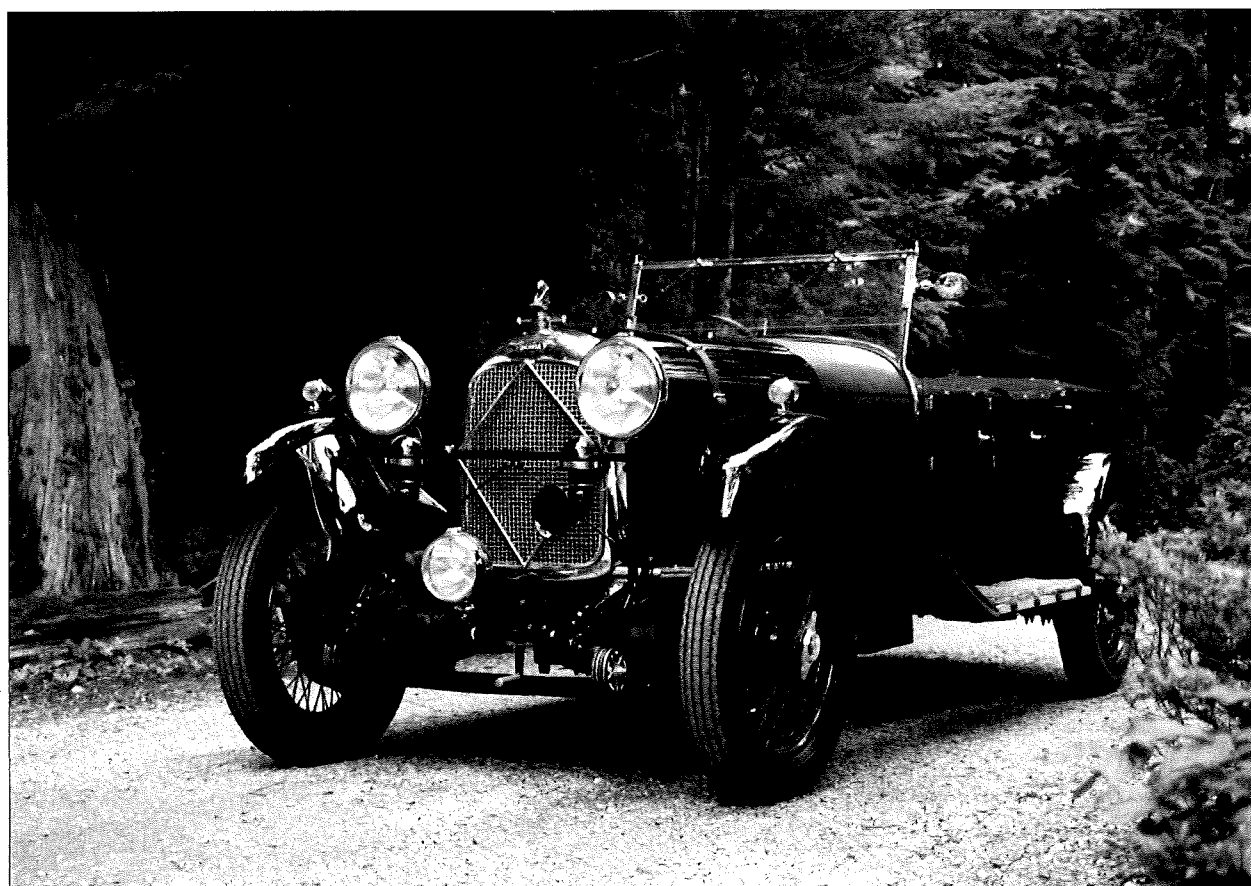




BUMPER GUARDIAN



**1929 LAGONDA 2-LITRE
HIGH CHASSIS SPEED MODEL**
Bill and Meri Roberts

April - June 2002



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

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Lee Zuker	2004	425/641-8564	360/426-4388

Meetings

The Board of Managers holds a dinner meeting the first Wednesday of each month at 7:00 p.m. Members are encouraged to attend. Call Army Barer for location.

Membership

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by calling MerriSue Steinman at 360-426-2232.

Advertising

Advertising policy/rates: The Bumper Guardian will print classified advertising free of charge to members. All other ads are priced based on size. Please inquire for rates.

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PLEASE!

Please, Please, Please advise Membership Chair MerriSue Steinman 205 – 117th St. S., Tacoma, WA 98444 or the Editor if you change your address. The U.S. Postal Service assesses a \$.50 penalty to forward this publication.

Joe Gordon 1933 – 2002

This year the club lost a devoted and active member, Joe Gordon. Although he didn't own a Full Classic™ car, Joe attended all the Club activities and tours he could, often riding with other members in their Classics. With his wife Yolanda he also attended most of the more formal type club functions. Joe was born in Chicago in 1933 but lived most of his life in Washington State at Mt. Vernon and in the Seattle area. He served in the US Army with a Specialist rating and worked for Boeing, retiring from there after 38 years of service.

Over the years he owned a number of interesting cars including an MG TC (nc) and enjoyed being around Full Classics™ particularly. Of all the Club events he attended, the ones he enjoyed most were probably the Wintergarden shows in Bellevue. He had a considerable knowledge of military and automotive history, but also was interested in philately and theater organs, and with Yolanda he shared an interest in non-competitive ethnic and ballroom dancing.

Joe is survived by Yolanda to whom he was married for nearly 40 years. He is also survived by two sons and two grandchildren. The PNWR extends condolences to Yolanda and all Joe's friends and family and we're glad that Yolanda is continuing her interest in Club activities.

TED BARBER

Stan Long

Long time CCCA member Stan Long passed away on May 14, 2002 following a long illness. Stan had lived in the Seattle/Sea-Tac area and was an active participant in the PNWR for many years. In recent years, he lived in the Solvang and Palm Springs, California area.

Stan's main car interest involved collecting Pierce-Arrows, Cadillacs, and Packards, but he also owned a very original 1932 Franklin Club Sedan extensively restyled by Bohman and Schwartz for the first owner.

I first met Stan in 1970 when I was just beginning the restoration of my 1931 Franklin. He invited me to view his collection and encouraged me to take notes on his car. (He had the most original Franklin in the area.) He was also very instrumental in locating some very badly needed parts for my restoration. Carole and I have many fond memories touring together—especially one a group of us took to a Horseless Carriage Club meet at Santa Rosa, California in 1972.

Stan was a great person, generous and fun-filled. He will be missed by many.

DON REDDAWAY

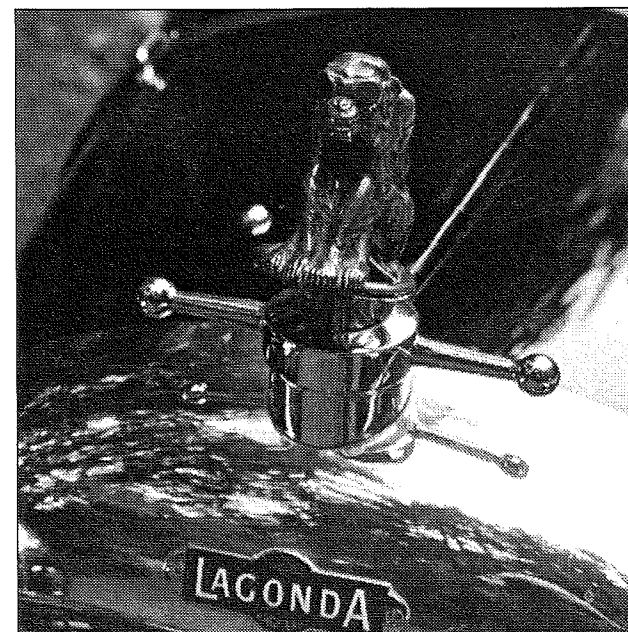
VISIT THE NEW PNWR WEBSITE AT:

<http://communities.msn.com/NWCCCA/homepage>

Army Barer has created a website for the Pacific Northwest Region. It is up and running, but still under development with more links and features planned including a Club Calendar, Directory, member e-mail address list etc. Army would like all members to visit the site and let him know your comments and suggestions. Army's e-mail address is abarer@barerlaw.com.

Our Dear Old Girl

BY BILL ROBERTS
PHOTOS BY BILL DEIBEL



"Joko" the mascot seems to relish his ride on the 2-Litre Speed Model. A French item offered in the 20s and 30s he is silver plated and signed "Brunswick."

I first encountered the 2-Litre cars at a Lagonda Club meet in England. At the time, I was still sourcing parts for our 1939 Lagonda V12 Drophead Coupe which, after being successfully shown at Pebble Beach in 1997, will be sold to make room for our newly acquired 1937 Lagonda LG 45 Rapide. But that is another story. I was quite taken with the 2-Litre cars and thought that some day I would like to have one. This is the story of the fulfillment of that wish and the history of our car which is a 1929 2-Litre High Chassis Speed Model. These cars were supposedly replicas of the "successful" (They finished the race.) 1928 Le Mans entries. But having seen the original team cars I can assure you they were far from the same thing.

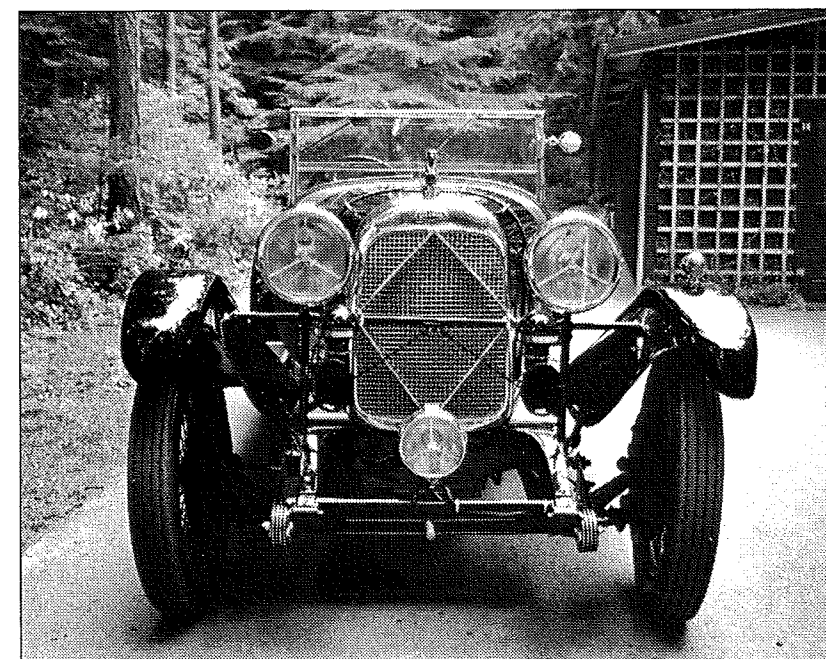
As is the case with many prewar cars, the early historical records of the 2-Litre Lagondas have been lost. The factory records were moved to the back of a barbershop in the center of Staines, the factory's home town, with the idea of protecting them from air raids during World War II. The factory, which produced tank parts for the war effort, survived; unfortunately the barbershop did not.

I had initially received some information from the Lagonda Club when I acquired the car which listed five previous owners going back to the 50s. Then, just last year out of the blue, I was delighted to receive by way of the Club Secretary, Colin Bugler, an e-mail from Benedict Heal whose father had owned the car in the mid-40s. We corresponded and as a result, courtesy

of his sister, Joanna Heal, I was presented with some wonderful pictures of our car from that period. Nearby is part of the e-mail from Benedict Heal and the pictures. Phillip Scarth to whom Heal refers is the earliest owner listed in the Club records.

Following Mr. Scarth, the next owner recorded by the club is Mr. M.C. Williams of Harpenden, Hertfordshire in 1957. He says in a letter, "I bought the car for 30 Pounds from a friend of mine." The friend, whom I assume was Mr. Scarth, had loaned the Lagonda to an artist acquaintance who used it until he broke a rocker arm at which time he abandoned it. It took the former owner a year to locate the car by which time it was a real mess. Apparently! It took over two years to bring the car back to running condition and respectable appearance. In 1962, Mr. Williams sold the car to a dealer, Vintage Autos in London, for 160 Pounds. The dealer sold it to Eric Norton of St. Paul, Minnesota for 275 Pounds. The car passed (through another dealer's hands?) onward to Virgil Campbell of Omaha, Nebraska. This was in 1963. The car was sold across the Canadian Border in 1972 to Mr. Dorian Bertellelte. In 1983, for about C\$18,000, it was sold back across the Border to Dr. Marcel Perlman of Port Chester, New York. Dr. Perlman kept the car until about 1992. The next owner appears to be Robert Pass of Kansas.

When the car arrived here in the Northwest, Peter Hageman called me up and asked me, as a Lagonda owner, "Would you have interest in a 2-Litre Speed Model?" Well, the answer was "yes." When I went to see the car with Peter at VRM for the first time it had lost a con rod bearing, and all the moving parts had been thrown into boxes except for the wheels and axles which still held up the chassis and body. It was really a classic basket case. The last person to have worked on the car

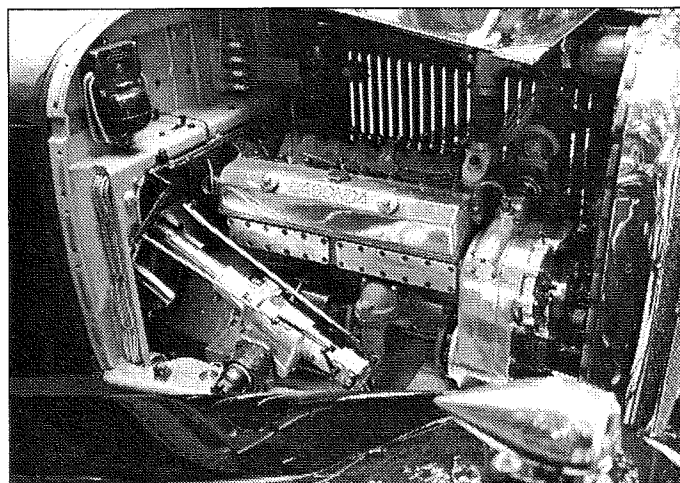


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must have owned only a slack-jawed adjustable spanner, a broken screwdriver and a hammer. Unable to resist the cry of a vintage car in need, I bought the car the day that I saw it and brought it home and started to work—soon learning that the car had been messed about with even more than I had realized.

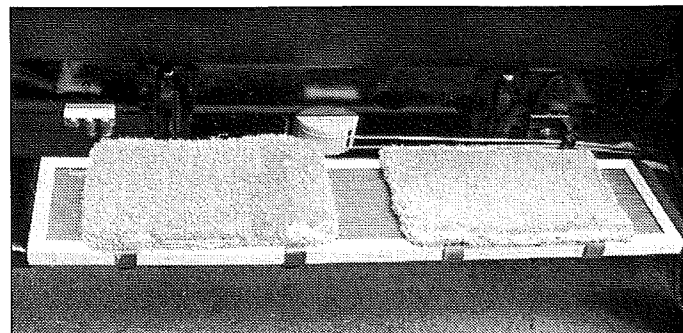
I then went to England to look at other 2-Litre Speed Models and had the good fortune to make the acquaintance of Alex Downie, a wonderful gentlemen and fellow owner of a 2-Litre High Chassis Speed Model whose enthusiasm for life made it impossible to guess his age. I was later told he was already in his 80s at the time. I told Alex about my mission and he took me around the English countryside on a whirlwind tour to see a dozen other 2-Litre Lagondas. Amongst other things, it was quite apparent that someone had made a “dog’s breakfast” out of my dashboard, attempting to make it look like a Bentley. Alex, ever



ready to help, found an old correct dashboard for a pattern and we proceeded to cut up old feed sacks in his barn and make a full size pattern for a new dashboard. Armed with this pattern and some needed bits to restore the car, I flew home and began a long and troublesome restoration.

Next, I hired a South Seattle mechanic to do the engine and chassis and soon found that his ability to procrastinate was only exceeded by his ability to never finish anything. To further complicate things, this mechanic took it upon himself to engage a body and paint man with similar work habits whose paint quality and durability would have been an embarrassment on the bottom of a railroad car.

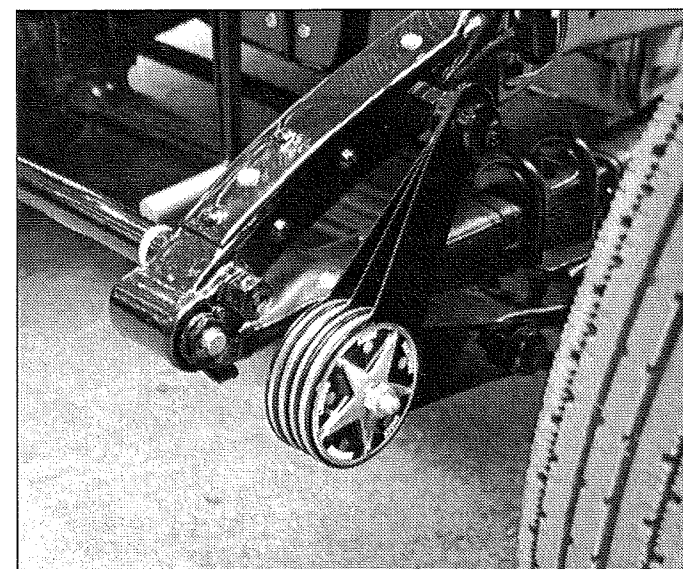
In 1999 Pebble Beach selected Lagonda as a featured marque since it was its 100th anniversary. I hoped to take the 2-Litre but, although the restoration had been underway since 1996, the car was little closer to being done in 1998 than it was when I bought it. The fenders and running boards did not fit and the paintwork that had been done was awful. I contacted Walt Johnsen with whom I had had great success in the past—a first-in-class at Pebble Beach. Walt took on the project with his usual boundless energy and proceeded to apply pressure to the



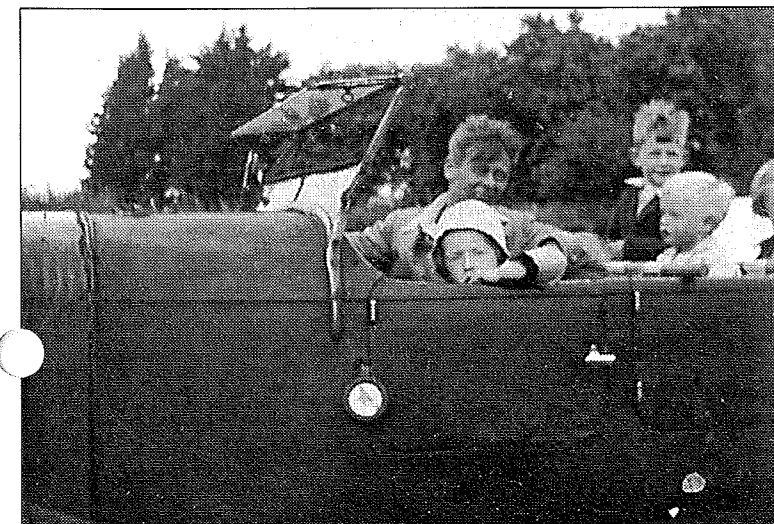
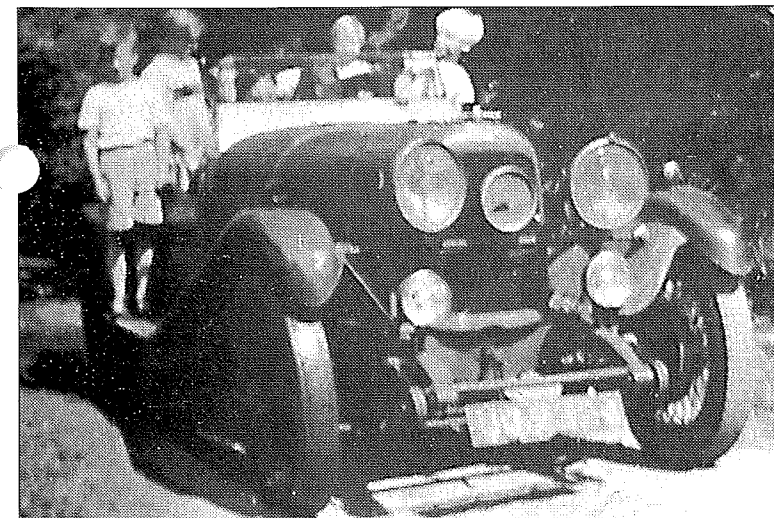
Period sisal running board mats supply a nice touch and are practical as well. Note also the enclosed turning block used to fairlead the brake cables to the rear brakes.

mechanic who as a result finally sprang into action. We salvaged the block, the head, the crank, the crankcase and oil pan. We replaced every other moving part or bearing in the car. The instruments were remade etcetera. In short, we made a nearly new car from an old one. Walter straightened out the fender problems and redid the paint. Kurt Pearson did a wonderful job with the top and upholstery. By the first of August, thanks to Walt, the car to all outward appearances was ready for the concours.

Unfortunately, our procrastinating mechanic had not left himself enough time to do a proper job. The engine leaked every fluid known to the automotive world. It barely ran and the brakes hardly stopped. It was put together, but that was it. We worked on the problems until the day that we drove it into the trailer for Pebble Beach. There was one more problem that was not anticipated. The mechanic had put in a modern driveline, but failed to consider the fact that the shaft was far larger in diameter than the original and it had to pass through a cross member. The outcome was that my wife was not able to ride with me on the Tour D' Elegance because the driveline dragged on the frame with the added passenger weight. Considering all this we were very fortunate to take second in our class, being the earliest and the only four-cylinder Lagonda.



Sophisticated multi-disc friction damper-style shock absorber.



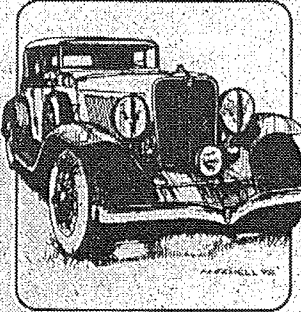
In the Words of Benedict Heal...

“Philip Scarth was an architect with the Church Commissioners (Church of England body looking after historic fabric). He lived in Berkhamstead (40 miles NW of London), but had a country cottage in Sherborne, Dorset, where John Scarth now lives. His wife Olive became my father’s second wife, and presumably that was the link in my father selling him the car.

My father was Christopher Heal, a furniture designer with the London family firm of Heal and Son. If you know London you may be familiar with it, in Tottenham Court Road. Between 1920 and 1960 it was the leading shop for modern furniture in London. He used to drive the Lagonda to work every morning, and it attracted some attention. As an adult he wasn’t really a car buff, though as a child he had been. I have his schoolboy photo albums of various car meetings at Brooklands etc fully of Hispano Suizas and Bugattis, and drivers like Malcolm Campbell and Count Zborowski. My uncle Anthony Heal retained the interest. He had some success in the 20’s and 30’s in hill-climbing events, and went on to become something of an expert on Sunbeams, publishing a substantial book about them about 15 years ago. He continued driving a Sunbeam until weeks before his death aged 85, but by then he had also got enthusiastic about traction engines, and owned a very splendid one called Boadicea, that had in the 19c belonged to another branch of the Heal family who were showmen in the west country. He relied for a lot of his information about the classic Sunbeams on Louis Coatalen, who had been there chief mechanic in the late 20’s. His son Oliver ended up marrying Coatalen’s granddaughter! I don’t know where my father got the car. I’ll enquire of my cousin Oliver, but otherwise all who would have known are dead.”

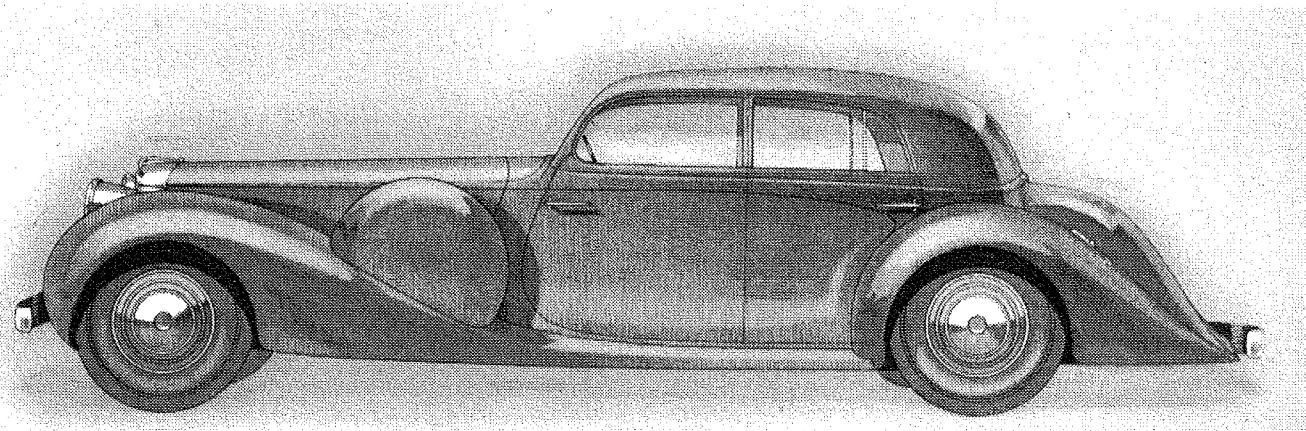
“My memories of the car are chiefly of squeezing a family of 2 adults and five children. We used to put in two garden seats into the back, in front of the rear seat. We strapped all the luggage to the running boards with old parachute cord (Heals had made parachutes during the war!). We usually had the sides open, though when it rained the dreadful side panels of plastic material were put in. These were a sandwich construction, whose middle layer had badly yellowed, making it almost opaque! We used to drive down to our cottage in Somerset quite regularly, sometimes reaching the to-a-child enormous sounding speed of 80mph! This can’t have been good for the car, as I early learned the name ‘big end’ as something that failed and had to be replaced at vast” expense.

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The new Six Cylinder LAGONDA SALOON

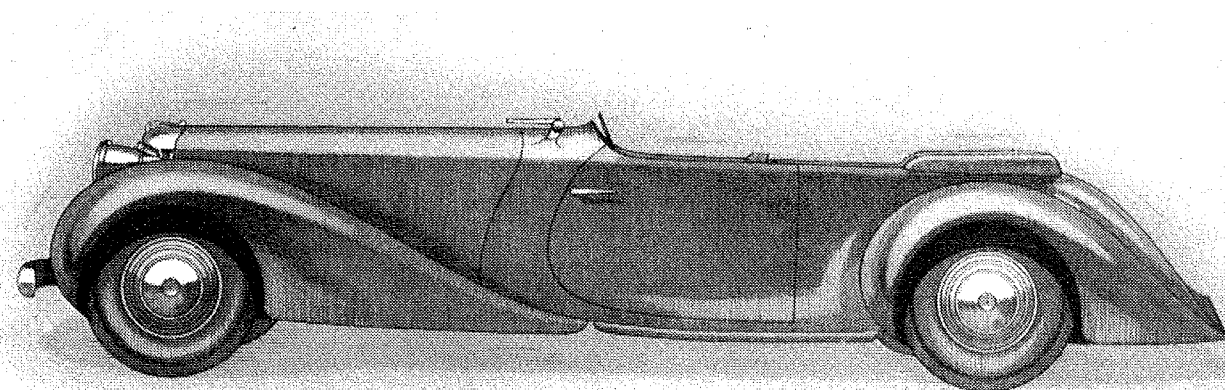
Comprehensive list of Equipment on page Twenty-Two.



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The new Six Cylinder LAGONDA "RAPIDE"

Comprehensive list of Equipment on page Twenty-Two.



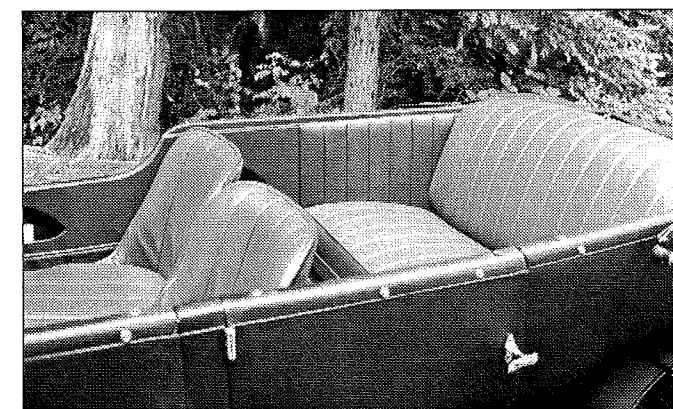
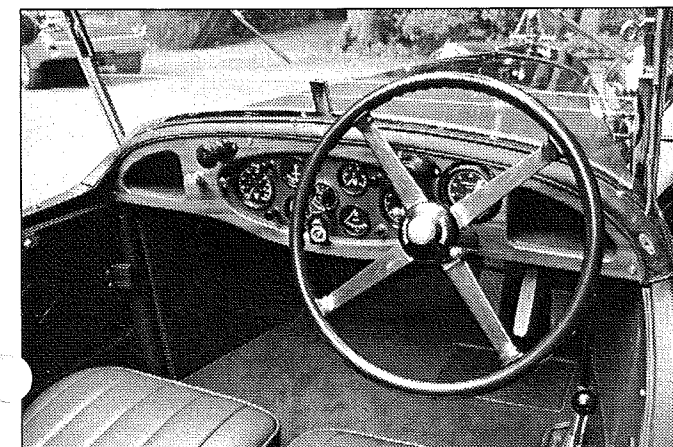
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From 1938 Lagonda Brochure

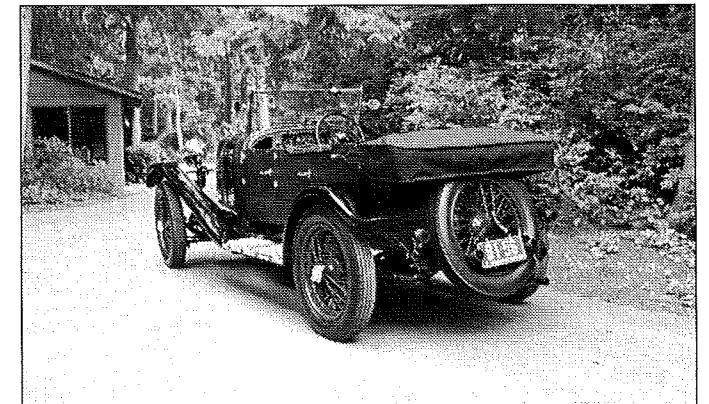
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Unbelievably, we never got the mechanic to finish his job. He put us off with promises for a couple more years and then we gave him the sack. We have finally located replacements for the parts he lost and or failed to put back on the car and now look forward to being able to tour with the car. It is really a car that is as much fun to drive as it is to look at, although we have only managed 150 miles so far due to a series of problems not worth mentioning here.

Would we do it again? Yes. In fact we have just started the process already with our 1937 Lagonda LG 45 Rapide and have had the pleasure of seeing Alex Downie again—still as spry as ever. Alex also owns one of the 25 existing Lagonda LG 45 Rapides. To save one of these fine old cars is truly worth it even if it takes far more effort than one imagines.



For those of you who are not familiar with the marque, Lagonda was an English motorcar company founded by Wilbur Gunn, an American who moved to England as an engineer, but really wished to pursue a career as an opera singer. Through opera circles he met and married a woman of means providing him the time and opportunity to setup a machine shop in his wife's greenhouse where he produced the first Lagonda in 1899—a motorcycle. Lagonda was the name of a creek that ran through his hometown of Springfield, Ohio. In 1904, he produced the first Lagonda automobile, a tri-car.

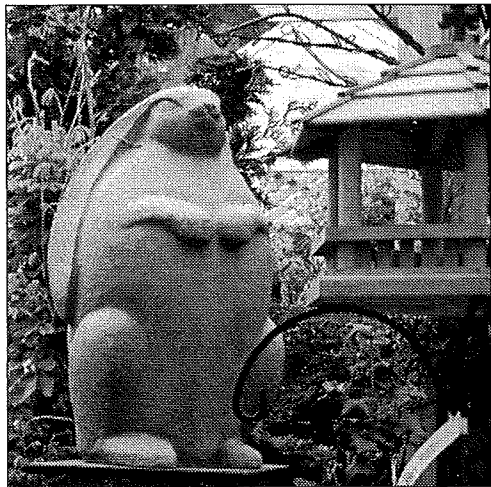


In order to avoid becoming one of those one marque bores, let me sum this up quickly by saying the company went through many successes and failures ending with a last prewar effort under the ownership of Alan Good who hired W.O. Bentley and announced in 1936 to the motoring press that he would produce "the best car in the world" and do it in less than two years. The result was the Lagonda V12, but soon World War II ended automobile production. In 1947 David Brown and Aston Martin absorbed the company which was never able to really recover. Aston Martin, now part of Ford, has occasionally used the name Lagonda on some of its models.

Arnold Davey, the Lagonda Club historian, has published a number of lengthy tomes on the marque. His latest and much shorter, but very informative effort, *Lagonda 1899-1999* (ISBN 0 7524 1713 5), is from the *Images of Motoring Series* and is well worth reading for those of you with a further interest.



Bill Roberts at the wheel of the 2-Litre in front of his garage/museum—1927 Rolls-Royce Phantom I Piccadilly Roadster showing inside and 1939 Lagonda 12 Drophead Coupe outside.



Bainbridge Garden Tour 2002

BY TED BARBER

On Sunday April 21 the Seattle Ferry Terminal saw the start of the Fourth Annual Bainbridge Garden Tour as members of the Cadillac LaSalle Club and Classic Car Club gathered in the line for the 9:25 a.m. Bainbridge Island ferry. An appreciative and knowledgeable booth attendant informed your reporter as he arrived in his 1940 Series 72 Cadillac touring sedan that there was already another 1940 Cadillac (Brian and Fran Harding's Series 60S sedan) and an nc 1949 limo (Don and Joan Andersen's) in line. Several other participating cars had arrived as Bob Sondheim and I handed out tour maps. After a bit of tire-kicking and schmoozing, the call came to load the ferry for the trip to the island and, with no prompting on the part of either club, the helpful State Ferry people put all the "old" cars in the prime center portion of the ferry.

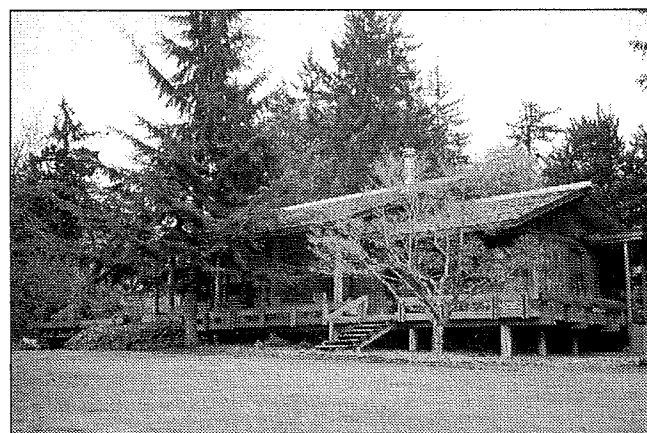
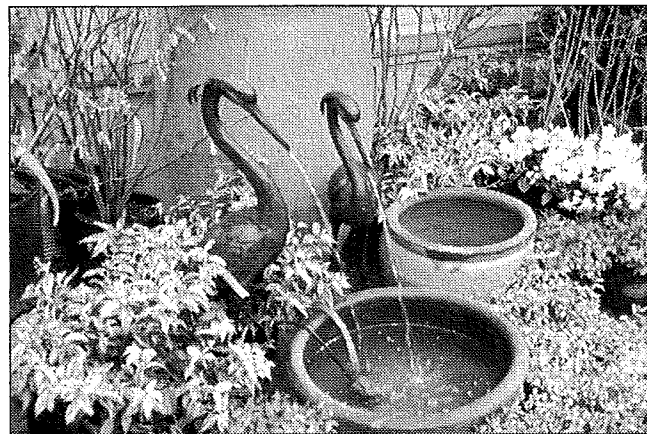
The 35-minute trip on the boat allowed time for more talk, and breakfast for those who craved more sustenance. As we landed, the tour cars headed north on Route 305 to the High School Road Safeway to meet the other folks who had "driven-around" from Tacoma or come from the north or west. After all had arrived, we drove to our first stop, Bainbridge Gardens Nursery, meeting Bradley Huson, Virginia Houser and Brad's 1938 Cadillac Series 75 convertible sedan, which had already acquired three large potted plants to carry back to Tacoma. Other Full Classics™ included two Franklins—a 1929 convertible coupe driven by Army Barer and Bill and Karel Deibel's 1932 Dietrich Speedster, Noel and Janet Cook's 1935 Bentley 3-1/2 L Park Ward Sedan Coupe, two Lincoln Continentals—Bob and Louise Gerrity's 1946 coupe along with friends Bill and Lucy Allard (no relation to the British sports car) and Gary and Joyce Johnson's 1947 cabriolet along with their friends Joyce and Merrill Ridd, and Norm and Joan Herstein's fastback 1947 Packard 2106 Club Sedan.

Others attending included Don and Goldie Silverman in their 1937 LaSalle sedan, Cadillac LaSalle Club Prexy Don Walter in his 1939 LaSalle, Bob Sondheim and Roger Hayden in their 1951 Cadillac convertible, Jack Minton and Joe Williams in their 1960 Cadillac convertible, Jerry Leighton and his dad Jerry senior in Jerry's 1966 Cadillac convertible, Keith and Evelyn Ferrans in their 1967 Cadillac convertible, Larry Clark in his 1978 Cadillac Sedan de Ville, Doug Steeves and Robert Witham in Doug's 1984 Cadillac

Eldorado coupe, Tom and Diane Robbeloth and friends John and Margie Nokes in Tom's 1992 ETC, Ted and Aileen Miholovich in their Mercedes-Benz, David Weatherford and Daryl Zimmerman in a 1954 R-Type Bentley and Greg Nolan and Paul Rampart in Greg's 1952 Hooper-bodied Rolls-Royce (all nc). In modern iron were Del Barton with guest Linda McCullough and Lee and Marlene Zuker. (Our apologies if we omitted anyone.)

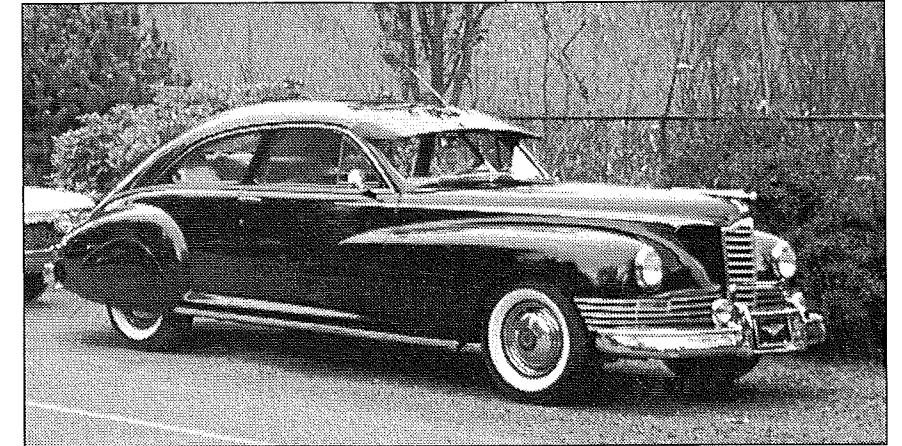
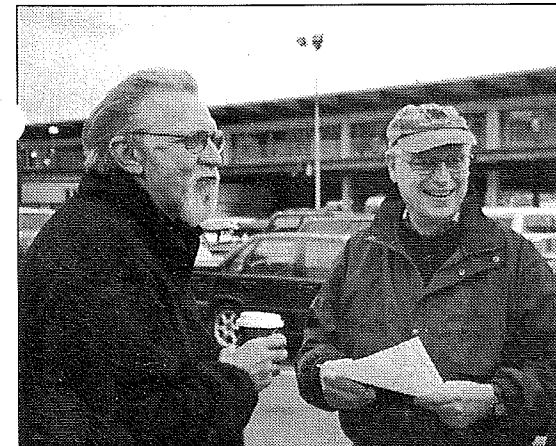
After club members had an opportunity to buy plants and various other things at the Nursery, and do some more schmoozing, we headed for the Glostens estate, with a beautiful house, designed by its marine architect owner in conjunction with a residence architect, set amidst beautiful grounds and gardens. Members of both Clubs were invited to see the interior of the house with its interesting layout and many fine artifacts. Our final home visited was that of Richard and Joan Kinsman. Here, another great garden and fine house were enjoyed by the travelers.

Our final destination was the Pleasant Beach Grill in Winslow for a late lunch. There, the cars got a chance to rest in the parking lot as their owners and passengers rested their feet and satisfied their appetites in the restaurant. After lunch, most folks headed for the ferry back to Seattle. Those who barely caught the 3:50 boat probably got to Seattle just as the celebrating Mariner fans were leaving Safeco Field, while those who waited for the 4:35 had a more leisurely departure and less traffic in the late Sunday afternoon Seattle streets. As far as could be determined, none of the cars got lost on this tour, at least no-one called the help cell phone. The weather held cool and cloudy, until rain started on the way home. Thanks to all who came, to our gracious hosts the Glostens and Kinsmans, to the Bainbridge Island Nursery and especially to Cadillac LaSalle Club member Bob Sondheim for planning the event.

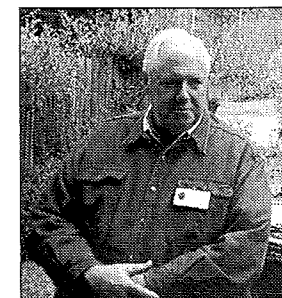


The lovely and unique Glostens home which blends perfectly with its setting.

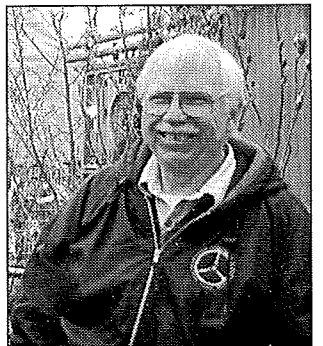
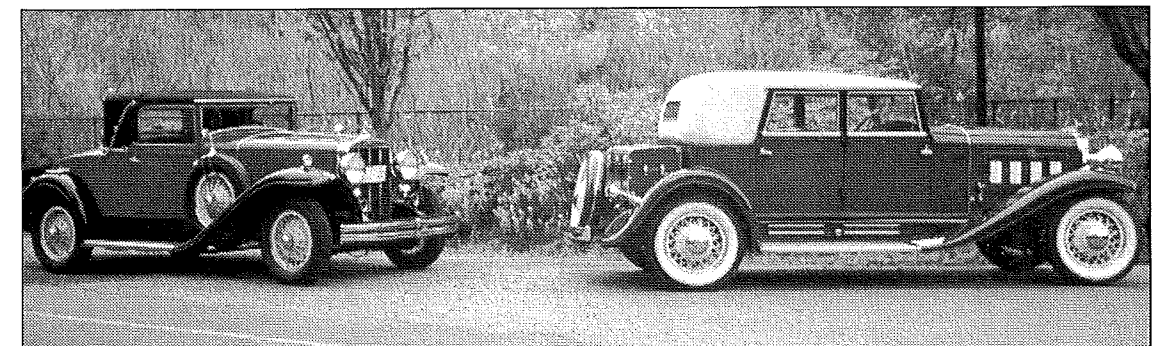
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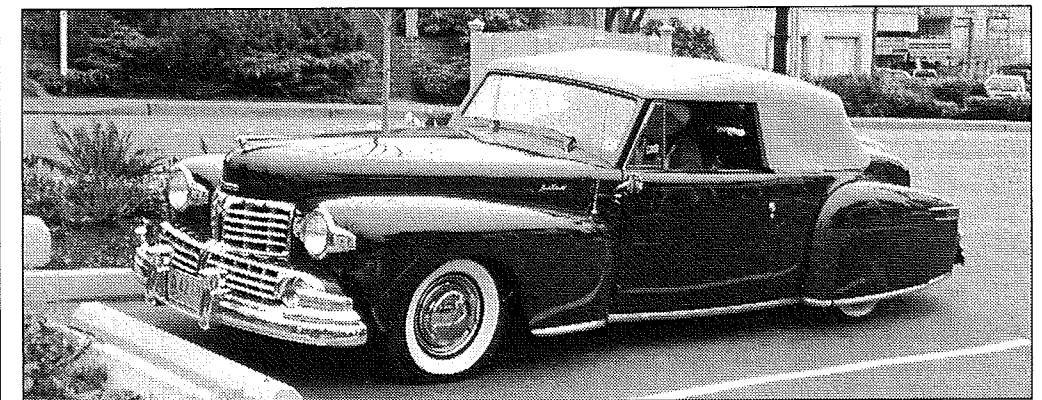
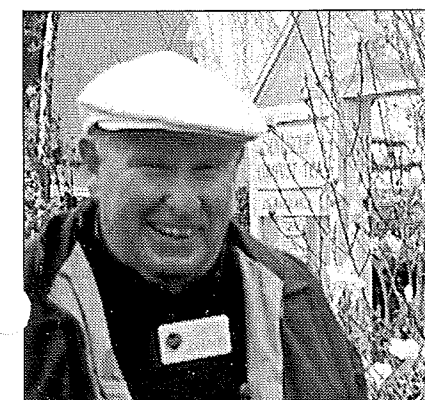
Director Lee Zuker, right, looks like he might enjoy owning a 1947 Packard Custom Super Clipper Club Sedan, like Norm Herstein's shown here, as a satisfied Norm looks on.



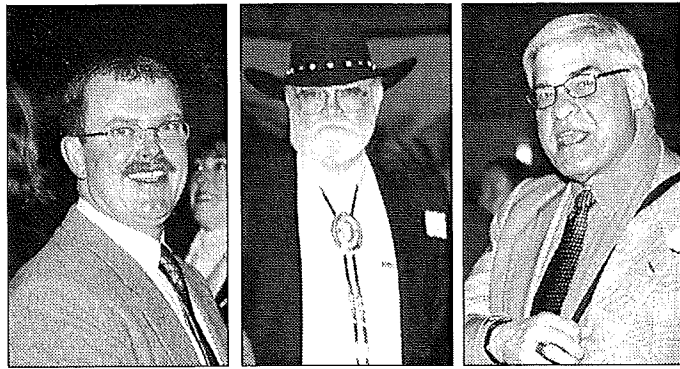
Which is the twin with the Toni? Bob Gerrity could be pondering whether Harley Earl's design work was lifted from the Cadillac 60-Special sedan to the Lincoln Continental coupe.



Bill Deibel smiles at seeing two "Airmen" parked together; Franklin Airmen that is—Army Barer's 1929 Convertible Coupe and Bill's 1932 Dietrich Speedster.



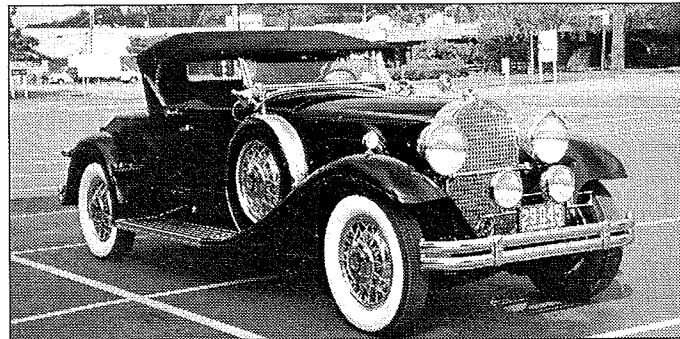
Gary Johnson should be smiling like he is to have a wife that owns this beautiful 1948 Lincoln Continental Cabriolet.



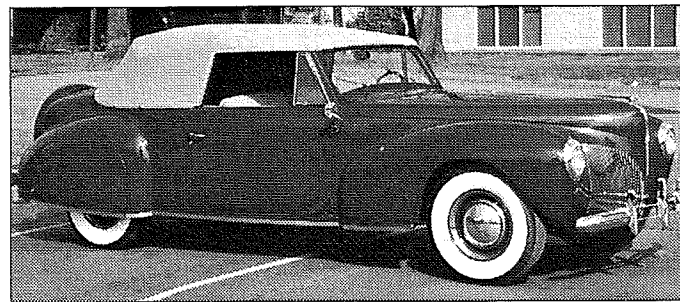
Adrian Taylor

Brent McKinley

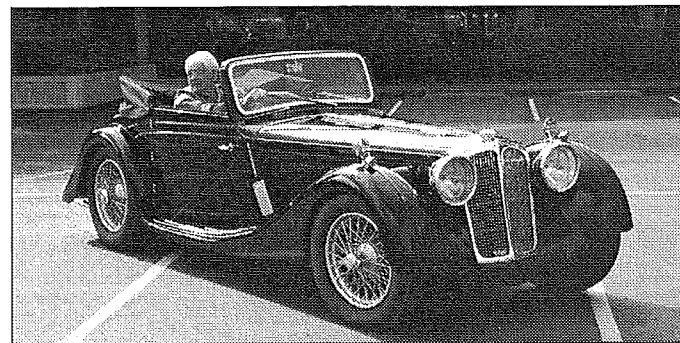
Arny Barer



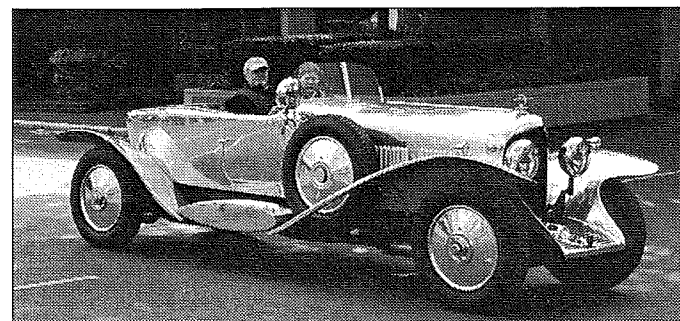
1932 Packard Twin-Six Coupe Roadster—Don Wohlwend



1940 Lincoln Zephyr Continental Cabriolet—C. Hilyard Barr, CCCA member from California (Car presented by Paul Murray following restoration within the Region by Murray Motor Car.)



1939 Atalante Drophead Coupe by Abbott—James Raisbeck (Jim is at the wheel.)



1928 Bentley 6.5-Litre Boattail Roadster by Barker—Peter Hageman (Peter is at the wheel with his son Paul alongside.)



Joan Royal

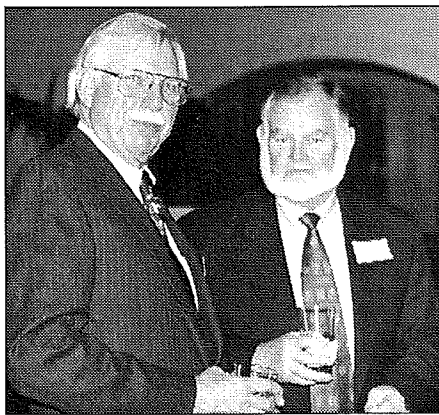
Nine cars and a restored vintage battery charger were debuted from the ranks of newly acquired or restored items in the Pacific Northwest Region this year. They were presented by their owners or owners' representatives to nearly 200 members and guests at the 23rd annual Coming Out Party held the evening of March 30, 2002 at the Seattle Design Center.

A Duesenberg, a couple of Packards, a Barker-bodied Bentley and a Hispano-Suiza were just a few of the Full Classics™ presented. They would all have made a marvelous show under any circumstances but they were all new to our Region or, like the 1930 734 Packard Speedster that Glenn Mounger presented, newly restored. The n.c. battery charger was a last-minute addition as the extended restoration—rumored to have exceeded six years—was finally completed and it was reunited with its patient owner at the event.

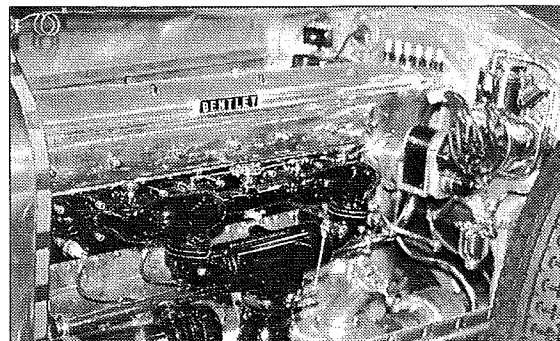
Next year's event is scheduled for the last Saturday in March so, if possible, keep your newly acquired Full Classic™ under wraps so that it can be presented at the 2003 Coming Out Party.



Chris Bomstead, left, and Pam Rittenhouse



Bill Deibel, left, and John Carlson



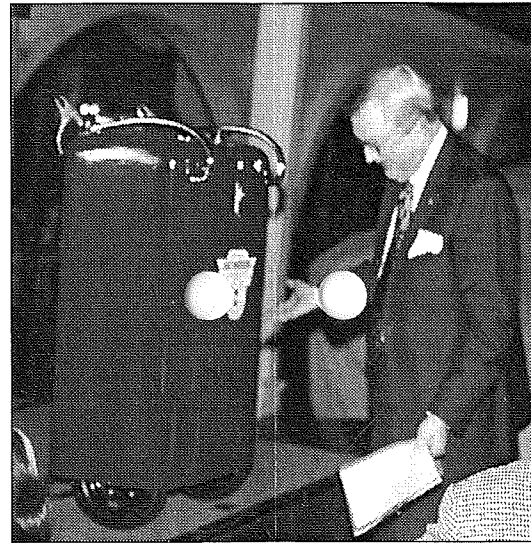
6.5-Litre engine in the Hageman Bentley

COMING OUT PARTY MARCH 30, 2002

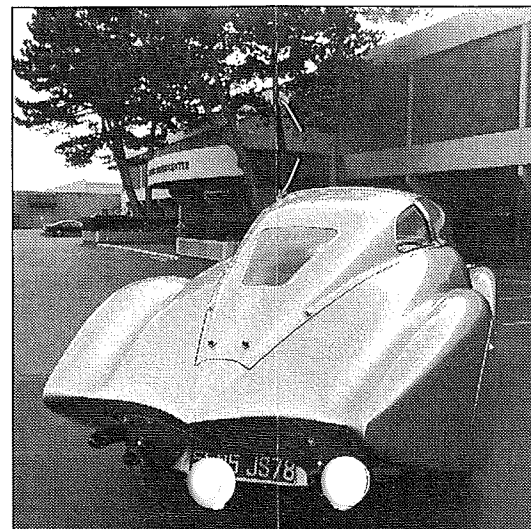
BY CARL BOMSTEAD
PHOTOS BY GARY JOHNSON AND CARL BOMSTEAD



John Dennis



Glenn Mounger presenting his restored classic battery charger (nc).



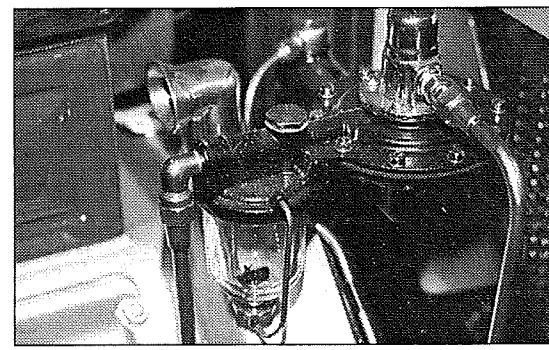
Saoutchik bodied Dubonnet Prototype Coupe utilizing 1932 Hispano-Suiza engine and drive train (nc)—Charles Morse (Car presented by Al McEwan.)



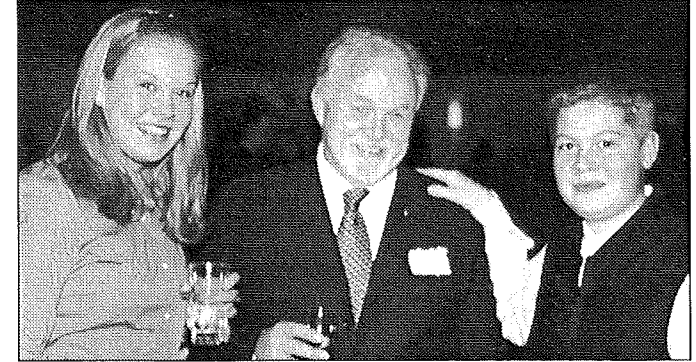
Bob Reverman, left, and Glenn Mounger—talk about photogenic!



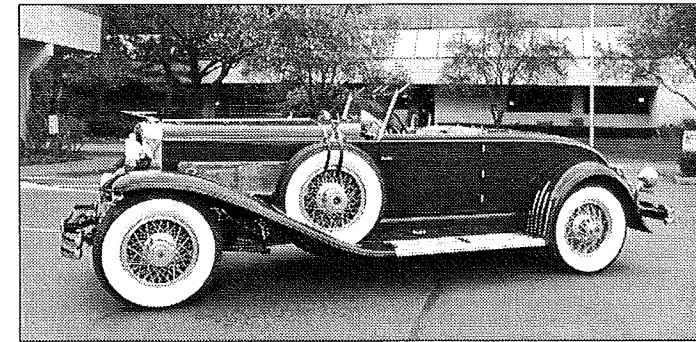
Aloma and Larry Douroux



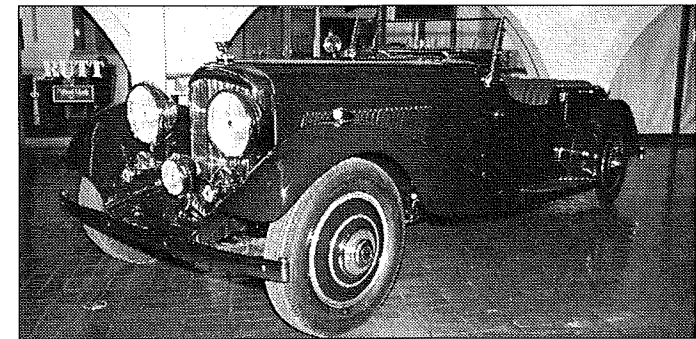
It's "clear" that Don Wohlwend doesn't yet have all the bugs out of his Packard—at least not this one.



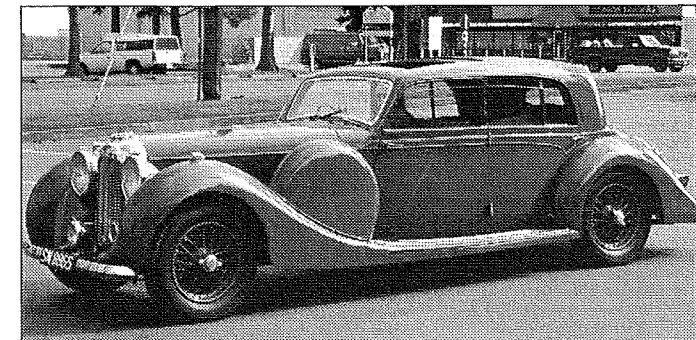
Proud Papa—Peter Hageman with Veronique and Paul



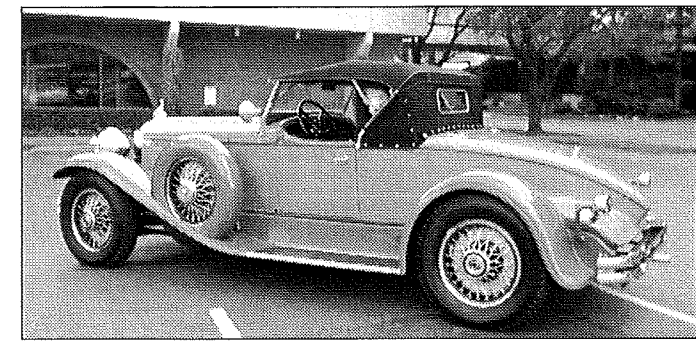
1929 Duesenberg Series J Murphy Roadster—Gordon Apker



1934 Bentley 3.5-Litre Tourer by Vanden Plas—Al McEwan



1939 Lagonda LG6 Saloon—Pat Heffron (See top illustration on page 6.)



1930 Packard 734 Speedster Runabout—Glenn Mounger

HCCA-PNWR May Brunch Tour

BY GERALD GREENFIELD
PHOTOS BY TED BARBER

The first Sunday in May has been the traditional date for the Sea-Tac HCCA Brunch Tour to Anton's Restaurant in Puyallup. This year's tour had approximately 50 Antique or Full Classic™ vehicles and 130 people who enjoyed a Sunday morning drive through South King and North Pierce Counties led by tour hosts Doreen and Gerald Greenfield.

The tour began at Tom Crook's showroom in Kent. Tom graciously opened his fabulous collection for all to enjoy. Both clubs provided coffee and donuts while all attending had a chance to visit and inspect the wonderful cars on display.

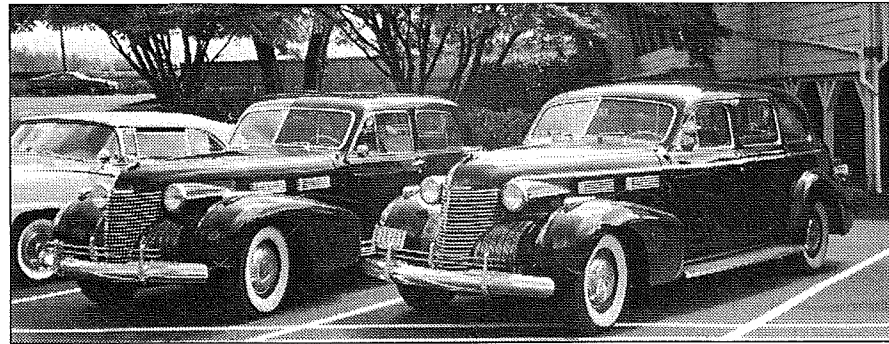
By 10:00 a.m. the tour was ready to start. The group meandered for one hour over many scenic roads around Kent and Auburn ending at the Super Mall of the Northwest in Auburn. A 20 minute rest stop allowed participants a chance for some quick shopping stops or a latte at the food court.

As the cars were exiting the mall for the second half of the tour a 1913 Cadillac Touring Car driven by Harold Musolf, III caused some excitement when a spark plug blew out of the head sounding like a shotgun blast. Other than a few additional minor breakdowns the tour continued without incident on toward Sumner. Eventually the cars began to scatter for miles as back roads were explored throughout Milton, Fife and finally Puyallup. After passing through downtown Puyallup the group made a final dash for Anton's and a sumptuous buffet.

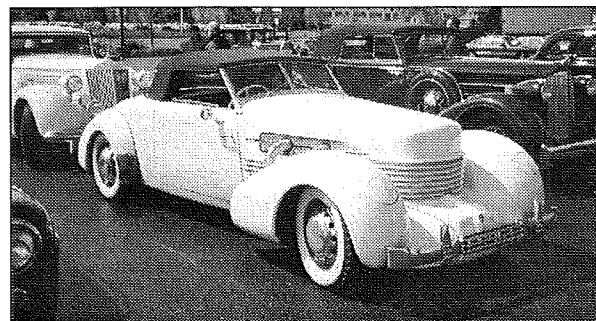
The tour ended with an introduction of all car clubs represented and announcement that all are welcome to attend future events hosted by the many groups in attendance.



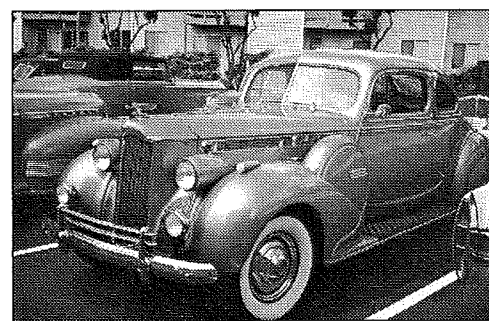
Brian and Fran Harding enjoying their first tour in their newly acquired 1940 Cadillac 60-Special seen in photo at right. Gerald Greenfield photo



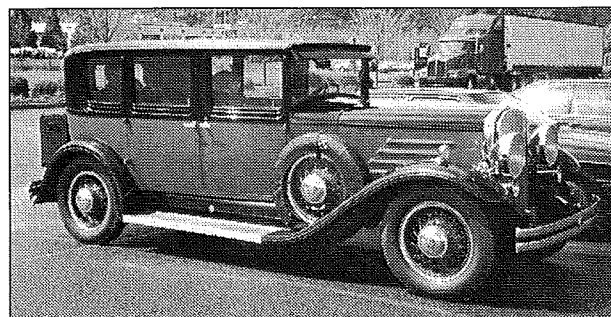
Cadillac siblings—Brian Harding's 1940 60-Special Sedan and Ted Barber's 1940 72 Touring Sedan



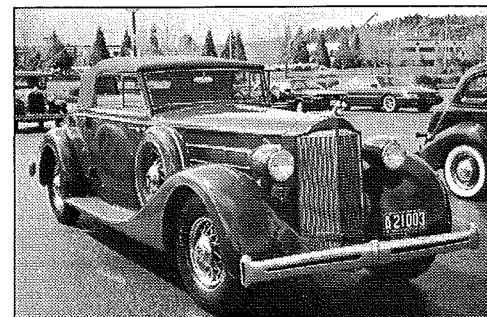
Rick Turner's 1936 Cord 810 Convertible Coupe surrounded by Packards



Tom Crook's 1940 Packard Super-8 160 Coupe



Roy Matson's 1930 Franklin 147 seven-passenger Sedan



Former PNWR member Ron Harmon's 1935 Packard Standard Eight Coupe Roadster

Not Eccentric—Just Another Packard Owner

“Admiral Halsey's Eccentricity”

By John “Jack” C. Dwyer
United States Naval Academy, Class of 1946

Reprinted with permission from *Shipmate*, U.S. Naval Academy publication, January-February 2002

On graduation in 1945, I was assigned to SOUTH DAKOTA which was carrying Admiral Halsey's flag for the Third Fleet. He went from Yokosuka in Jeeps with a contingent of Marines up to Tokyo to make the arrangements for the signing of the surrender of Japan on MISSOURI.

When he came out of the government building, I was told, he saw parked near the line of Jeeps a 1938 Packard. He spoke a few words to the captain of the contingent who proceeded to remove the driver of the Packard and open the rear door for Admiral Halsey. When a Japanese functionary loudly protested that this was Minister So and So's car, Halsey replied (I was told), “Hell, man, you stole it from us in the Philippines. I'm just reclaiming American property.”

When he returned aboard SOUTH DAKOTA, his chief of staff spoke to the officer of the deck who spoke to a new ensign telling him to get a working party to bring to the ship a “package” that the admiral had on the dock. In answer to the ensign's question, the deck officer said, “It's an automobile.”

A couple of months later, we off-loaded the car in San Francisco.

Many years later, I read Admiral “Bull” Halsey's obituary in the newspaper. It noted that he had become somewhat “eccentric” in his later years, and as evidence of this “eccentricity,” they noted that to the end of his life his car was a 1938 Packard.

I tingled all over when I read that.



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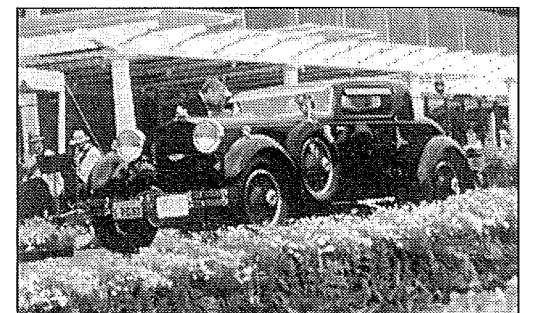
Feel free to call for references or to discuss your restoration

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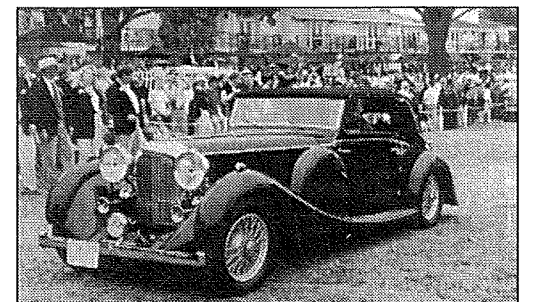
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1936 Lagonda DHC. 1st in class, 1999 Pebble Beach Concours d' Elegance.



1929 Stutz, supercharged straight eight, 1st in class and Briggs Cunningham trophy winner, 2000 Pebble Beach Concours d' Elegance.

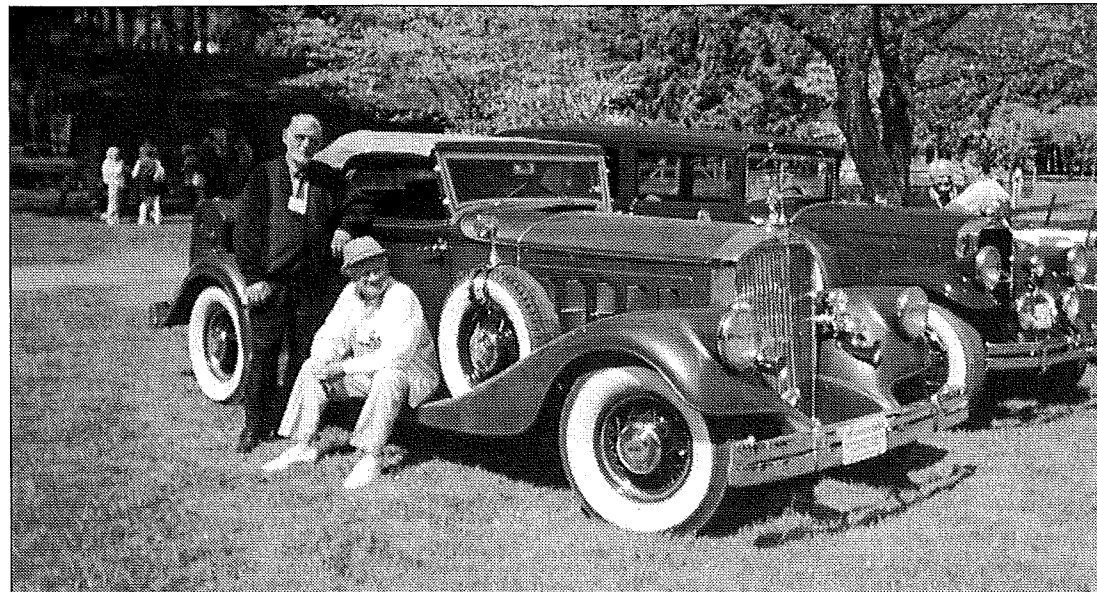
Full Classics™ Well Represented on VCCC “Orca Tour”

BY BILL DEIBEL

In the January-March 2001 issue of *Bumper Guardian* our B.C. Liaison, John Carlson, described the Veteran Car Club of Canada (VCCC) and its annual May Tour which, although typically fully subscribed a year in advance, has traditionally been open to any bona fide car collector with a car at least 25 years old. This is a weekend activity featuring an optional judging meet Saturday morning, different tours Saturday afternoon and Sunday, a dinner program Saturday and an awards banquet Sunday. John highly endorsed this tour indicating that it was none too soon to sign up for the 2002 tour at Campbell River, B.C.

Based on John's pitch Bob Reverman and the writer both signed up and were not disappointed. (We both sheepishly admit that a major consideration was the opportunity to participate fully in a

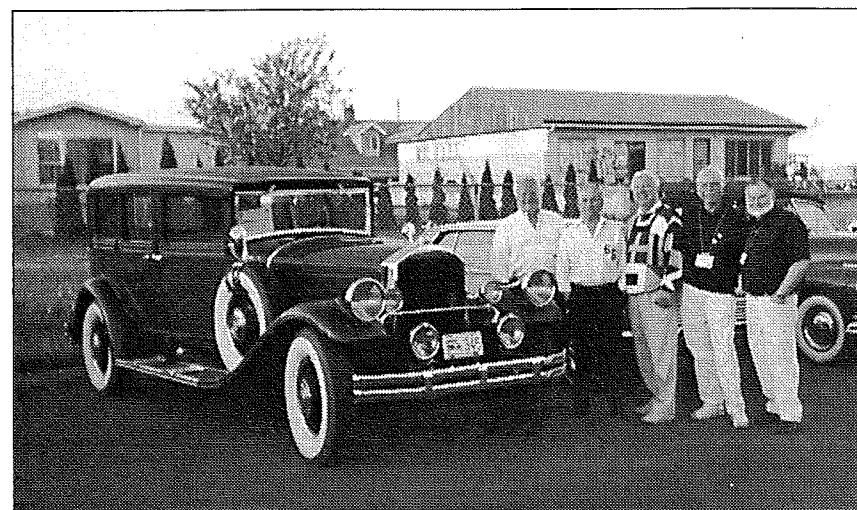
fun, organized driving event with our non-classic collector cars.) Campbell River is located about halfway up the inside of Vancouver Island surrounded by magnificent back country inland and scenic shoreline to the north and south. Not surprisingly one tour took us inland to Gold River over back roads and the other south along the shore to Comox where we picnicked in a park that was formerly the lovely estate of the biggest timber baron from that area. 210 cars were entered and approximately 200



PNWR member Alan Johnson, standing, and former PNWR member Paul Bonin with Alan's 1933 Pierce-Arrow 1242 LeBaron Convertible Coupe—Best of Class for CCCA Classics

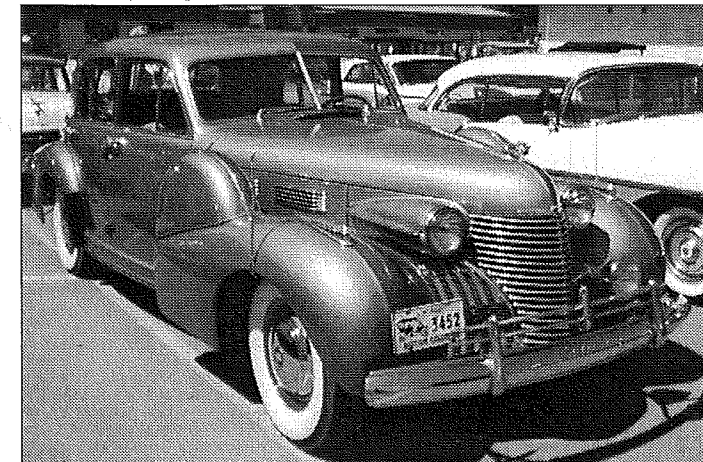
participated including a 1902 Locomobile steam car, two 1902 Ramblers and a 1949 Diamond T log truck and dolly—none of which drove the tours. The rest of the cars ranged from a 1913 Cadillac to a 1973 Corvette and included 11 Full Classics™. (A 1918 McLaughlin Buick was driven all the way to Campbell River from Vancouver.) The event was extraordinarily well organized—Sunday's tour even had police holding back opposing traffic at all intersections.

One highlight of the tour was when our own PNWR member, Alan Johnson, received a First Place and Best of Class for his 1933 Pierce-Arrow 12 LeBaron convertible coupe. VCCC has a class defined as “CCCA Classics 1925-48.” Alan was accompanied on the tour by former longtime PNWR member Paul Bonin. None of the other Full Classic™ owners are PNWR members although three, Hans Edwards, Mike May and Wink Vogel, are (inter)national CCCA members. John Carlson was the Chief Judge and as such was too involved to even bring a collector car. [It would be inappropriate to mention in this publication that the writer also received a First Place and Best of Class for a 1959 Chrysler 300E coupe (nc), Bob Reverman did not have his 1960 Cadillac Eldorado convertible (nc) judged.]

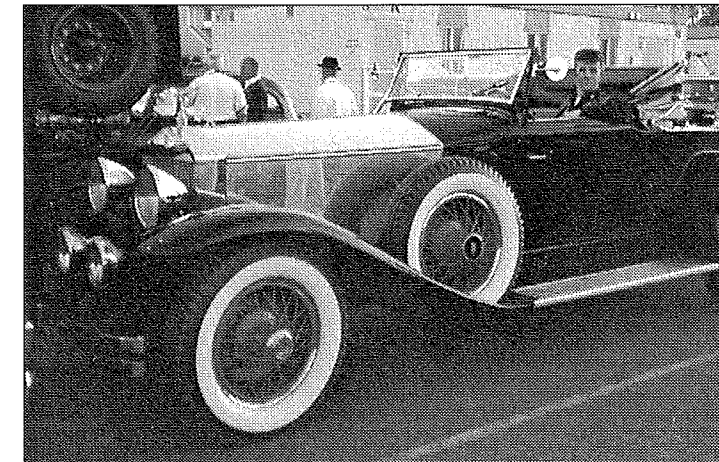


Bob Brewer and Cliff Roe with PNWR members Bob Reverman, Bill Deibel and John Carlson, l. to r., with Bob Brewer's 1929 Pierce-Arrow 126 seven-passenger Sedan from Salt Spring Island, BC

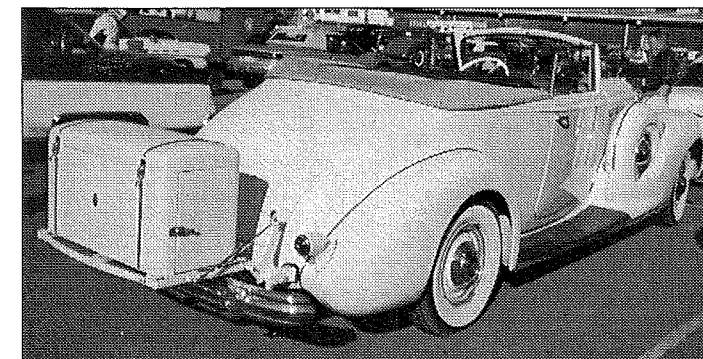
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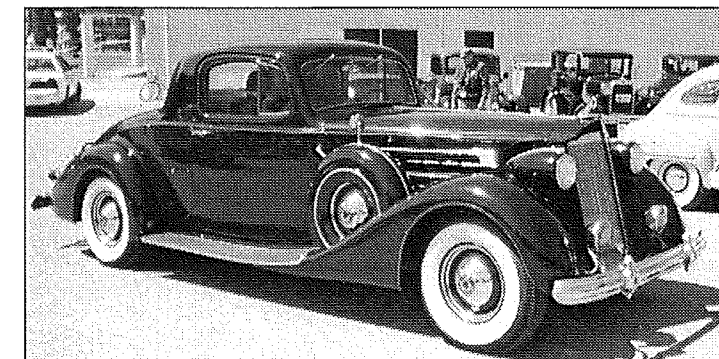
Fred Dunn's 1940 Cadillac 60-Special Sedan from Burnaby, BC



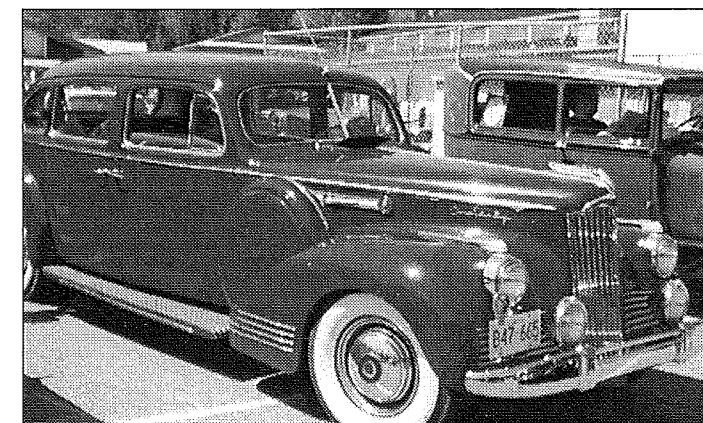
Brian Novak at the wheel in David Waters' 1931 Rolls-Royce Phantom I Drophead Coupe from Coquitlam, BC



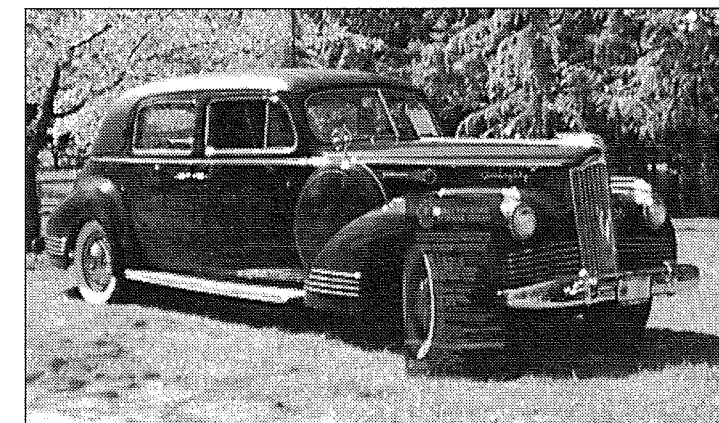
National CCCA member Walter Vogel's 1938 Packard Super Eight Convertible Victoria from Vancouver, BC



National CCCA member Hans Edwards' 1937 Packard Twelve Coupe from North Saanich, BC



Ed Shaw's 1942 Packard Super-8 160 Touring Sedan from Kamloops, BC



Earl Tucker's 1942 Packard Super-8 180 Formal Sedan from Surrey, BC



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CCCA – PNWR BMW Club, and the Ferrari Club YAKIMA VALLEY MOTOR AND WINE TOUR

October 18, 19 and 20, 2002

The plan is to tour from Seattle to Yakima over an interesting route on Friday arriving in plenty of time for a leisurely cocktail hour and dinner.

Beginning Saturday morning Lee Zuker, who is well acquainted with the area, has arranged a Wine Tour including lunch. An optional afternoon tour to see the murals in Toppenish will be available for those who find a half day of wineries to be sufficient.

Lee has also arranged for a private, catered dinner Saturday at the Yakima Convention Center, overlooking our automobiles.

Sunday we will tour back to the Seattle area by a different interesting route from the one on which we traveled over.

Those wishing to drive over and/or back on their own are of course free to do so, joining and/or leaving the event later or earlier than the above schedule.

Please sign up ASAP for this, our Annual Fall Tour

by calling Steve Norman at 425-774-9345
or better yet e-mail him at norente@msn.com

Overnight lodgings will be at the Oxford Suites in Yakima.
Their phone number is 1-800-404-SUITES (7848), their web address is www.oxfordsuites.com
Oxford Suites will provide preferential rates if you tell them you are with the CCCA.
Please make your reservations early.

**This will be a terrific driving event
as well as a great opportunity to taste the best wines
produced this close to home !!!**

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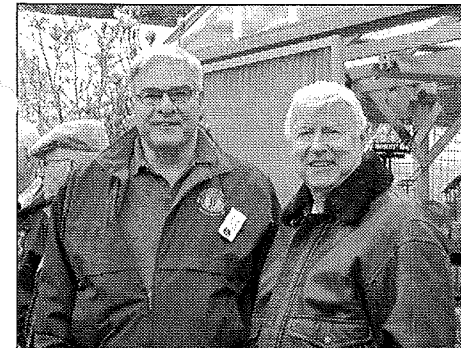
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Owner**

BRC

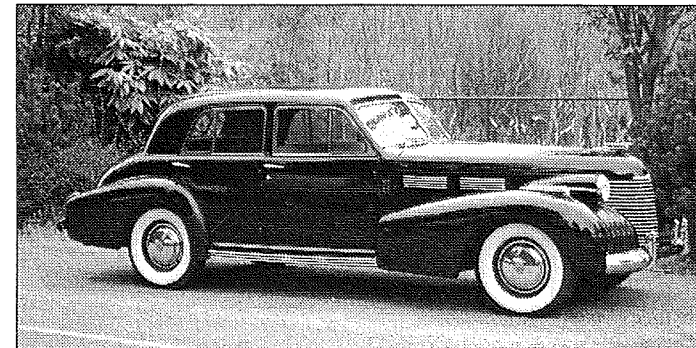
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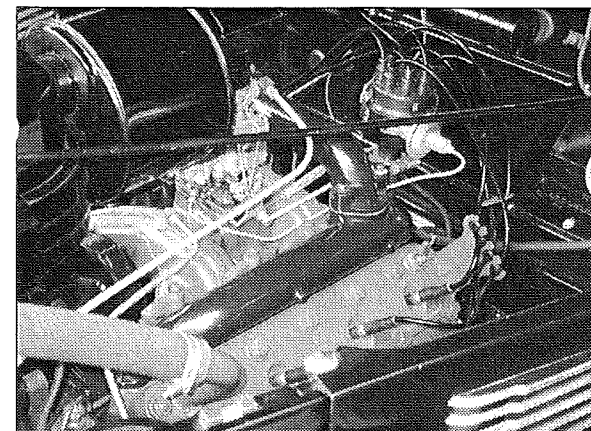
Bainbridge Garden Tour Continued from page 9



Army Barer, left, and
Bob Reverman
Army Barer photo



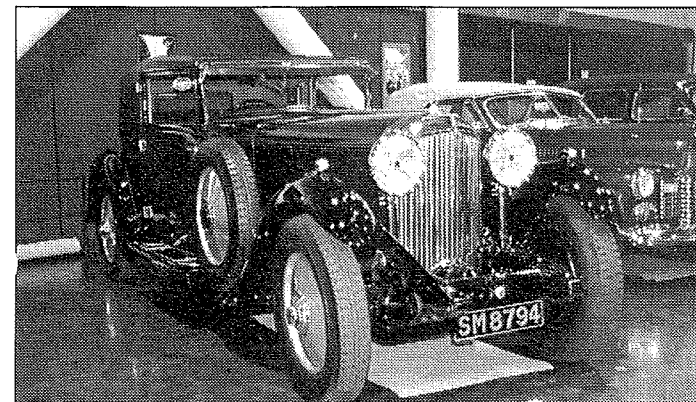
Brian Harding's 1940 Cadillac 60-Special Sedan and...



...its engine compartment

Apologies to Ken McBride...

...whose 1931 Bentley 8-Litre Gurney-Nutting Saloon displayed at the 2002 CCCA National Annual Meeting as shown below was misidentified in the last issue of *Bumper Guardian*.



A Changing of the Guard

Now that the 2002 Regional Directory has been published, Merrisue Steinman will assume the position of Membership Chair for the Pacific Northwest Region.

In the spring of 1999, Anne Long became our Membership Chair. During her tenure, membership grew by 20% and our region won a national award for increase in associate members. She has decided the time has come to pass the baton, and this position will now transition to Merrisue.

We wish to thank Anne for her devoted service to the club for the past three years, and look forward to seeing her at many club events in the future.

LEE ZUKER

PNWR By-Law Changes

For some time our organization has not precisely followed the Regional By-Laws. After several months of discussions, at the May meeting of the Board of Managers it was agreed that the By-Laws should accurately reflect the organization's practice. The By-Laws required that each officer be a member of the Board of Managers. If that had been strictly followed, Ted Barber could have "owned" a manager position by virtue of adverse possession. The board composition had been set at 12. To conform to historical practice and still have a workable board size, it was agreed that, except for the Director, officers need not be members of the board and the board size would be reduced to nine members. This required two minor technical changes in paragraphs 5.7 and 5.8. The affected provisions as amended are printed below. **ARNY BARER, Secretary**

Board of Managers

4.1 Number and Qualification. The business affairs and property of the club shall be managed by a Board of Managers consisting of nine (9) persons, including the Director, all of whom shall be members. The Board of Managers, by the amendment of these Bylaws, may increase or decrease the number of managers, provided that no decrease in number shall have the effect of shortening the term of any incumbent manager or reducing the number of managers to less than five (5).

Officers

5.2 Qualifications. Officers shall be members. Only the Director need be a manager.

5.7 Editor. The Editor shall be responsible for the production of the Corporation's publication, *The Bumper Guardian*.

5.8. Vacancies. Vacancies in any office arising from any cause may be filled by the Board of Managers at any regular or special meeting. In the event the office of Director becomes vacant in mid term, the board may elect a Director *pro tempore*, who need not be a manager. Said officer shall stand at the next regular election of managers.

**PNWR Board of Managers Meeting
Wednesday, February 6, 2002
Reported by Arny Barer, Secretary**

The meeting held at the Bellevue Inn was called to order by Director Zuker at 7:00 p.m. In attendance were Director Zuker, Assistant Director McGary, Treasurer Campbell, Secretary Barer, Managers Kohlwes, Reverman, Rittenhouse, Murray, Norman, Editor Deibel, Membership Chair Long, Members Turner, Mote, Greenfield, McEwan, Bomstead, Barber, Carman, Crook, Doss, Johnson and Linke. Absent was Manager Wouters.

The minutes of the previous managers meeting held December 5, 2001 were approved with changes. Treasurer Campbell reported a balance of approximately \$24,000 giving due provision for outstanding bills. He urged any member having bills to present them. He reported that efforts were being made to bring the region into compliance with IRS tax reporting requirements. The board authorized the expenditure of funds necessary to retain a CPA to file the necessary informational return. Anne Long reported the current status of membership renewals. Darlene Kohlwes reported on the Holiday Party. Everyone agreed that it was a wonderful success. Ninety one people came. It ended \$200.00 in the hole.

Lee Zuker reported on the Annual Meeting in San Jose. Al McEwan reported on the fun side of the meeting. Five cars from our region were displayed. Al also showed the boards of pictures and memorabilia that documented the region's history. They will be kept for future display. Temporary storage was arranged, but we are looking for a good place for permanent storage. Next year the meeting will be in St. Augustine, Fla. Lee also discussed whether our regional event management guidelines were acceptable or needed any changes. The general consensus was that they did not need change.

Al McEwan discussed progress on the two **National CARavans**.® They are filling up fast. Carl Bomstead reported on the **Coming Out Party**. It will be held at the Design Center on March 30, 2002. There currently are about eleven "drop dead gorgeous cars" booked. John McGary reviewed proposed events. We will do a joint **Garden Tour** with the Cadillac LaSalle Club. Ted Barber will coordinate a date in either April or June. There was also a question raised about whether we will have an August tour event. It was generally agreed that we should investigate one that did not conflict with Pebble Beach. Ron Doss and Darlene Kohlwes discussed the present status of the **Friendship Meet**. It looks grim. The discussions with the Nile Country Club have not been promising. Everyone seems dissatisfied with the Bellevue Community College site. If the event is to flourish we will have to find another venue and possibly run the event with other clubs. Various other joint events were discussed. Gerry Greenfield suggested that we explore a tour for the public open house at the Le May Collection. He will explore. Steve Norman reported on the **Yakima Valley Fall Wine Tour** which is now scheduled for Oct. 18-19-20, 2002. He urged members to sign up early. **The Annual Meeting** is scheduled for November 9, 2002. There was discussion of the need for a program. One suggestion was an Automobilia Roadshow. Carl Bomstead agreed to investigate. **The Holiday Party** was scheduled for December 8, 2002. It will be held at Broadmoor Golf Club again. John McGary received approval to expend \$350.00 for Crispy Creme donuts as refreshments for the February 23, 2002 **Garage Tour**.

It was noted that long time member Martin Rind has died. A donation to the charity of his family's choice was authorized. It was noted that we are looking for an alternate meeting place in Seattle. Hopefully we will have it by next meeting. The meeting adjourned at 9:05 p.m.

**PNWR Board of Managers Meeting
Wednesday March 6, 2002
Reported by Ted Barber, Secretary Pro Tempora**

The meeting was called to order by Director Zuker March 6 at Jonah's Restaurant in Bellevue at 7:00 p.m. Attending were Managers Kohlwes, McGary, Murray, Norman, Reverman, Rittenhouse, and Wouters; Treasurer Campbell; Editor Deibel; Past-Director Johnson; and members Barber, Bomstead, Greenfield, Hageman, Linke, McEwan, Medén, and Turner. (Absent: Board Member and Secretary Barer.) The minutes of the previous meeting were not available due to the absence of the Secretary. Treasurer Campbell reported a balance of \$28,800, including \$4,500 in the CARavan® fund. The Treasurer also noted that the Club's articles of incorporation and copies of insurance policies had been received. The membership report showed 156 members with 24 non-renewals. (Three of these were paid at the meeting.) Merrisue Steinman will be taking over as Membership Chair. The Directory will be at the printers next Wednesday with e-mail addresses included. Editor Deibel reported that the *BG* would be out by the end of March. This issue will include an obituary for Marty Rind. The passing of Joe Gordon was announced and Ted Barber will prepare an obituary for him to appear in the next issue of the *BG* (April-June). The next deadline is June 1.

A report from Phil Grisham on National Club events noted that a site was needed for the 2005 Annual Meeting. The Board felt that this would be too soon with the '05 Grand Classic® and an '06 CARavan® so close. 2007 would be a possibility. Phil also said that the new *Classic Car* book was available at \$100 a copy with a 30% discount for cases of eight (Director Zuker will order a case.); the 2003 calendar will be out mid-year '02; and National is getting new computers.

A discussion of events (all in 2002 exc. as noted) was as follows: (Regional events shown in **bold-face**)

Feb 23, Saturday - Garage Tour. McGary/Hageman. About 200 attended, a great success.

March 30, Saturday - Coming Out Party. Bomstead. Invitations mailed out. 12 cars available, probably 10 will be on hand. Expect 170 people.

April 21, Sunday - Bainbridge Garden Tour. Barber. With Cadillac LaSalle Club. Flier will be sent to PNWR members.

May 5, Sunday

- **Spring Tour to Anton's.** Greenfield. Meet at Tom Crook's, drive to Anton's for brunch.

June 8, Saturday - CARavan® Tune-up Tech Session. Murray. Cooling and brakes most important, says McEwan.

June 23-July 1. CARavan® #1. McEwan. About 70 cars so far. 75 rooms reserved. Road to Eureka checked out. "Money" letters to be sent. Need \$ up front for ticket reservations for "Evening of Shakespeare" at Ashland.

July 4, Thursday. - Parade. McEwan. Same as in past years.

July 19-27 - CARavan® #2. McEwan. About 60 cars so far. See above notes for June CARavan.®

August - Eastside Tour. Not ready. Possible tour to LeMay meet Aug 31. Maybe meet at Poodle Dog in Fife.

Sept 21, Saturday - Garage Tour. Barer(?). McAuliffe's at Seabeck.

Oct 18-20 - Yakima Overnighter. Norman/Zuker. Will include interesting drive and winery tour.

Nov 9, Saturday - Annual Meeting. Rittenhouse. Program idea: automobilia with selected items displayed.

Dec 8, Sunday

- **Holiday Party.** McGary/Kohlwes.

To commemorate member Joe Gordon's passing (see above), an honorarium will be sent to various charities from the Club. After some discussion about other sites, it was decided to have all future meetings at Jonah's Restaurant. The meeting adjourned at 8:30 p.m. The next Board meeting will be Wednesday April 3 at 7:00 p.m. at Jonah's Restaurant in Bellevue.

**PNW Board of Managers Meeting
Wednesday, April 3, 2002
Reported by Arny Barer, Secretary**

The meeting held at the Bellevue Inn was called to order by Director Zuker at 7:00 p.m. In attendance were Director Zuker, Assistant Director McGary, Treasurer Campbell, Secretary Barer, Managers Campbell, Norman, Reverman, Johnson, Murray, Editor Deibel and members Greenfield, Crook, Grisham, Christy, Barber, Reddaway, Medén, Hageman, Herstein and McEwan. Absent were Managers Wouters and Kohlwes.

The minutes of the previous managers meeting held March 6, 2002 were approved with changes. Treasurer Campbell reported a balance of approximately \$34,900 giving due provision for outstanding bills. He urged any member having bills to present them. There are 180 paid members. Lee Zuker reported that there were 66 National members who haven't also paid dues as Regional members. He also reported that we are trying to assemble a master data base. Bill Deibel discussed the most recent *Bumper Guardian* and reported that the next *BG* deadline will be June 1, 2002.

Phil Grisham gave a candid report on the dynamics occurring on the National Board. He noted that there are now about 43,000 active National members and also discussed the new National By-Laws changes noting that the first "new" car to be approved under the changes was a 1924 Pierce-Arrow.

Arny Barer reported that he would probably have a draft of the revised Regional By-Laws changes at the next meeting. There was also a discussion of a dedicated web site. Barer noted that his son was unable at this time to program and design the site, but we would continue to search for a designer. The Region has purchased a number of the new *Classic Era* book published by National. They will be available locally shortly.

Al McEwan discussed progress on the two **National CARavans**.® They are filling up fast. Al requested several volunteers for each tour to assist him on the details. There was a discussion of an early bird function including a possible University of Oregon tour. There was a discussion of the **Coming Out Party** by Carl Bomstead. The party was an unqualified success and set a new record for attendance. There was a discussion of coming events. Ted Barber reminded the members of the coming **Bainbridge Garden Tour**. Gerry Greenfield discussed the **Tour to Anton's**. Steve Norman discussed the planned **Yakima Valley Wine Tour** and urged an early response.

It was noted that Mary Wappler had died. The officers were instructed to send a suitable charitable remembrance. There being no further business the meeting was adjourned at 9:00 p.m.

**PNWR Board of Managers Meeting
Wednesday, May 1, 2002
Reported by Arny Barer, Secretary**

The meeting, held at the Bellevue Inn, was called to order by Assistant Director McGary at 7:00 p.m. In attendance were Assistant Director McGary, Treasurer Campbell, Secretary Barer, Managers Norman, Greenfield, Reverman, Murray, Wouters, Editor Deibel, and members Johnson, Barber, Medén, Turner and McEwan. Absent were Director Zuker and Manager Kohlwes.

The minutes of the previous managers meetings held February 6 and April 3, 2002 were approved with changes. Treasurer Campbell reported a balance of approximately \$23,600 of which \$675 is in the CARavan® Account. We have filed the requisite IRS documents and have our tax ID number. Bill Deibel reported that the next *BG* deadline will be June 1.

Al McEwan discussed progress on the two **National CARavans**.® They are filling up fast. He reported the projected cost and pricing of the activities packages. The two tours will have wonderful events. There was an extended discussion of the mechanics of putting the tours together and how the packages would be costed and priced. As noted last month the Region has purchased a number of the new *Classic Era* books published by National. John Campbell distributed copies to those who had ordered them.

There was a discussion of the amendment to the By-Laws. It was agreed that the Board will be composed of nine members, each serving a three-year staggered term. Of the officers, only the Director need be a Board member. The secretary was requested to draft the formal amendment language to be approved at the next meeting and published in the *BG*. Jerry Greenfield reported for Anne Long that the Directory will be in the mail. A discussion followed regarding how much we appreciated Anne's wonderful service to the club.

Ted Barber reported on success of the **May Garden Tour**. Paul Murray will host a **Technical Session and Garage Tour** on June 8. Arny Barer will check with Jerry McAuliffe to confirm the September 21 date for a **Garage Tour of Jerry's collection**. Steve Norman urged people to sign up for the **Yakima Valley Fall Wine Tour** October 18-20. Ed Rittenhouse announced that the **Annual Meeting** will be held at Snoqualmie Ridge Country Club on November 9. The auto memorabilia program will feature Carl Bomstead. John McGary reported that the annual **Holiday Party** is set for December 8 at Broadmoor Golf Club. Al McEwan reported that there will be a **Yarrow Point Parade** on July 4.

Because of the holiday it was decided that the July Board meeting will be held July 10. There being no further business the meeting was adjourned at 9:00 p.m.

Canadian Corner

BY JOHN CARLSON, B.C. LIAISON

Final reminder for the Langley Cruise-In!!! It is not too late to sign up for this televised spectacular show SEPTEMBER 7 Special roped-off section for vintage vehicles. Contact **Steve Paul at 604-857-1011** or visit the website **www.CruiseIn.com**.

2002 PNWR CALENDAR OF EVENTS

<u>DATE</u>	<u>EVENT</u>	<u>MANAGER</u>
JUN 21/JUL 1	FIRST 2002 PNWR CARAVAN®	MCEWAN
JULY 4	YARROW POINT 4TH OF JULY PARADE	MCEWAN
JULY 19-27	SECOND 2002 PNWR CARAVAN®	MCEWAN
AUG 3	EASTSIDE GARAGE TOUR	BARER
AUG 31	LEMAY OPEN HOUSE TOUR	BOMSTEAD
SEP 21	GARAGE TOUR TO MCAULIFFE'S	ZUKER
OCT 18-20	YAKIMA VALLEY WINE TOUR	NORMAN/ZUKER
NOV 9	REGIONAL ANNUAL MEETING	RITTENHOUSE
DEC 8	HOLIDAY PARTY	MCGARY/KOHLWES

BUMPER GUARDIAN

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