

The Bumper Guardian

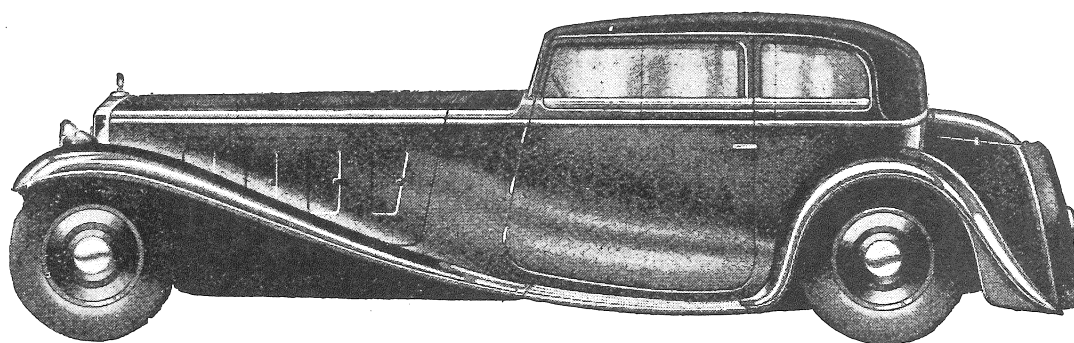
PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

CLASSIC CAR CLUB OF AMERICA
P.O. BOX 69 . OLYMPIA, WASH. 98501

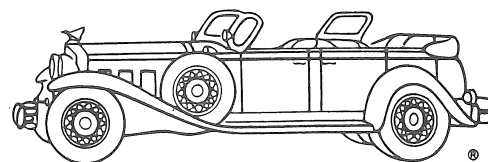


D E L A G E

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MARCH 1965
VOL II, No 2



VANCOUVER ISLAND SITE OF 2ND SPRING RALLY!

The Second Annual Spring Rally of the Pacific Northwest Region will be May 22, 23, 24th, at Nanaimo, British Columbia. It will be held in conjunction with the Vintage Car Club of Canada's annual outing, and will include a full weekend of driving, dining, drinking, sightseeing, judging, funning and other enjoyable activities including touring on a vintage steam locomotive. The location is one of the most beautiful spots on the continent, and inside information indicates that this will be the biggest and best event that the VCCC has planned. It will be our first official get-together with them, and should be much fun for all. Their past meets have been noted for tight organization, a full range of activities and reasonable prices. Let's Hit the Beach at Vancouver Island with a full turnout of PNW-CCCA'ers!

Headquarters will be the Tally Ho Motel at Nanaimo, which has the usual nicities including dining rooms, lounge, TV and radio in the rooms and a swimming pool. Rates:

Single,	for 1	\$ 6.50
Double,	for 2	8.00
Twin,	for 2	10.00
"	for 3	12.00
2 Doubles,	for 4	14.00
Sat Night Banquet		2.75
Sunday dinner		2.75
Drinks		.40

Routes to Nanaimo:

- #1: From Vancouver BC via ferry to arrive about noon. US cars follow Tijuana-Vancouver freeway North until you hit water, then take boat.
- #2: From Port Angeles via ferry to Victoria, then the beautiful $1\frac{1}{2}$ hour drive up the island.
- #3: From Anacortes via ferry to Sidney BC, thence the Mill Bay ferry, thence a 1 hour drive.

In about a month you will receive a folder with further details of the event, but to assure your getting the accommodations of your choice it is recommended that you drop a postcard to our Activities Chairman, (Phil Schwarz, 14 Island Plaza, Mercer Island, Wash), as soon as possible indicating:

1. The number in your party
2. The number of rooms desired
3. Twin or double
4. Date arriving at Nanaimo
5. Date leaving
6. Route you will use (see above)

The reservation deadline is May 10th.

Upon receipt of your card, your reservations will be confirmed and you will be sent a ferry schedule for the route you will use, and details as to rendezvous for a caravan. Some reservations are already in. Send in yours now!

"ALTERATIONS ARE AT CUSTOMER'S EXPENSE"

Latest news from California is that Jon Lundberg has traded his bucket-seat 1931 Cadillac V16 coupe (see THE BUMPER GUARDIAN, Vol I, No 3) for a 1930 Cadillac V16 coupe, which he claims "fits him better". "Bucket seats are fine," says Jon, "but not everyone has the same size bucket!"

DEVELOPING DILEMMA OF DELINQUENT DUES

Regional dues became delinquent as of Feb 1st, and subsequently all who had failed to renew by that date were dropped from the Regional Roster. This issue is supposed to go only to paid-up 1965 members, but we are sending it to a few whom we feel intended to renew, but forgot to do so. If you are one of these forgetful ones, renewal forms are included. Please do not turn page until you have sent in a check.

COUNTRY CLUB MEET COMES UP THIS WEEK

A dinner meeting at the Tacoma Country Club on March 27th will be the next item on the Regional agenda. This lively event should help bring all out of the winter doldrums. The setting is one of the most beautiful spots in the Region for this type of get-together, and is within an hour's drive for about half of our membership.

The socializing will begin at a large private bar (70¢ drinks) at 7pm. A complete steak dinner in a private dining room follows at 8:30, for \$5.00 including tax and tip. Arrangements have been made for some projected entertainment of a classic nature following dinner, and those wishing to dance to live music are invited to the main upstairs dining room when things quiet down in our department.

This is a rare opportunity to go FIRST CLASS at really reasonable rates, so come and enjoy yourself. But first, write Phil Schwarz at 14 Island Plaza, Mercer Island, and let him know how many to expect. Pre-registration not required.

Location: Turn off US 99 Freeway at GRAVELLY LAKE (about 10 miles south of Tacoma) and follow Gravelly Lake Drive west about a half mile to the Country Club entrance on your left.

Entertainment hint: Haven't you always wanted to go on a CARavan?

WHAT'S IN A NAME?

While it had been suggested in some quarters that the McEwans name their new son Rolls-Bentley McEwan, they thought better of the suggestion, remembering that he just might grow up to become a Packard enthusiast.

BOARD MEETING REPORT

A Board of Managers meeting was held at Mercer Island, Wash., on Jan 17, 1965. All but 2 of the Board members were present.

Some of the problems of continuing the Regional publication at a new location under a new editor were discussed, and a call went out for a capable typist, experienced in Multilith. Capable Mrs Perry Fowler answered the call, but explained that she lacked experience. It was explained to her that after the first page she would be considered sufficiently experienced. (It turned out later that her machine was of the wrong type face, so panic set in. Fortunately Miss Joanne Browning of Olympia volunteered, and has been promised a ride in a Rolls-Royce at a later date.)

Discussion then revolved around the location of the Region's 1965 Spring Rally, with various localities suggested. Meeting with much favor was Phil's suggestion of a tour to British Columbia, to participate as an invited group in the annual festivities of the Vintage Car Club of Canada in May.

A weekend at Alderbrook is being considered by the Activities Committee as a fall meet location, and a possible tour to some Oregon area as a summer event.

Herb Schoenfeld then brought up the problem of the proposed amendment to the Horseless Carriage License Plate Law, (see article elsewhere in this issue) and asked the board to consider taking a stand in favor of the amendment. After considerable discussion, the Board narrowly voted to support the issue, with some qualifications.

Following some routine financial business the meeting was adjourned.

EDITOR RESIGNS, PUBLICATION FINDS NEW HOME

W R "Bob" Johnston has been forced by the pressure of business to resign as editor of THE BUMPER GUARDIAN. The publication was started last year under Bob's capable direction, and he was responsible for setting a standard of quality that was highly regarded by the National officers and other Regional editors with which we exchange publications.

Despite considerable travel involved in his business, an auto accident in which his wife was seriously injured, acquisition of a 1937 Packard Super 8 sedan which had to be driven in from Illinois and numerous other activities, Bob managed to be editor, publisher, photographer, advertising manager and a contributing writer to the publication. The Region's sincerest thanks go to him for getting THE BUMPER GUARDIAN off to a roaring start in the Region's first critical year.

Following Bob's resignation after assembling the last issue, George Shufelt was appointed as editor and publisher, and the office of publication was moved to a new address. Hereafter, all contributions, complaints, ads, tips, leads, letters-to-the-editor and news items should be sent to: PO Box 69, Olympia, Washington, 98501.

Anything and everything that could be of interest to other members of the Region is welcome. Particularly needed by those with restoration problems (and if you don't have a restoration problem we could use an article on how you accomplished THAT!) are service recommendations, (which could save some poor member from having to separate the mechanics from the maniacs by bitter experience); parts sources, (what are YOUR secret parts sources?); restoration short-cuts, (even though the purists claim that there are none, and that Misery Can Be Fun); ads, (surely you must

need something, and if not look into your shop or garage for things that you would like to get rid of. Maybe you can dump them on someone else, or at least trade them for other things that you don't need. Wives don't complain so much if the junkie littering the basement floor CHANGES from time to time); and other such mechanical bits.

Also needed are news items, reports of new Classics in the Region, personal experience articles and histories of individual cars. There is probably not a car in our Region that does not have an interesting history. What did your car go through before you found it, and how did you go about finding and buying it? Tell us about it, and if you have one, a good 5 X 7 or larger glossy photo (returnable) could be used in your article or on our cover. This is your publication. The more you contribute to it, the more interesting it will be.

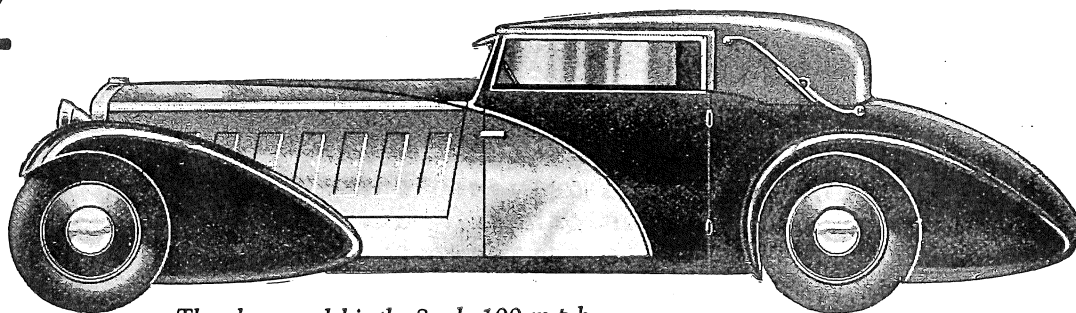
Some format changes appear in this first issue under the new editorship, and more will appear from time to time as we experiment to find out what YOU want.

For example, which would you rather see on our cover, a salon shot of a locally owned car, or an old coachbuilder's print of a rare body type on a rare chassis?

The new editor's living room is furnished with over 100 cubic feet of Classic Car Literature, including old magazine ads (such as the Delage items appearing in this issue), contemporary road tests, factory service manuals, and other oddities. Tell us what you want, and we will try to print it. ghs

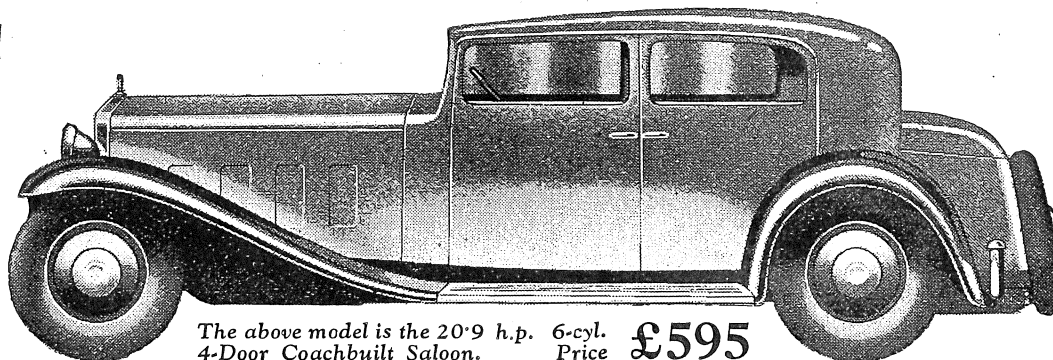
DELAGE

*'leads the world in performance
and beauty'*



The above model is the 8-cyl. 100 m.p.h.
Super Sports Chassis with drop head
4-seater Figoni Coupe Price **£1,495**

To have to their credit many world's records, including a world's championship, and to have won more awards at the principal Concours d'Elegance than any other car in the world irrespective of price—these achievements, one might have thought, would have satisfied even the ambitions of Delage. But yet another feat awaited this world-renowned firm—to make the highest known degree of luxury and performance available at the price the average motorist can pay.



The above model is the 20.9 h.p. 6-cyl. **£595**
4-Door Coachbuilt Saloon. Price

6-cyl. 20.9 h.p. model; Coachbuilt Saloon from £595.
6-cyl. 18.2 h.p. models; Coachbuilt Saloon from £650.

6-cyl. 22 h.p. model; Coachbuilt Saloon from £695.
8-cyl. 29.4 h.p. models; Coachbuilt Saloon from £1,175.

*There is a large selection of models fitted with various types
of coachwork, to suit all requirements.*

28 ALBEMARLE ST LONDON W1

'Phone: Regent 1038/9.

DELAGÉ, & DOC DESHAYE'S DELIGHTFUL DROPHEAD

The newest classic to come to our Region is a 1938 Delage 675 convertible with British coachwork, now resting quietly in the garage of De John Deshaye in Olympia. The car was recently purchased sight-unseen from England on the basis of a description which mentioned that the car "needed some attention", this being an old Anglo-Saxon expression usually meaning: "Bring your own basket". However, the car turned out to be quite complete and original, and after a complete frame-up restoration should develop into an exciting and very sporting classic.

The solid frame stretches across a 124" wheelbase, with conventional leaf springs at the rear and a single transverse leaf with long radius rods at the front. The punched steel wheels wear 5.50 by 17 tires. The 2.7 liter engine is 6 cylinder, and appears fairly conventional, with pushrod overhead valves and battery-coil ignition. Carburation is performed by a sidedraft SU, adapted by the British Delage people to work with a downdraft manifold through an L-shaped casting.

The 675 is the "Sports" chassis, and on this particular example the coachwork is appropriately a close-coupled 4 passenger drophead, with 3 position top and chrome landeau irons, by Coachcraft Ltd of London. Most of the original blue leather is still intact, as is about 90% of the original walnut veneer woodwork. Instrumentation is Jaeger and includes a large tachometer red-lined at about 3700 rpm. The Cotal 4 speed pre-selective gearbox is directed by a small miniaturized H-pattern just off the steering column, as on the 810 Cord, except that a long handle growing from the floor selects

either foreword or reverse. Presumably there are as many speeds in reverse as forward, although Monsieur Cotal's advice on this is not available. Steering is light and adequately quick, and braking is in keeping with the machine's brisk performance. Suspension is neither mushy nor brutal, and inflatable pneumatic seat cushions keep one's anatomy separated from the floor under any foreseeable road conditions.

The car is of a type designed to take a few people down a long twisting road at high speed, and let them enjoy the ride. That in spite of nearly prohibitive tariff walls the Delage found a ready market in England, sufficient at one time to encourage local assembly, indicates that it lived up to the promises of the British ad writers.

Delage is a Grand Olde Name in French motoring, the firm beginning production in 1906 with a 1 cylinder car. Race and rally activities help promotion, but the early valve systems were better known for originality than for reliability. After beating back the Huns in 1918, the plant produced an uninteresting series of fours and sixes (which were however notable for their early use of 4 wheel brakes) until in 1930 they introduced a straight eight which gave them an engine that was to power as much magnificent coachwork during the following decade as any ever built.

As the public demanded more power and speed, Delage knew the technique, having built in the 1920's a V12 Grand Prix engine with twin overhead cams on each bank, and all ball and roller bearings. The power output of 195 bhp at 6000 rpm (supercharged) was more

than adequate, but a high price had to be paid in complexity, which in racing is usually inversely proportional to reliability. In 1926 they tried a twin cam 6 cylinder of only 1500cc (about 90 cubic inches) which pumped out 170 bhp at 8000 rpm. Both the power-per-displacement and the rpm were unusual for the period. The sound, like that of the fabled Bugatti GP V16, was likened to ripping satin sheets. In the other extreme of displacement, a 1923 10½ liter car had set a new speed record of 143 mph.

As the 6 cylinder cars tackled the Grand Prix competition the production efforts became known not so much for any blinding acceleration as for their ability to cruise at continued high speeds in unusual comfort and security, with an extreme lightness of control, all the while carrying the most exotic coachwork of the greatest French masters of the Art, such as Chapron, Figoni et Falashi, LeTournier et Marchand, etc. When not making rapid down long stretches of English or Continental roadway, Delages were continually sweeping their price classes at concours. Of such stuff is a true classic made.

Front suspension became independent in 1933 when the D6.11 appeared at the Paris Show with a single transverse leaf spring, and the next year the famous Gothic radiator began slanting backwards a few degrees. Delahaye bought into the firm in 1938, but it remained under the financial control of an expatriate Englishman living in France.

While the cars had been popular in England during the early thirties, by 1936 British buyers were beginning to complain about the shoddy interior materials that characterize Gallic coachwork of the late

thirties. The British importer, J Smith and Co, decided to try to have the cars assembled in England to British standards, but no such cars appear to have ever been built, probably due to the devaluation of the franc in late 1936 which halved the price of all Delages in England.

In 1937 distribution went into the hands of a new dealer, University Motors, who chose to import only chassis and have suitable coachwork built in England.

Chassis then available were:

D1	12	4cyl	2.1 liters
D6	60	6 "	2.5 "
D6	70	6 "	2.7 "
D6	80	6 "	3.2 "
D8	100	8 "	4.3 "
D8	120	8 "	4.3 "

The D6 60, D6 80 and D8 100 were available on both long and short wheelbases, depending on the customer's choice of bodies, but the rest were short chassis only. The D6 70 and D8 120 were both considered "Sports" chassis, the latter succeeding the famous "D8 100mph" model which was developed from the first straight eight to carry the sportiest coachwork ever to appear at the Paris Shows. Cotal gearboxes were optional on both the six and eight, but not on the 4 cylinder "economy" model, which is considered non-classic today.

As war came nearer, both production and demand fell. By 1939 the factory was under complete control of Delahaye, who built the last prewar Delage. Production of sorts continued for about 10 years after the war, but such automobiles as graced the stands of the great French coachbuilders in the early thirties were never to be made again. The Delage had become a classic. ghs

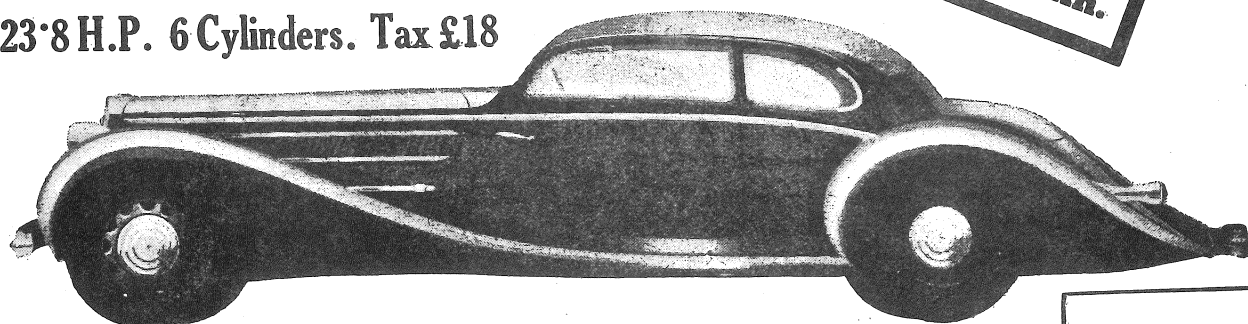
DELAGE

In conjunction with the Scottish Show see special Delage Display at Messrs. Burton & Tweedy (Glasgow), 122 St. Vincent St., Glasgow

Amazing reductions on all Delage Cars have been made owing to depreciation of French currency. Prices reduced approximately 50%

Arrangements have also been made whereby this famous Car is to be manufactured in Great Britain.

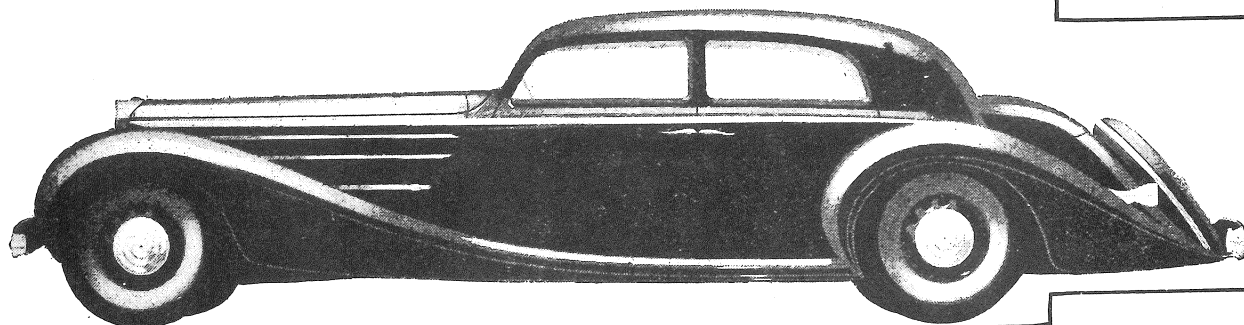
23·8 H.P. 6 Cylinders. Tax £18



MOUETTE

Special Sports Type, 4/5 seater, Saloon Body de Luxe by Henri Chapron.

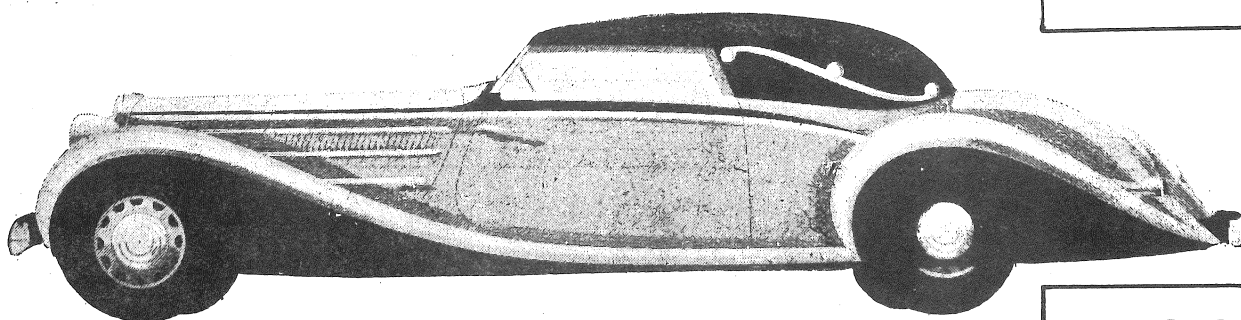
£695



DIANE

Exclusive and Original Design 4-door Pillarless Saloon de Luxe by Henri Chapron.

£695



DANDY

4/5 seater Drophead Coupe de Luxe by Henri Chapron.

£695

J. SMITH & CO. (MOTOR AGENTS) Ltd.

27/28, ALBEMARLE STREET, PICCADILLY, W.1.

Sole Concessionaires

Telegrams: Motorists, Piccy, London
Telephone: Regent 1038/9.

FIRST THINGS FIRST

In spite of the tremendous amount of restoration advice that is available to classic owners, the novices can and do continue to make mistakes - and the mistakes they select are usually the most expensive ones. Our Technical Chairman, Pete Manello, suggests that the following basic tips could save much money and misery.

Don't attempt restoration in a half-hearted manner. Either do it right or don't do it at all. Never cover up rust - remove it completely before putting on paint, even though some primers (for chassis use) promise to go on over rust. When doing body-work, don't attempt to work with the fenders attached. Remove them and replace the welting, using an original type of material. If the old welting is just painted over, the judges will begin to question the extent of the whole restoration, and possibly spend more time looking into usually unseen areas.

If the original upholstery was leather, never substitute. Most of the cost of reupholstery (if you are not doing it yourself) is labor, and for all it is worth, artificial material just as well may not be there. The total cost difference is comparatively little, in that real leather adds greatly to the value of the car, while an artificial substitute subtracts from it.

Watch originality closely, and don't add anything that doesn't belong on the car. There is a right way and a wrong way of doing everything. The high point Grand Classic cars have shown us the right way. Let us learn from the mistakes made by others, and avoid the wrong way.

"QUIZ" CORRECTION

The Classic Car Quiz in the last BUMPER GUARDIAN asked, among other things, what US classic was produced in two separate series a few years apart and not continuously. The only answer given was "Cord", which is certainly a valid answer. However, Ted Kavenagh, editor of the National CCCA BULLETIN, points out that "Lincoln Continental" is an equally correct answer, having been produced in both a pre-war and a post-war series. If you answered either way, consider yourself correct.

We stand corrected, apologize profusely for ignoring the existence of the Continental, and promise to cease all conversation and stand in reverent silence whenever Pete Manello starts his engine.

CREDIT WHERE DUE

The technical bit on weak valve springs in the last issue has been found to be the work of Bill Ferris, excellent editor of the Chesapeake Bay Region's BULLETIN. He could not be given proper credit at the time as that particular page had become detached from their publication due to a broken staple. He is now preparing an article on weak staples.

REQUIRED READING

"Fire", the article on preventing combustion in your classic in last month's National BULLETIN was scheduled for early reprinting in our publication, and we are happy to see it given the proper distribution by the National club. It was originally published by Indiana Region.

CONTINENTAL TOURING IN A CLASSIC BENTLEY

Part IV

by Al McEwan

[Editors Note: In the last issue, Al and Myra had reached Copenhagen where they visited the home of Mr & Mrs H J. Beier, who are also CCCA members. The McEwan's 1934 Bentley Vanden Plas tourer purchased a week earlier in London was performing faultlessly.]

A small radiator leak in the Bentley had made itself known just before leaving London, but it didn't seem bad enough to worry about. By the time we reached Copenhagen it was no longer an occasional drip, but a continuous stream. Also one tire refused to hold air for more than 24 hours. The radiator problem disappeared with the addition of a powdered sealant to the water, and the tire problem turned out to be an inside crack in the casing which was pinching the tube. This tire was then relegated to the spare mount for emergency use only.

On Saturday morning June 13th, Myra and I picked up the Beiers at their home and headed north to Helsingor and Hamlet Castle. On the way there a stop was made to see the restoration work being done by Mr Beier on his second classic, a beautiful 1937 Packard V12 with convertible sedan body by the German firm of Glaser. The car is being restored from the frame up by Mr Beier, and the quality of work being done is outstanding.

Upon reaching the parking area adjacent to the Castle, we looked for Rolls-Royces and Bentleys, and a place to put our Bentley. However, there were no old cars to be seen, and I figured we had arrived too late. At that moment a guard at the drawbridge saw the Bentley and started waving his arms frantically. It seemed as if we were supposed to

drive into the Castle instead of walking. We nosed the car onto the bridge, almost pushing a couple of pedestrians into the moat, and drove into the inner courtyard. Once inside we saw the line-up of about twenty Rolls-Royces from 1914 to 1937 vintage. Although our Bentley is a Rolls-Bentley and acceptable nearly everywhere as a Rolls-Royce product, the British 20-Ghost Club happens only to allow Rolls-Royce automobiles. We felt a little funny parking the Bentley at the end of the line, but were welcomed warmly and had the opportunity to meet many people.

Following a short visit to the Hamlet Castle, all cars headed towards a luxurious hotel only a few kilometers away. There the cars were parked on the front lawn between the ocean and the building, making a truly beautiful sight. Once again the old Bentley crept into the line-up. The meal, specifically prepared by the hotel for the group, was fit for a king. It was a smorgasbord laid out three tiers high on a thirty foot table, with every delicacy imaginable.

Shortly after lunch we left for a pleasant drive past the summer residence of the Danish Royal family and back to Copenhagen. Here we said good bye to the Beiers, and thanked them for being such wonderful hosts and making our visit to Copenhagen such a lovely experience. That evening Myra and I spent our second night at Tivoli Gardens, the most famous amusement center in the world.

Early Sunday morning, June 14th, we were off to the ferry dock and the crossing to Jutland. Jutland is a portion of Denmark attached to the Continental main-

land, and our destination was the city of Kolding and the home of Kurt Ditlefsen. I met Kurt during the summer of 1957, when we were both working in Greenland. Kurt was with a Danish contracting firm and I was working for an engineering firm assisting in the construction of one of our SAC bases.

A few weeks prior to leaving I had written Kurt of our plans to visit Denmark, and our hopes of spending a few hours visiting him and his family. Back came an airmail special delivery letter with the warmest welcome to their home.

As we drove into Kolding and made our way to Kurt's house, we found parked in front of it a VW panel truck with ALAN W MCEWAN painted in white 18" high letters on the side and back of the truck. It was then about 2 PM, but Kurt had been parked with that truck on the main road into town since 7 AM, to be sure we would be able to find him. Kurt had left his parking place only a few minutes before we arrived to go home for lunch. Myra and I have never felt more welcome anywhere in our lives. What was going to be only a few hour visit turned into a wonderful meal in true Danish style, and an overnigh stay.

I have just learned that Kurt recently sold his VW truck, with my name still painted on it!

Monday morning we left Kolding and pointed the Bentley south towards the Autobahns and the Rhine River. After about an hour of travel, the sky opened up with a frantic cloudburst. Myra and I tried desperately to get the top up and the sidecurtains in place, but inexperience resulted only in our getting wetter. The top had been down since leaving England eight days before, and I had forgotten one

little requirement necessary for the top to hook onto the windshield.

Once under way again, we found the sidecurtains quite watertight, but there was much water coming in through the seal under the folding windshield, resulting in a waterfall into our laps. The flow was cut down some by putting a towel accross the cowl- ing to absorb the water, and raincoats over our knees provided some protection from water which refused to be asorbed into the towel. Fifteen minutes after reaching a stand-off with the on-rushing water the windshield wipers quit. Fortunately there is an internal knob permitting operation of the wipers manually from inside, but it gets very tiring trying to reach through the wheel spokes and twisting a knob back and forth fast enough to see through a downpour.

When the rain slowed to a normal fall, I stopped to check the wipers. On opening the hood, I found the electric motor operating properly, which was some relief. Following the drive cable back under the dash, I found it had worked loose from the gearing which drives the wipers. It only required screwing back into position, much like a speedometer cable, and we were on our way again. The waterfall problem was greatly reduced by repositioning the windshield seal, so with no new problems and the rain letting up we made it to Hanover by late afternoon.

The weather was beautiful the next morning, and down went the top again. After a few hours on the Autobahn we were in Cologne for a look at the hugh Cathedral, the towers of which can be seen for miles when approaching the city. From Cologne we headed south along the Rhine and past Bonn.

Leaving the main roads just south of Bonn, the Bentley was aimed into the wine country and towards the very famous race course at Nurburg Ring.

The Nurburg Ring is probably the most demanding racing circuit in the world. It is 14.17 miles in length, and was built during the early thirties in a beautiful mountain setting. Fortunately the road surface conditions far exceed the public roads leading to the course. Now a 1934 Bentley was never intended to be a Grand Prix car, but it was known as the "Silent Sports Car", and I felt that it should be capable of a fairly respectable run around the course. After paying our one dollar for the privilege of driving on the circuit, we were off trying to set a new lap record for 1934 Bentleys. The opportunity for an ex-sports car racer to drive a thirty year old thoroughbred on one of the world's greatest race courses with no holds barred was too much of a temptation. I'm sure Ferrari doesn't have to worry about an old Bentley at the next race, but Myra has a very vivid memory of our lap around the Nurburg Ring!

Editor's note: Al's fascinating narrative will be continued in the next issue, in which he describes "The Accident", in which the unfortunate Bentley suffered an instantaneous derestoration.

WALL ST JOURNAL COVERS CLASSICS

A front page story in the Wall Street Journal on February 17th headlined: "More People Collect Antique, Classic Cars" gave a surprisingly accurate and fairly complete description of the growth of the movement in the past few years. The story referred to various makes and models of cars, and to some of the principal clubs including the CCA. Among the four firms mentioned as part of "a minor industry catering to the needs of restorers" was Tacoma's Tsungoni Piston Company.

Numerous facts and figures were quoted, including an estimate of 25,000 for the total number of car collectors in the country, which seems quite low if all enthusiasts are to be considered as "collectors". The Harrah collection was valued at \$3,000,000, which works out to about \$3300 per unit. The Ralph Macy 110 car group had reportedly been offered at \$50,000 FOB Rapid City, South Dakota, and the owner received 383 letters, 5 wires and 25 calls, including 80 offers to buy the entire set.

Apparently the "Hundred Dollar Classic" parked at the rear of the used car lot is now just a cherished memory.

DUPONT PEDDLES "MATCHBOX" MODELS

As part of a promotion for their "#7" Products, the Du Pont Company is offering for \$1.00 and a coupon obtainable at retail outlets the "Classic 7 Cars" of the well-known British "Matchbox" series. First to appear in this month's ad is the 1907 Rolls-Royce. To follow will be the 1904 Spyker,

1912 Packard, 1913 Mercer Raceabout, 1926 Bugatti GP, 1929 Blower Bentley and the 1928 Mercedes touring. The cars are known for intricate detail and accurate scale. They are just under 2" long. Coupons are given without purchase, and there is a discount on the full set.

IS THE CLASSIC A "HORSELESS CARRIAGE"? IF SO, IS IT "IN THE PUBLIC INTEREST"?

At the recent Board of Managers meeting, Herb Schoenfeld brought up the matter of Horseless Carriage license plates, and the proposed amendment which will shortly come before the Washington legislature. While Herb is now a classic owner and Regional CCCA member, he has long been active in antique activities, and is quite aware of the problems that antique owners might face if the present law permitting cars over 30 years old to be specially licensed were to be repealed or so severely amended as to make it difficult or even impossible to license cars of the age generally accepted as "antique". Due to the problems facing the State authorities under the present law, the amendment would restrict the plates to cars produced until the end of 1931. Herb asked the Board to consider the matter and take an official stand in the form of a letter to the appropriate legislator stating that the Region's view was that the amendment would be in the best interests of owners of older cars of recognized historical interest.

The factors involved in this problem are many and complex. It would seem that since most classics owned by regional members are post-1931, the needs of classic owners are in conflict with the apparent needs of antique owners. On the other hand, most of the post-1931 cars now licensed under the law or which could be licensed in the future if the proposed amendment is not passed are non-classic. Also to be considered is the fact that due to abuses of the present law by some car owners and the loss to the State of some license revenue, some action to restrict such licensing privilege as now exists is very likely to be passed eventually

if not during this session, and it could very well be more restrictive than the presently proposed amendment.

However, the abuses of the law are more a matter of enforcement of the present law than a matter of amendments to correct alleged deficiencies in it. Also, the use restrictions of the law are not clear, and while some obvious abuse has occurred, and some overzealous local authorities have misinterpreted the law, the average holder of the license plates is not sure just what he can do and cannot do with his car.

The Washington law differs from that in many states by not restricting the use to meets, tours, and other "events in the public interest". In fact, it doesn't even require that the car be preserved SOLELY for its historical interest or value as a collector's item. The actual wording of 46.16.310 RCW, entitled: "Antique Vehicles - 'Horseless Carriage' Licenses" is as follows:

"Notwithstanding any other provisions of this chapter, any motor vehicle, more than thirty years old, owned and operated PRIMARILY (our emphasis) as a collector's item, upon application and acceptance in the manner and at the time prescribed by the department, shall be issued a special commemorative license plate in lieu of the regular license plates. Any vehicles to be so licensed must be in good running order. In addition to paying all other initial fees required by law, each applicant shall pay a fee of twenty-five dollars, which fee shall entitle him to 1 permanent license plate valid for the life of the vehicle.

The registration numbers and special license plates assigned to such motor vehicles shall run in a separate numerical series, commencing with "Horseless Carriage" number "1". The plates shall be of a distinguishing color. (Further paragraphs deal with replacement of lost plates and assignment of fees to state funds.)

The use of the word PRIMARILY should be noted in the law. In the Washington State auto underwriters insurance manual, the recommended antique automobile policy endorsement uses the word SOLELY, as do both insurance endorsements and special license plate laws in most other states. (The special insurance available to AACA members is an exception.)

While the Washington law is fairly liberal, even in those states which restrict use to meets, tours and other "events in the public interest" the actual degree of restriction is not clear. A classic-owning attorney in our regional area has noted that anytime an elderly vehicle, antique or classic, is taken out on the street, it becomes an object of public scrutiny, and thus any pleasure (non-utility) driving is "in the public interest". Such an opinion has yet to see a court test, but is certainly interesting fuel for the controversial fire. In some states all pleasure driving has been declared legal either by a court or by an attorney general's ruling. In an increasing number of others, owners are being arrested regularly for non-utility driving on their special plates, forcing those who want to take a Sunday afternoon drive to go back to regular licenses.

As to the state's loss of revenue, while 1400 such plates have been issued, only 800 are known to be in use, indicating that 600 plates for which the State received their full price are no longer in use in the state. Still the lic-

ense fee loss is bothering some officials in the Highway Department and at the State Patrol (which operates from Highway Dept funds). Such "internal pressure" for "improvement" of the state's income is strongly felt by legislators. The Washington law, pushed through by local members of the HCCA and Earl Davison of Tacoma, was designed to permit cars of unquestionably antique character and performance to be operated under modern driving conditions, usually when the owners were taking part in an organized tour or other activity. Being permanent, the license would probably prevent the car from having to meet any equipment or performance restrictions that are now or may later be enforced, such as requirements that all licensed cars have 2 tail-stop lights, electric headlights, turn signals, seat belts, safety glass, 4-wheel brakes, etc. It is much to the credit of Mr Davison and the Sea-Tac HCCA members that such a law was eventually passed.

Possibly they feel that the proposed amendment would tend to check some of the abuses of the present law by those now using the plates for commercial or utility use. Just what part of the vehicles now doing that are pre-1931 is not known, but as cars of the later thirties become eligible for the plates, undoubtedly there would be more abuse of them by people who "just happen to own an old car" and could not be considered enthusiasts as we use the word. Certainly rare at present is unauthorized use of the plates by pre-1915 users, who would have the most to lose should the law be repealed or so severely restricted that driving a really antique vehicle would not be practical on public highways.

On the other hand, classic owners would have the most to lose from a privilege standpoint should the amendment pass. While most

classic owners might be opposed to the principle of the amendment, which would prevent most of them from using the special plates, they should consider the fact that should the presently proposed amendment fail, the future could bring even more restrictive legislation. Perhaps the present amendment is the lesser of two evils.

A number of classic owners whose cars would presently qualify for Horseless Carriage plates, but would not under the amendment, do not feel that they now desire to use them for two reasons. Some do not want to face any use restrictions, and others simply refuse to label their 100 mph cars as "Horseless Carriages".

Many HCCA members do not feel that such cars should rightly be so licensed anyway, since cars as late as classics could probably qualify for licensing under any equipment-performance restrictions now in use anywhere. They point to the fact that the law, as far as they are concerned, was originally intended to apply primarily to cars with gas lights, 2-wheel brakes, no turn signals or windshield wipers (or sometimes windshields), etc. Their implication is that owners of cars with such "modern equipment" are riding-for-free on the train that they chartered. While the reasoning behind their feelings is understood, classic owners must consider their own needs, remembering however that if and when The State decides to "put the pressure on old cars" it will most likely be on all "old cars" with little regard for our carefully thought-out classification systems. As Herb mentioned at the last Board meeting, the definition of "antique car" is debateable even among enthusiasts, as there probably are 50 such definitions available among the various clubs, commercial and non-commercial shows and concours,

state laws, etc. The Average money-minded state legislator would not know the difference between a Dort and a Duesenberg if it ran over him in broad daylight.

At the last Board meeting, during which Herb briefed the Board on the "facts of life" of legislative action, the Board voted, after considerable discussion, to back the proposed amendment, with the qualification that eventually owners of legitimate classics will probably want to have available to them some sort of permanent license such as is now in use in 2 states as a "Classic" plate, available only to CCCA recognized classics.

Since only a few Regional members were present at this meeting to hear the discussion or present their view, your thoughts on the matter are invited. Letters will be published in the BUMPER GUARDIAN. Possibly you will think of facets of the controversy which haven't been mentioned here.

Remember, what while a "Classic" license such as CCCA Regions have fought through in New Jersey and Minnesota is undoubtedly an ideal answer to our particular problem, this Region will not for some time yet be in any position to fight for such legislation. Whether you feel that the proposed amendment is needed to prevent possible future restrictions on the driving of vintage vehicles, or that the present law was intentionally left sufficiently flexible to cover other than pre-1931 cars that are "owned and operated primarily as a collector's item", let's have your comments.

(Is the 1937 Plymouth owned by the proverbial little old lady being "owned and operated primarily as a collector's item"?)

ghs

"MOVIES ARE BETTER THAN EVER" DEPT

According to a recently received publicity release, complete with 8 x 10 photo, MGM has completed for summer release a feature called "The Yellow Rolls-Royce", starring Ingrid Bergman, Rex Harrison, Omar Sharif, Shirley MacLaine, George C Scott, Alain Delon, Jeanne Moreau and a 1932 Phantom II Rolls-Royce Barker Sedance deVille, 9 JS. The picture was filmed in England, Austria and Italy, with an epilogue featuring Vincent Sardi in a chauffeur's uniform driving the car up New York's West Side Hiway. We await with interest further word from MGM's "Advertising, Publicity and Exploitation Dept".

In spite of murderous reviews, "Sex and the Single Girl" features a Silent-Comedy-Type chase sequence involving, among other things, an elderly couple driving an elderly Lincoln V8 sedan and Tony Curtis doing some rather wild things with a 4½ Liter Bentley Drophead. Should you have the urge to try some rather wild things yourself in the same Bentley, it is advertised in the current ROAD AND TRACK at a price of "\$6500 firm". The ad describes it as a 1937 Vanden Plas in "absolute concours condition", as "restored by Tony Curtis".

WHO WILL WIN WAGER?

News of a sporting nature: There is a wager (with a Canlis steak dinner involved) between a certain Al McE. and a certain Hal D. as to whether Mr D. will bring back from his current European trip a vintage Buccioli. McE. however readily admits that it would be worth losing just to SEE a Buccioli. What next, a Straight 12 Voisin? Or a Metallurgique Cabrolet?

SEATTLE SPEED SHOW

(continued from page 1)
melting it down into 549 pot metal ash trays to drilling it longways and making it into a floor lamp. We await with interest Doc's eventual disposition of this fantastic contraption. Unfortunately it was not equipped with wheels, so could not be towed home. Fortunately Doc's car is not small, (suppose he had shown a 2-seat Bugatti?) and it was eventually folded into place.

All in all, our first experience with a Speed Show was a pleasant and rewarding experience. Richly rewarding. ghs

Classic Car Classified Ads

For sale: 1931 Cadillac V12 Pheaton, Al Condition. Make reasonable offer. Don Swisher, Box 957, Whitefish, Montana.

For sale: 1937 Packard Super 8 1500 sedan, good original condition, complete. 44,000 miles, stored since 1950, recently driven in from Illinois. Runs well. \$1000 or best offer. W R Johnston, 7734 Walnut Ave SW, Tacoma, Wash.

Swap: Equity in 3 bedroom modern house at 1708 W Juniper, Roswell, New Mexico, for a classic in excellent running condition. Harold W Nelson, 16711 31st Ave, Seattle, 66, Wash.

Wanted: 1937 Cadillac for parts car, have 1937 Cad Convertible sedan would consider selling. Bob Ripley, 2121 N 130th, Seattle, Wash. EM 2-6787

Sell or Trade: For Classic, perfect Mark II Continental. Phil Schwarz, 14 Island Plaza, Mercer Island, Wash. AD 2-0393.